

# LOK SABHA DEBATES (English Version)

**Second Session  
(Eighth Lok Sabha)**



*(Vol. IV contains Nos. 21 to 30)*

**LOK SABHA SECRETARIAT  
NEW DELHI**

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## CONTENTS

[Eighth Series, Vol. IV—Second Session 1985/1907 (Saka)]

No. 21—Thursday, April 11, 1985/Chaitra 21, 1907 (Saka)

	COLUMNS
Oral Answers to Questions :	.... 1—31
*Starred Questions Nos. 385, 386, 390 to 392 and 397	
Written Answers to Questions :	.... 32—40
Starred Questions Nos. 387 to 389, 393 to 396 and 398 to 404	
Unstarred Questions Nos. 2546 to 2702 and 2704 to 2754	.... 40—236
Correcting Statement to USQ No. 1306 dated 28-3-85	237
Papers Laid on the Table	....240—246
Matters under Rule 377	....247—252
(1) Need to direct military authorities to provide drinking water in Barmer, Jaisalmer and Jodhpur and surrounding villages through tankers	
Shri Virdhi Chander Jain	.... 247
(2) Need to supply Nut Coke and Pearl coke to help brass industry of Moradabad (Uttar Pradesh)	
Shri Hafiz Mohd. Siddiq	....247—248
(3) Need to instal a 10 KW transmitter for relaying TV Programmes from Sambalpur to Western Parts of Orissa	
Dr. Krupasindhu Bhoi	.... 248
(4) Need to set up a River Travel Development Corporation to promote travel by boats	
Shri Digvijay Sinh	....248—249
(5) Need to expand Inter-State Bus Terminal, Kashmere Gate, Delhi and improve its management	
Shri Jai Prakash Agarwal	....249—250
(6) Need to set up an oil refinery at Morena, Madhya Pradesh	
Shri Kammodilal Jatav	.... 250

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

(7) Financial assistance for the development of Mirzapur district under NREP and NLLEG Programmes	
Shri Uma Kant Mishra	.... 251
(8) Damage caused to fruit-laden trucks in arson around Azadpur Fruit Market during November riots and need to pay compensation to the affected people	
Prof. Saifuddin Soz	... 251—252
(9) Disruption of public life in the capital due to sudden rains on 9th April, 1985 and need to improve drainage system	
Shri Satyagopal Misra	.... 252
<b>Demands for Grants (General) 1985-86</b>	.... 252—324
<b>Ministry of Steel, Mines and Coal</b>	
<b>(Not Concluded)</b>	
Shri S. M. Bhattam	... 253—264
<b>Text of Cut Motions</b>	
Shri Girdhari Lal Vyas	.... 264—270
Shri Purna Chandra Malik	.... 270—276
Shri Vishnu Modi	.... 276—281
Shri A.C. Shanmugam	.... 281—286
Dr. P. Vallal Peruman	.... 286—289
Shri V.S. Krishna Iyer	.... 289—293
Shri Shivendra Bahadur Singh	.... 293—296
Shri Laliteshwar Shahi	.... 296—300
Dr. Krupasindhu Bhoi	.... 300—306
Shri Narayan Choubey	.... 306—310
Shri Shanti Dhariwal	... 310—313
Shri Yogeshwar Prasad	... 313—317
Shri Ram Pyare Panika	.... 317—321
Shri Manvendra Singh	.... 321—324
<b>Statement re : certain decisions taken by Government to Restore Normalcy in Punjab</b>	
Shri S.B. Chavan	.... 324—325
<b>Demands for Grants (General) 1985-86</b>	.... 325—372
<b>Ministry of Steel, Mines and Coal—Contd.</b>	
<b>(Not concluded)</b>	
Shri Amal Datta	.... 325—330
Shri R. Jeevarathinam	... 330—333

**COLUMNS**

<b>Shri C.K. Kuppuswamy</b>	....333—334
<b>Shri Lal Vijay Pratap Singh</b>	....335—337
<b>Dr. Chandra Shekhar Tripathi</b>	....337—340
<b>Shri K. Ramamurthy</b>	....340—345
<b>Shri Salahuddin</b>	....345—346
<b>Shri Harihar Soren</b>	....346—350
<b>Shri Kamal Nath</b>	....351—356
<b>Shri Mool Chand Daga</b>	....356—358
<b>Shri K. Natwar Singh</b>	....359—366
<b>Shri Jagannath Pattnaik</b>	....366—367
<b>Shri Sriballav Panigrahi</b>	....367—372

## LOK SABHA DEBATES

1

### LOK SABHA

*Thursday, April 11, 1985/  
Chaitra, 21, 1907 (Saka)*

*The Lok Sabha met at  
Eleven of the Clock.*

[MR. SPEAKER *in the Chair*]

#### ORAL ANSWERS TO QUESTIONS

[*English*]

#### **Collapae of Flyover of Circular Railway, Calcutta**

\*385. SHRI NARAYAN CHOUBEY :  
Will the Minister of RAILWAYS be  
pleased to state :

(a) whether the flyover of Circular  
Railway in Calcutta collapsed on 23  
February, 1985;

(b) if so, the reasons therefor;

(c) the condition of those workers who  
were seriously injured;

(d) whether Government have paid any  
compensation to the injured workers; and

(e) if so, the rate of compensation and  
the total amount of compensation paid or  
to be paid ?

THE MINISTER OF RAILWAYS  
(SHRI BANSI LAL) : (a) Western side  
of the foot over-bridge adjoining  
Armenian Ghat Level Crossing collapsed  
on 23rd February, 1985.

(b) The incident took place due to  
slippage of wedges caused by vibrations  
during concreting.

(c) Out of the three workers of the  
contractor admitted to the Railway

2

Hospital, two have been discharged. The  
third is progressing well in the Hospital.

(d) & (e). Ex-gratia payment at the rate  
of Rs. 500/- has been made to each of the  
three injured workers. Compensation  
will be payable by the contractor as admis-  
sible under the Workmen's Compensation  
Act.

SHRI NARAYAN CHOUBEY : Sir,  
you are aware of the recent accident  
which took place involving Amritsar  
Express when more than 40 persons died.  
It is also due to the contractor who did  
not fulfil his obligations. Naturally, the  
poor passengers who were travelling from  
Bihar and U.P., more than 40 persons,  
were killed. It has become a fashion  
these days to employ contractors for such  
civil works which previously were not done  
by the contractors. Here, the reason given  
is that the incident took place due to  
slippage of wedges caused by vibrations  
during concreting. There must be certain  
Railway officers who were inspecting the  
work of the contractor who was doing the  
job. There must be D.E.N., A.E.N. and  
I.O.W. incharge of the work. I would like  
to know what they were doing and what  
was their function.

About the compensation paid, a very  
meagre ex-gratia payment at the rate of  
Rs. 500 has been made. The accident  
took place on 23rd February, 1985. As  
per the Government's own confession, one  
person is still in the Hospital. The  
Government is satisfied with an ex-gratia  
payment of Rs. 500 that has been made  
and the rest will be made by the  
contractor.

As you know very well, the principal  
employer is the Railways. The Railways  
being the principal employer, the Railways  
are responsible for paying the compensa-  
tion in full and for everything else.

So, my first question is as to what was the loss to the Railways on account of this accident, what were the Railway officers, D.E.N., A.E.N. and I.O.W. doing, what is the name of the contractor and whether he has been blacklisted or not.

MR. SPEAKER : Such a long question.

SHRI NARAYAN CHOUBEY : He understands everything.

MR. SPEAKER : You have made it complicated.

SHRI BANSI LAL : The loss incurred by the Railways in this accident is to the tune of Rs. 26,000 only. The Inspector of Works incharge of the foot overbridge who was held indirectly responsible has been taken up and he has been discharged. The work was allotted to M/s New India Construction Company at an approximate cost of Rs. 6 lakhs.

[*Translation*]

SHRI NARAYAN CHOUBEY : Was he black-listed or not ?

MR. SPEAKER : This will have to be seen.

SHRI BANSI LAL : We shall see to it when a decision in this regard is taken.

[*English*]

SHRI NARAYAN CHOUBEY : My second question is,....I had even told the Railway Minister personally....that the employment of contractors in the jobs of Indian railways has always been done departmentally such as, deep screening, re-railing and changing of sleepers, since the year 1853 when the railways first came, up to the year, 1983 and I would like to know whether the railways will think not to employ contractors in such jobs due to which the safety of the railways is in danger.

SHRI BANSI LAL : The contract system cannot be eliminated.

SHRI NARAYAN CHOUBEY : These jobs should not be given to contractors.

MR. SPEAKER : How can you say so ? Accident may happen here or there. How can you predict such a thing ? It is unpredictable. It is irrelevant.

SHRI NARAYAN CHOUBEY : Contract labour should not be employed for such jobs.

**Conversion of Manmad-Parli Vajjnath Rail Line into Broad Gauge**

\*386. SHRI SAHEBRAO PATIL DONGAONKAR : Will the Minister of RAILWAYS be pleased to state :

(a) the amount of money to be spent on the conversion of metre gauge rail line from Manmad to Parli Vajjnath into broad gauge rail line; and

(b) how many years will it take to complete the project ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) The work is being taken up in phases. Phase-I of this project involves conversion of section from Manmad to Aurangabad (114 Kms.) at an anticipated cost of Rs. 30 crores. The total expenditure incurred on Phase-I, upto February 1985 is Rs 7.88 crores.

(b) The completion of this project will depend on availability of funds during the coming years.

[*Translation*]

SHRI SAHEBRAO PATIL DONGAONKAR : Mr. Speaker, Sir, I would like to know from the hon. Railway Minister why Government do not take any firm step with regard to conversion of metre gauge line into broad gauge line under Manmad—Parli Project in spite of this question having been raised repeatedly. Although the late Prime Minister, Shrimati Indira Gandhi, and the former Railway Minister, Prof. Madhu Dandavate, had given assurance that this work would be completed by 1983 yet the work is going on at a very slow pace and paucity of funds is given as reason for it. If the work continues with the present speed, it will not be completed even during the next fifty years

to come. We want to have a categorical and firm assurance from the hon. Minister as to how much funds would be made available this year for this work and by what time the project would be completed. We want a categorical answer from the hon. Minister today.

**SHRI MADHAVRAO SCINDIA :** Mr. Speaker, Sir, it will be our endeavour to complete this work as early as possible. Keeping in view the paucity of funds, priority has been given in this budget to track-renewal and rolling stock, but, as I said earlier, the suggestion of the hon. Member will be kept in view and we shall do everything possible to complete it as soon as possible.

**SHRI SAHEBRAO PATIL DONGA-ONKAR :** Is the hon. Minister aware that a mass movement is going on on this issue in a backward region like Marathwada? All sections of the people including women have been repeatedly expressing their resentment over it. The people have decided to intensify this movement further from 16th April. Will the hon. Minister provide a sum of rupees 15 crores in this year's budget in view of strong feelings of the people?

**SHRI MADHAVRAO SCINDIA :** Mr. Speaker, Sir, we are very thankful to the hon. Member for giving this information. The sentiments of the local people will be fully kept in view and we shall endeavour to do whatever is possible.

**MR. SPEAKER :** You also say something, your name was also mentioned.

[English]

**PROF. MADHU DANDAVATE :** My name and Mrs. Gandhi's name are linked up. I will face dangerous situation. It should not be done!

Before I ask the question, I would like to point out to the Railway Minister that as far as the Government and administration is concerned, it is a continuing thing. Whatever the commitments in the past, they also become the commitments of the next Government.

While asking my question about this first phase, conversion of Manmad-Aurangabad line, I would like to point out to you that I have with me just now all the three Railway Budgets for the years 1977-78, 1978-79 and 1979-80. In fact, I had presented all the three Budgets. But to refresh my memory and also to refresh his memory, I have brought those papers to check up whether the facts are correct, and they are correct. In 1977-78 Budget I had announced that the normal traditional norms about new lines and conversions would be changed: in the past only returns on the basis of industry were considered as returns but agriculturists had been discarded; we said that even returns from agriculturists will have to be considered as returns and that backward areas would be given priority. Is it not a fact that, in the 1977-78 budget we had announced—If Madhu Dandavate had announced, that also becomes the commitment of Mr. Bansi Lal because Parties may change but Government continues—that backward areas would be given priority? I want to know whether they stand by that commitment or not. This was in 1977-78. He may also tell us whether, in 1978-79 even for preliminary work provisions were made or not after getting the sanction from the Planning Commission and also whether it is not a fact that in the 1979-80 substantial amounts were already allocated, the work was already started and it was assured that this being a backward area, work would be speeded up. The late Prime Minister Shrimati Indira Gandhi had also assured during her tour in Marathwada that this being a backward area, it would receive priority. Is it a fact or not? Against this background, how is it that, when the cost is Rs. 30 crores.....(Interruption) Please do not disturb; this has nothing to do with Punjab.....

**PROF. K.K. TEWARY :** From tomorrow I will bring half of the library here to impress upon the House that I have brought something very important.

**PROF. MADHU DANDAVATE :** You can do it. First become a Minister, then go out of office and next time as a Member you bring those papers. That will be a good process. (Interruptions)



Coming to the specific question, out of Rs. 30 crores that are required for the First Phase, Manmad-Aurangabad conversion, you yourself have admitted that only Rs. 7.88 crores have been spent. Because this happens to be a backward area, people are very much agitated. On 16th there is going to be a total Marathwada bandh in which even Congressmen are going to participate. Therefore, will you give priority to this? Will you revise your own decision and give more allocations so that conversion of this railway line in a backward area can be completed in time and you will get the benefit of conversion through infrastructure for development?

**SHRI MADHAVRAO SCINDIA :** I am very grateful to the hon. Member for having refreshed our memory. I would also like to refresh his memory, if he may permit and if you also permit, Sir. There is this constraint of funds which the Railways are facing. It is a fact—it is obvious and need not be stated over and over again—that, due to some poor planning in the period 1977-79 when contribution to the Depreciation Reserve Fund fell to a meagre two per cent, we have been left with this position, thanks to that very poor planning the system needs resuscitation and needs clearing of a very large backlog of track renewal and rolling stock. However, as far as backward areas are concerned, this Government under the leadership of the Prime Minister stands committed to a balanced development of this country and in that scheme of things, backward areas will certainly be given priority. I can assure him of that. I would now come to the specific question and request him to redirect the Marathwada agitation, not against our government but against Prof. Madhu Dandavate because the figures very clearly show who neglected this particular railway line. The work was started in November, 1978 and upto now a total of Rs. 7.8 crores has been spent on this particular 114 km. stretch which amounts to 29.6% of the total work that is to be done. Out of this 7.8 crores only Rs. 25 lakhs was spent in 1978-79; the rest of almost over Rs. 7 crores has been spent when the new government took over from 1980 onwards. I hope that the hon. Member's memory is refreshed by these facts.

**PROF. MADHU DANDAVATE :** One clarification. The Rs. 25 lakhs which was mentioned is for the preliminary work, that is, when the work just starts. The next one was Rs. 1 crore. He has not answered one question. Rs. 25 lakhs is for preliminary work and the next is Rs. 1 crore. He has not replied to the second part. Only last week the railway administration has announced that it will concentrate on the on-going works and when the new grants are made available, the major portion will go to the on-going works. I want to know whether he stands by that commitment or not. This issue is agitating all the backward areas in the country.

**MR. SPEAKER :** He has already said that. He will give priority.

*(Interruptions)*

**MR. SPEAKER :** I cannot allow all those questions to be taken up on this.

**PROF. MADHU DANDAVATE :** Only last week they said that ongoing projects will receive more attention—not alone backward areas. This is an ongoing project.

**MR. SPEAKER :** He is on record. What is said on the floor of the House, I cannot take it out nor can he take it back.

**PROF. MADHU DANDAVATE :** That is good. You have confirmed that.

**DR. DATTA SAMANT :** The population of Marathwada area is about 2 crores. There are industrial estates in Aurangabad and Nanded. Considering all this, all the replies given in the House from 1981 onward I have got them here. On 2.12.81 it was said that 'It will be completed by 1984 subject to the availability of funds'..

**MR. SPEAKER :** That he has already answered. What is the new one you want to ask? These things have already been asked.

**DR. DATTA SAMANT :** Three replies were given that it will be completed. Considering all this and considering the fact that this metre gauge is there since the Britishers time and in the present

budget the Government has not sanctioned any amount for the railway lines in Maharashtra...

MR. SPEAKER : What is your question ?

DR. DATTA SAMANT : I am coming to the question. Considering all this and considering the fact that there is so much dissatisfaction in Marathwada and this is the fourth agitation which is going to take place— I may point out that three times you have killed the people, still no money is sanctioned. On the 16th there is the Marathwada bundh and yesterday I was in Bombay and all people including the Chief Minister of Maharashtra are...\*

MR. SPEAKER : Not allowed. I do not know why there should be any agitation.

*(Interruptions)\**

MR. SPEAKER : Not allowed. It is irrelevant.

*(Interruptions)\**

MR. SPEAKER : Not allowed. It has already been answered. Please sit down.

SHRI UTTAM RATHOD : This particular project was promised to us by the late Prime Minister, Shrimati Indira Gandhi when we faced drought continuously for three years and it was started in 1978. Since then people of Marathwada have been asking for it. Every time the amount provided in the budget is very much less and only after persuasion the amount is increased.

I would like to know from the hon. Minister if it is a fact that the earthwork on this particular line was also done by the State Government from the EGS and other funds. The State Government has done this work. I want to know and if it is so, when the Maharashtra Government is prepared to help you to that extent, how is it that you are not going to increase and allot some more funds for this particular line which is also in a backward area.

SHRI MADHAVRAO SCINDIA : It is true that part of the work was done through the various relief programmes of the Maharashtra Government. The hon. Member has again asked for more funds. We very much appreciate the sentiments of the hon. Member and they will certainly be kept in mind.

DR. DATTA SAMANT :...*(Interruptions)\*\**

MR. SPEAKER : Mr. Samant you must learn the rules first. If you want to put irrelevant questions I would not allow.

DR. DATTA SAMANT : I am walking out.

*(Dr. Datta Samant then left the House)*

PROF. MADHU DANDAVATE : Sir, will you allow half-an-hour discussion on this ?

MR. SPEAKER : We will consider it.

PROF. N. G. RANGA : Mr. Dandavate, there are so many other backward areas. Their claims are more urgent.

*[Translation]*

SHRI SAHEBRAO PATIL DONGAONKAR : Mr. Speaker, *(Interruptions)\*\**

MR. SPEAKER : Not allowed.

SHRI SAHEBRAO PATIL DONGAONKAR : Mr. Speaker, Sir, you do not allow the answer to my question to be given. I am leaving the House.

MR. SPEAKER : You are welcome to do it.

*(Shri Sahebrao Patil Dongaonkar then left the House)*

*[English]*

#### Inadequacy of Psychiatric Treatment Facilities

\*390. SHRI M. RAGHUMA REDDY : Will the Minister of HEALTH AND

\* Not recorded.

**FAMILY WELFARE** be pleased to state :

(a) whether there is an acute shortage of mental health facilities in India;

(b) whether only 10 per cent of those requiring urgent attention are receiving the required attention as there is acute shortage of qualified psychiatrists in the country; and

(c) what remedial measures are being contemplated to improve the situation ?

**THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH (SHRI YOGENDRA MAKWANA)** : (a) to (c). Facilities for mental health counselling and treatment are available in Mental Hospitals/Institutions as well as in General Hospitals in most of the States. It is true that such facilities are often short of the total requirements if one takes into account the needs of all the persons requiring assistance for any type of mental disequilibrium. Plans to develop a structural framework aimed at providing the basic mental health facilities through community outreach programmes are contemplated within the resources and priorities of the Seventh Five Year Plan period.

**SHRI M. RAGHUMA REDDY** : Sir, in India only 900 qualified doctors and 500 qualified nurses and trained social workers are available. At this rate they are not able to attend the mentally retarded people in our country. First of all I would like to know how the government is going to attend to all the persons who are mentally retarded in our country. Secondly, Sir, in only half of the medical colleges there is department of psychiatry. I would like to know when the government is going to establish all the departments in all the medical colleges. In rural areas this problem is at a mass scale. They are going to 'Babas' and 'Fakirs' for cure of mental disorders. I would like the hon. Minister to tell how many medical colleges as well as departments are going to be established in the rural areas ?

**SHRI YOGENDRA MAKWANA** : Sir, the first thing that the hon. Member said is not correct. There are about 1,000

qualified psychiatrists in this country; 400 to 500 psychologists; 200 to 300 psychiatrist social workers and about 600 psychiatrist nurses. Then academic department of psychiatry is in existence in 50 per cent of medical colleges. There is no plan to establish any medical institute for this but in the Seventh Plan we are providing the basic mental health facilities through community outreach programmes.

In community centres we are going to train the multi-purpose workers as well as the medical personnel.

**SHRI M. RAGHUMA REDDY** : How many persons are mentally retarded in our country ?

*(Interruptions)*

**THE MINISTER OF STATE IN THE DEPARTMENT OF POWER (SHRI ARUN NEHRU)** : Regarding any questions about psychiatry, let the other side answer them.

**PROF. MADHU DANDAVATE** : Prof. Tewary, don't object. He is not referring to you.

*(Interruptions)*

**SHRI YOGENDRA MAKWANA** : Will the hon. Member repeat his question ? It was not audible.

*(Interruptions)*

**PROF. K.K. TEWARY** : In view of this unusual interest, I think, we should request the Government that they should have the facilities here also, in Parliament.

**DR. KRUPASINDHU BHOI** : The question, as originally framed, said...

*(Interruptions)*

**MR. SPEAKER** : Sometimes no answer is better than an answer !

**SHRI S. JAIPAL REDDY** : The Member asked for some information. The Minister could have said, he does not have the data.

**PROF. MADHU DANDAVATE** : He did not ask for prospective mentally-retarded. He asked, who are at present mentally-retarded.

**DR. KRUPASINDHU BHOI :** The hon. Member has put the question. He has not understood the question himself. The main thrust of the question is this..

**MR. SPEAKER :** That is why I asked you, Dr. Bhoi to intervene . . .

**DR. KRUPASINDHU BHOI :** Mentally retarded cases and insanity, that is, mental ill-health, are different. They are two parameters. Microcephaly and Magaloccephaly is different, insanity is different. .

**MR. SPEAKER :** That is why I sought your intervention, Dr. Bhoi.

**DR. KRUPASINDHU BHOI :** Basing on the facts the hon. Minister has admitted already that there is scarcity of psychiatrists in the country. We are going to achieve 'Health for All' by 2000 A.D. as per the Alma Ata Declaration signed by Mrs. Gandhi.

Will the hon. Minister advise the State Governments to post psychiatrists and have a psychiatrist division in each district headquarter hospital as well as to have other specialised staff there ?

**SHRI YOGENDRA MAKWANA :** I think I have already replied to the question. (*Interruptions*) We are not having posting in each medical hospital at district headquarter. But what we are doing is this : We are going to create it in Community Health Centres at village level. That is to say, the Fourth Primary Health Centre is being upgraded as a Community Health Centre. These facilities will be made available there.

[*Translation*]

**SHRIMATI KRISHNA SAHI :** Mr. Speaker, Sir, through you, I want to know from the hon. Minister how much money Government allocate per patient in the mental hospitals in the country ?

This is a very sensitive matter. There is a hospital at Ranchi which is in a very bad shape. A large number of women have been admitted there. Men and

women are lodged there together. Have they formulated any expansion programme in this regard ?

**THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRIMATI MOH-SINA KIDWAI):** Mr. Speaker, Sir, the hon. Member has raised an important question. I want to inform her that the hospital in Ranchi is under the control of the State Government of Bihar. We have a centre under the National Institute of Mental Health and two institutes under Neuro Science, one at Bangalore and the other at Ranchi. It is true that before 1955, very little attention was paid in this direction. Before 1955, there was no Post-graduate Institute in the country.

[*English*]

There was hardly any post-graduate training programme for psychiatrists in India. At present, there are more than 25 centres where such training is available. And every year, more than 50 new psychiatrists are being trained.

[*Translation*]

Besides, we are providing the facility of psychological treatment in 50 per cent medical colleges also. There are two types of mental disorders. The patients of the first category can be treated with psychological treatment and the second category comprises cases of mental diseases. Our efforts in the Seventh Plan would be that instead of increasing the number of mental hospitals, we shall increase the number of nurses and training centres in the Mental Hospitals and the number of physicians and psychiatrists so that the psychological cases could be treated at home. In this way, both types of cases can be treated effectively. It is a fact that at present, we are short of such personnel, but we are making efforts in this regard and compared to the past, now we have more trained personnel and doctors and we are endeavouring to further increase their number in future.

**SHRI KALI PRASAD PANDEY :** Mr. Speaker, Sir, in 1984, 57 patients died due to negligence in the Mental Hospital at

Mokamah area, in Bihar. In that connection, you have said that steps would be taken to improve the conditions there. The doctors in your Mental Hospital are interested in giving private treatment to the patients who come to the hospital. Therefore, I would like to know from the hon. Minister what steps are proposed to be taken to check the malpractices being indulged in that hospital.

**SHRIMATI MOHSINA KIDWAI :** The first question is what Government are doing for treatment of mental diseases. As I have already said, there are two National Hospitals which are governed by the Central Government. The rest of the hospitals are controlled by the State Governments. We shall inquire into the case of the hospital which you have specifically mentioned.

**SHRI KALI PRASAD PANDEY :** 57 patients had died due to the negligence of the officers in the Mental Hospital. My submission is that you should take some concrete steps to streamline the working of the hospital.

#### **Literacy percentage**

\*391. **SHRI JITENDRA PRASADA :** Will the Minister of EDUCATION be pleased to state :

(a) the State-wise percentage of literacy in the country as in 1951 and in 1984;

(b) the National literacy percentage at present;

(c) the steps being taken to bring the educationally backward States at least at

par with the National literacy percentage; and

(d) the time by which nation can achieve cent per cent literacy and measures being taken in this field ?

[English]

**THE MINISTER OF EDUCATION (SHRI K. C. PANT) :** (a) to (d). A statement is laid on the Table of the Sabha.

#### **Statement**

(a) A statement showing the State-wise percentage of literacy according to 1951 and 1981 census is at Annexure I.

(b) The National literacy percentage as per 1981 census is 36.23.

(c) A statement indicating steps taken to bring the educationally backward States at least to reach the national literacy percentage is at Annexure II.

(d) The Sixth Five Year Plan envisaged removal of illiteracy in the 15-35 age group by 1990. However, the rate of progress towards the realisation of this objective would depend on discussions with the Planning Commission and finalisation of the Seventh Plan proposals of this Ministry as regards the coverage and targets under the programme, and measures to achieve the same.

**ANNEXURE—1**

Literacy rate 1951 Census		Literacy rate 1981 Census	
States	Percentage	States/UTs/	Percentage
INDIA	16.61	INDIA	36.23
North India	10.80	Andhra Pradesh	29.94
Uttar Pradesh	10.80	Assam	—*
East India	16.81	Bihar	26.20
Bihar	12.23	Gujarat	43.70
Orissa	15.80	Haryana	36.14
West Bengal	24.54	Himachal Pradesh	42.40
Chandernagore	42.36	Jammu & Kashmir	26.67
Assam	18.07	Karnataka	38.46
Manipur	11.41	Kerala	70.42
Tripura	15.52	Madhya Pradesh	27.87
Sikkim	7.34	Maharashtra	47.18
South India	22.80	Manipur	41.35
Madras	19.29	Meghalaya	34.08
Mysore	20.58	Nagaland	42.57
Travancore-Cochin	46.41	Orissa	34.23
Coorg	27.21	Punjab	40.86
West India	23.83	Rajasthan	24.38
Bombay	24.56	Sikkim	34.05
Saurashtra	18.47	Tamil Nadu	46.76
Kutch	17.06	Tripura	42.12
Central India	10.93	Uttar Pradesh	27.16
Madhya Pradesh	13.46	West Bengal	40.94
Madhya Bharat	10.82		
Hyderabad	9.16	<b>Union Territories</b>	
Vindhya Pradesh	6.09	A&N Islands	51.56
Bhopal	8.17	Arunachal Pradesh	20.79
North-West India	13.26	Chandigarh	64.79
Rajasthan	8.41	Dadra & Nagar Haveli	26.67
Punjab	16.13	Delhi	61.54
Himachal Pradesh and Bilaspur	7.71	Goa, Daman & Diu	56.66
PEPSU	11.99	Lakshadweep	55.07
Delhi	30.36	Mizoram	59.88
Ajmer	20.00	Pondicherry	55.85
A&N Islands	25.77		

Figures of India for 1981 exclude Assam where Census could not be held due to disturbed conditions prevailing at the time of Census.

**ANNEXURE—II*****Measures taken to bring the educationally backward States at least to reach the national literacy coverage***

The following nine States namely— Andhra Pradesh, Assam, Bihar, Jammu & Kashmir, Madhya Pradesh, Orissa, Rajasthan, Uttar Pradesh and West Bengal have been identified as educationally backward States since these States account for more than 70 per cent of unenrolled children in the age group 6-14. All these States except West Bengal have also literacy rates below the national average. The following steps have been initiated in the nine educationally backward States for achieving universalisation of elementary education and eradication of illiteracy :

- (i) Special central assistance on 50 : 50 sharing basis for non-formal education scheme for elementary age group children;
- (ii) Central assistance on 90 : 10 sharing basis for running non-formal education centres exclusively for girls;
- (iii) Central assistance on 100% basis to voluntary organisations for running non-formal education centres;
- (iv) Central assistance on 80 : 20 sharing basis for appointment of 8000 women teachers in primary schools;
- (v) Central assistance on 100% basis to voluntary organisations for running early childhood education centres;
- (vi) Institution of awards for excellence in performance in the enrolments of girls separately under the formal and non-formal systems;
- (vii) Constitution of a National Committee on Point 16 of the 20 Point Programmes to guide the implementation of the Programmes of universalisation of elementary education and adult education and setting up of Task Forces for elementary education in these States.

**Adult Education**

- (viii) The State Governments and Union Territories have been advised to :
  - (a) cover on priority basis all the districts having literacy rate below national average;
  - (b) Ensure that at least 50% of the learners enrolled in the Adult Education Centres are women;
  - (c) Make special efforts to enroll the other weaker section of the society;
  - (d) Give priority to the opening of the Adult Education Centres in the rural and Adivasis areas and to locate such centres in Bastis of SC/ST as far as possible;
  - (e) Encourage voluntary organisations to participate in the programme by conducting Adult Education Centres especially for women. For the purpose, grant-in-aid rules have been relaxed to accommodate those agencies which are willing to run a smaller number of centres say five or so, exclusively for women;
  - (f) Lay special emphasis to start post literacy and follow up programme to ensure that neo-literates do not lapse into illiteracy; and
  - (g) Monitor among others the participation of students and non-student Youths in Adult Education. To provide further boost to the Adult Education Programme, a scheme of awards has been instituted for excellent performance in Adult Literacy for women.

[*Translation*]

**SHRI JITENDRA PRASADA :** The hon. Minister has given a very detailed reply. I would like to know the reason why some of the States lagged behind in the matter of literacy. In the details given by you, you have said that some States are below the national average in the matter of literacy. What are the reasons for this and what has been the impact of the steps taken to bring them up to national level and when were such steps given effect to? At the same time, the steps taken by you include sanction of grants to various organisations in some States. In this connection, I would like to know whether Government have received complaints to the effect that some organisations in some of the States have misused these grants and if so, the action being taken by Government on these complaints.

**SHRI K. C. PANT :** Mr. Speaker, Sir, partially, it has historical reasons. Post-independence figures have been given in it indicating the level of literacy in 1951 and the level of literacy according to the 1981 census. From this, you will find that some States have achieved more progress whereas there are some States which have not done so well in this field. The number of schools a State can open, the quantum of resources it has, the number of children attending schools, the drop-out rate and the extent of interest shown by them in the Adult Education Programme—all these things have an impact on the level of literacy.

So far as the question of providing assistance is concerned, as I have said in the statement, the Central Government provide assistance for the schemes. A sum of about Rs. 10 crores has been provided in 1984-85 to the nine educationally backward States for Non-Formal Education Scheme. 29 lakh twelve thousand children are studying in the Non-Formal Mix Centres and beside this, Rs. 2,68,00,000 has been provided for girls, whereas the number of centres is 20,700. Thus, it is clear that assistance has been given. From the available figures, I think, central assistance has helped a lot. I have also given the figures relating to the extent of coverage and the number of boys enrolled.

So far as the question of complaints is concerned, we shall look into them, if some complaints are received. According to my knowledge, there is no complaint at present.

**SHRI JITENDRA PRASADA :** Mr. Speaker, Sir, the question asked by me was what steps were taken by you, when they were taken and what their result was. I think it is not possible to remove illiteracy with the steps taken by you. You have said in your Statement that the Sixth Five Year Plan envisaged removal of illiteracy in the 15-35 age group by 1990. You are going to evolve a new education policy. Have you made any reference to the Planning Commission for inclusion of the programme in respect of removal of illiteracy in the Seventh Plan? Apart from these measures, what other steps do you propose to take to bring literacy at least among the children? Will the Central Government sanction some grant for those districts of the States where the percentage of literacy is low and ensure the opening of primary schools on priority basis in these districts?

**SHRI K.C. PANT :** Mr. Speaker, Sir, the scheme in the current Sixth Five Year Plan is meant for these nine educationally backward States, but some districts in other states where literacy is below the national average have been left out. We intend to provide assistance to those districts also during the Seventh Five Year Plan period. Their number is 243. But, until the Seventh Five Year Plan takes a final shape, it is difficult to say how much money will be provided for it. Only when the Seventh Plan takes a final shape. I shall be able to say something categorically. We endeavour to include other districts as well. So far as the question of opening primary schools is concerned, this is the concern of the State Governments and it is for them to do it.

[*English*]

**SHRIMATI BIBHA GHOSH GOSWAMI :** We all know that the biggest chunk of children who stay out of elementary schools are from scheduled castes and scheduled tribes, girl students and the poorest sections of the society, because



poverty and illiteracy go together, in order to bring these children into the general stream of elementary education, rather than just leaving them to non-formal education, some sort of incentives are helpful, as we have seen in West Bengal. But due to constraint of resources, adequate incentives cannot be given by the States.

Now, in view of this situation, I would request the Minister to state whether he will consider inclusion of an additional point in addition to these seven points in Annexure II, viz. (a) special assistance to the nine identified States for giving incentives in the form of midday meals, school uniforms, free books and slates and a minimum stipend to the poorer Scheduled Caste and Scheduled Tribe students, so that their parents can send them to school rather than to some work and (b) the names...

MR. SPEAKER : You cannot go on like that. It is a supplementary.

SHRIMATI BIBHA GHOSH GOSWAMI : Names of the States which have been given under this Item No. 6 in Annexure II.

SHRI K.C. PANT : Sir, the point is well taken that it is usually the disadvantageous groups, i.e. Scheduled Castes, Scheduled Tribes and girls, who are behind in the race for education. Even in the rate of drop-outs, these constitute a large chunk. Therefore, the point is well taken and in fact, whether it is non-formal education or adult education, special attention is attached to these groups. Now on the question of mid-day meals and uniforms and so on, some States do it and some do not, depending on their resources and it will be desirable from many points view to do that. But whether there is an exact correlation between enrolment in the educational institutions and these factors is not established by studies. But I do not want to go by those studies. I think it is a desirable end. What is even more effective is pre-school education. Even a short pre-school education seems to ensure continuity of education later on. That, we are attempting and a beginning is made. We will try to extend it.

[Translation]

SHRI K.N. PRADHAN : Mr. Speaker, Sir, crores of rupees have been spent on adult education since 1951 and barring personnel in the administration, and politicians, the common man is of the view that the money spent on adult education has not given the desired returns. This aspect has never been actually examined. I want to know from the hon. Minister whether he would like to ascertain by conducting a sample survey how much return there had been and whether it is a fact that many voluntary organisations are misusing these funds including some organisations having a particular line of thinking who misuse funds to the tune of crores of rupees unmindful of the returns ? Keeping in view the new education policy which is being formulated, will you arrange to get a sample survey conducted to know the factual position ?

SHRI K. C. PANT : Mr. Speaker, Sir, if we are to make those people literate who have crossed 15 years of age and are illiterate, there is no other alternative except adult education. You may give it any name, but the line of action will be the same...

[English]

PROF. MADHU DANDAVATE : How can it be called child education ?

SHRI K. C. PANT : How can it be possible ?

MR. SPEAKER : Grown-up child.

[Translation]

SHRI K. C. PANT : Efforts will have to be made to remove its shortcomings. However, it has been seen that many people who were educated under the Adult Education Programme became illiterate in course of time. When such things come to light, they have also got to be managed.

You have said that some organisations were indulging in malpractices. But I know there are also organisations which are doing a fine job. Therefore, I am not prepared to condemn all the organisations

unless there is something specific against them to be looked into.

**SHRI K.N. PRADHAN :** I have suggested that you should conduct a sample survey, from which we can judge its result.

[English]

**MR. SPEAKER :** Shri Krishna Kumar. I cannot give all the time to all the Members who raise their hands. I have to distribute it among so many members. We have to give a chance to the new members also.

**SHRI S. KRISHNA KUMAR :** Is it not a sad fact that more than half or almost three-fourths of the entire illiterates in the world are in our country? The Minister's answer, I am afraid, reflects a somewhat routine approach. There is an example of some Socialist countries, for instance Cuba, where illiteracy was wiped out in 1 or 2 years through a mass movement. I would like to ask the Minister whether this Government will be prepared to organize a mass movement, using all the literates and educated people in the country—not only the Government machinery—to wipe out illiteracy during the period of the 7th five year plan.

**SHRI K. C. PANT :** I very much welcome the suggestion and seek the co-operation of my hon. friend to make up for any deficiencies in the Government structure. There are 3 lakh University students in the National Service Scheme (NSS) who are even to-day engaged in the Adult Education Programme. But I fully agree with the sentiment that unless this is made into a mass movement, unless young people, teachers, employers and trade unions are involved, and also unless my friends here are all involved—because they are the keys to the success of a programme like this in mobilizing public opinion, public enthusiasm and motivation—things will be difficult. Therefore, I very much welcome the suggestion; and I hope it will be followed up by concrete cooperation in furthering this programme.

**Disparity in charging fare between  
Howrah and Siuri**

\*392. **SHRI GADADHAR SAHA :**

**SHRI AJIT KUMAR SAHA :** Will the

Minister of RAILWAYS be pleased to state :

(a) whether any disparity in the fare charged between Howrah and Siuri (West Bengal) was brought to the notice of the Railway department in 1984 ;

(b) whether there was any such lapse on the part of the Railway authorities while charging the train fare between Howrah and Siuri;

(c) if so, whether Railways is making arrangement for the refund of excess fare charged from the passengers;

(d) if so, how it is proposed to be refunded after a lapse of considerable period;

(e) whether such discrepancies were noticed in other Railways in the country; and

(f) if so, the details thereof and the remedial steps taken by Government ?

**THE MINISTER FOR RAILWAYS (SHRI BANSI LAL) :** (a) to (c) . Yes, Sir.

(d) Eastern Railway have notified in a local newspaper, published from Calcutta, informing the persons concerned, who are about 239 in number, to claim for refund of Rs. 2/- each which will be granted on due verification.

(e) and (f). Yes, Sir. One case occurred in Southern Railway. The route of 20 Up Trivandrum Central—Madras Mail which was earlier passing through Coimbatore, was changed to bypass Coimbatore but the fare from Chenganacherry to Madras was continued to be charged via Coimbatore. This discrepancy was rectified as soon as it came to notice. Railways have been instructed to ensure that the fares are charged by the routes actually travelled and there are no discrepancies of this nature.

**SHRI GADADHAR SAHA :** In reply to the question, the hon. Railway Minister admitted that there were lapses, and that

239 passengers were entitled to get a refund of Rs. 2/- per ticket; and that a notification in this regard was published in a local newspaper by the Railways. But I want to ask a specific question what are the lapses, and what is the period or specific number of days on which this extra passenger fare was charged from the passengers for journeys from Siuri to Howrah, and from Howrah to Siuri back ?

**SHRI BANSI LAL :** This over-charging was only from the Howrah side.

**SHRI GADADHAR SAHA :** The first question is what are the lapses on the part of the Railway authorities; and the second is about the number of days on which extra fare was charged.

**SHRI BANSI LAL :** Due to a mistake, they charged Rs. 2/- per ticket, and the passengers who were over-charged were only 239.

**SHRI GADADHAR SAHA :** I draw your attention to the notification that was published in *Daily Basumati* dated the 6th April.

**MR. SPEAKER :** This is a small matter. Human errors do take place. What can you do about them ?

**SHRI GADADHAR SAHA :** The period mentioned here is from 2nd February to 27th February.

I request the Minister to specify the period for which the extra charge realised will be refunded to them.

**SHRI BANSI LAL :** What is the question ?

**MR. SPEAKER :** They say, what is the period for which the excess charge will be refunded.

**SHRI BANSI LAL :** Whenever they respond. Whenever claimants come, after due verification, it will be given to them. It was publicised in the newspaper of Calcutta known as *Basumati* of 6th April, 1985.

**SHRI GADADHAR SAHA :** In reply to my question, the hon. Minister has said

that instructions have been issued to the railway authority that passengers are charged by the route actually travelled. Here is a new order and a policy decision. What is the basis of this new order and the policy decision ?

**SHRI BANSI LAL :** The new order is that passengers will be charged by the route they travel.

**SHRI GADADHAR SAHA :** Since the inception of the railways during the British days, there was one convention that passengers, whichever route they travelled, were charged the same fare. A passenger from Siuri to Howrah via Andal or Saintia was charged the same fare, no difference in fare before. Since the inception of the railway during the British days, there was only one identical charge for the passengers whichever route they travelled. In this case, is it a new policy decision, a new order that has been issued and the railway authority are instructed to realise the fare according to that order ? What is the basis of the order ?

**SHRI BANSI LAL :** What is the question ?

**MR. SPEAKER :** Professor, have you followed this question ?

**PROF. MADHU DANDAVATE :** If I come to Delhi from Bombay via London I should get the same fare.

**DR. SARADISH ROY :** In the debate on the railway budget, I raised this question. Certain answers were given which I received from the Railway Board. In that answer, he mentioned that 'due to certain difficulties, these orders could not be implemented from 1-8-1981. However, these were implemented in stages. The first phase where the distance differential by alternative longer route was 75 kms. or more was implemented w.e.f. 1-9-83, the second phase where the distance differential was more than 50 kms. but less than 75 kms. was implemented w.e.f. 1-1-84 and the third phase where the distance differential was less than 50 kms. was implemented w.e.f. 1-4-1984.' The Moraki Express, the first passenger train was introduced on 1st January, 1940 much ahead of 1-4-1984;

and the fare was realised according to whims, extra fare was realised from that day onwards from both the ends—Siuri to Howrah; that has not been mentioned. Here, in this advertisement it is mentioned, "from 2-2-1984 to 27-2-1984". On what ground? Why not earlier? (*Interruptions*) Three phases have been mentioned. From Howrah to Burdwan there are two routes, one is the main line and the other is chord line. The chord line is shorter by about 50 km. Even then the passengers will have to pay extra fare. From Howrah to Delhi you can travel by G.T. road, you can travel by main line, you can travel by another line from Shantiniketan and Bhagalpur, etc.

SHRI EDUARDO FALEIRO : Do not derail.

MR. SPEAKER : I am derailed in this question.

SHRI S. JAIPAL REDDY : No question of derailment.

DR. SARADISH ROY : They are collecting in that way extra fare from the passengers. They are hiding the facts. Originally the Secretary, Railway Board, said that only two rupees was the extra fare realised from 239 passengers. And in the advertisement they have taken the period 2-2-1984 to 27-2-1984. Why not 1st April 1984.

(*Interruptions*)

SHRI BANSI LAL : What is the question?

(*Interruptions*)

DR. SARADISH ROY : I am asking the question. You are realising extra fare from the passengers every time. You can realise it only from the 1st of April. But you are realising it from 26th of January. Why? The whole fare should be returned to the passengers.

MR. SPEAKER : We will return the extra fare to the passengers.

DR. SARADISH ROY : Our proposal is that the money should be deposited at the station and the MLAS, MPS and other passengers should be provided amenities.

(*Interruptions*)

SHRI BASUDEB ACHARIA : It should be utilised for providing amenities to the passengers. It is a very good proposal. Instead of refunding it to the passengers that money should be utilised for providing some amenities for the passengers.

(*Interruptions*)

PROF. MADHU DANAVATE : My question is, has he followed anything?

MR. SPEAKER : At least, I have not, Sir. Have you followed, Professor?

(*Interruptions*)

MR. SPEAKER : If you have followed it, then please explain it. Mr. Raju may explain it.

PROF. MADHU DANAVATE : I can make the confusion more confounded.

SHRI ANAND GAJAPATHI RAJU : I will try my level best to explain. What the hon. Member was saying—was trying to say—was that Rs. 2/- extra fare was collected and it is a very big thing as far as the poor man is concerned and therefore immediate refund should be made; and the second thing which the hon. Member was trying to say is that when a train goes in a particular route, if it goes on a longer route, then why not charge the same fare?

THE MINISTER OF STATE IN THE DEPARTMENT OF POWER (SHRI ARUN NEHRU) : The Member is questioning that.

MR. SPEAKER : Now, you can reply.

(*Interruptions*)

SHRI BANSI LAL : Whatever we have charged extra was from 239 passengers. We are ready to pay it back and we have put out an advertisement in a local newspaper about it. Whenever the claimants come, we will repay the amount.

MR. SPEAKER : Shri Amarsingh Rathawa. The hon. Member is absent.

Shri D. L. Baitha. He is also absent.

Shri Lal Duhoma. He is also absent.

There has been a hat-trick and by the time I reach the fourth name the time will be over.

Shri Chinta Mohan. He is also not there. There is no *chinta* now.

Shri Amar Roypradhan. Here you are! You have broken the monotony and by that time the time will be over.

**Linkage of stipend to interns in Medical Colleges and Hospitals with price index**

\*397. SHRI AMAR ROYPRADHAN : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) what is the present rate of stipend paid to interns in the Medical Colleges and Hospitals in the country;

(b) whether it has any linkage with the price index;

(c) if so, the details in this regard; and

(d) if not, the reasons therefor and on what basis the present stipend is given to the interns ?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH (SHRI YOGENDRA MAKWANA) : (a) to (d). Interns of the Central institutions/hospitals (including Statutory/Autonomous Bodies wholly financed by the Central Government) are paid a monthly stipend of Rs. 750/- with effect from 1st January, 1985. Since this amount is only a stipend and not a wage, it is not linked with the price index.

As per available information, the rate of stipend payable to the interns of the State medical colleges/hospitals varies from Rs. 325/- to Rs. 600/- except in the case of Haryana and Himachal Pradesh where the stipend amount has recently been increased to Rs. 800/- per month.

MR. SPEAKER : The question is over.

SHRI S. JAIPAL REDDY : The Minister can explain the answer.

**WRITTEN ANSWERS TO QUESTIONS**

[English]

**Rail Line from Qazi Gund to Uri in Jammu and Kashmir**

\*387. SHRI JANAK RAJ GUPTA : Will the Minister of RAILWAYS be pleased to state :

(a) whether laying of railway line from Qazi Gund to Uri in Jammu and Kashmir State is under consideration of Government;

(b) whether it is also a fact that survey was conducted for this purpose; and

(c) if so, when Government propose to start work on this project ?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) : (a) No, Sir. Not at present.

(b) Yes, Sir.

(c) Due to severe constraint of resources and heavy commitments already in hand, the question of taking up this work will have to await consideration till the position of resources improves.

**Awarding Degrees/Diplomas and Certificates in Indian System of Medicines and Homocopathy by unauthorised Institutions**

\*388. SHRI LAKSHMAN MALLICK : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether some cases of unauthorised institutions awarding degrees/diplomas/certificates in Indian System of Medicine and Homocopathy have come to the notice of Government during the last three years;

(b) whether some cases have also come to the notice of Government of unqualified persons practising these systems of medicine in the country;

(c) if so, whether any time bound programme was launched and some persons were arrested in this regard through vigilance;

(d) if so, what are the details in this regard, State-wise, during last three years; and

(e) the further steps Government propose to take in this regard ?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI) : (a) Yes, Sir.

(b) to (e). No specific cases have come to the notice of the Central Government of unqualified persons practising ISM&H during the last three years. We have been advising the State Governments to take suitable penal action wherever necessary, and report action taken. No reports have yet been received. Steps have also been taken to promote greater public awareness.

[Translation]

**Provision for Irrigation Schemes of Himachal Pradesh in Seventh Plan**

\*389. SHRI K. D. SULTANPURI : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) the amount proposed to be provided in the Seventh Five Year Plan for Himachal Pradesh for its major irrigation schemes; and

(b) the area of land to be brought under irrigation under these schemes indicating the details thereof ?

THE MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKARANAND) : (a) & (b). Allocations for the major irrigation schemes in Himachal Pradesh for the Seventh Plan are yet to be finalised.

[English]

**Clearance to Irrigation Projects of Gujarat**

\*393. SHRI AMAR SINH RATHAWA : Will the Minister of IRRIGATION AND POWER be pleased to lay a statement showing :

(a) the number and details of new irrigation projects forwarded by the Gujarat State Government to the Centre which are pending clearance; and

(b) the steps taken by the Government of India in regard thereto ?

THE MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKARANAND) : (a) 5 New Irrigation Projects have been received from Gujarat for techno-economic clearance and acceptance of the Planning Commission. They are :

(i) Sardar Sarovar Project for irrigating 17.92 lakh ha. at a cost of Rs. 3357 crores,

(ii) Watrak Reservoir Project for irrigating 16.87 thousand ha. at a cost of Rs. 22 crores,

(iii) Sidhumbar Reservoir Project for irrigating 20.48 thousand ha. at a cost of Rs. 30.53 crores,

(iv) Walan Project for irrigating 6.79 thousand ha. at a cost of Rs. 18.24 crores, and

(v) Goma Project for irrigating 4.13 thousand ha. at a cost of Rs. 13.88 crores.

(b) Comments on these projects except Goma have been communicated to the State Government for compliance. Goma Project is received recently in March, 1985 and is under examination.

**Chukha Power Project**

\*394. SHRI D.L. BAITHA : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) the target date for completion of construction and commissioning of Chukha Electricity Project indicating areas to be served by it in Bhutan and India ;

(b) whether construction is going on schedule ;

(c) whether it is a fact that areas under Purnea District of Bihar State were to get power from this project for which transmission lines were also to be laid before its commissioning ;

(d) if so, whether laying of those lines have since been completed and if not, the reasons for the same ; and

(e) whether there was any proposal to set up a transmission centre at Araria in the District of Purnea in Bihar State ; and if so, whether any action to construct the same has been taken ?

**THE MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKARANAND):** (a) The target date of commissioning the first generating unit of 84 MW of Chukha Hydro-electric Project is June, 1986. The other 3 units of 84 MW each will be commissioned in stages thereafter. The project will serve primarily Thimphu and Phuntsholing areas in Bhutan and the States of Bihar, Orissa, Sikkim and West Bengal in the Eastern Region and Assam in the North-Eastern Region in India.

(b) Progress is according to the revised schedule.

(c) Yes, Sir.

(d) The transmission lines from this Project to Purnea are practically complete, except for two river crossings and the substations which will be completed by June, 1985.

(e) There is no proposal for a transmission centre at Araria under this project.

**Railway Service from Calcutta to Karimganj through Bangladesh**

\*395. **SHRI LAL DUHOMA :** Will the Minister of RAILWAYS be pleased to state :

(a) whether acute scarcity condition of essential commodities prevails most of the time in Manipur, Nagaland, Tripura, Cachar District of Assam and particularly in the Union Territory of Mizoram due to extremely inadequate railway system connecting these areas with the rest of country ;

(b) if so, whether there is any proposal to open a sealed/closed railway service from Calcutta to Karimganj in Cachar District through Bangladesh as is being done in the case of Central Inland Water Transport Corporation ; and

(c) if not, the reasons therefor ?

**THE MINISTER OF RAILWAYS (SHRI BANSI LAL) :** (a) Rail movement to most of the areas in Manipur, Nagaland, Tripura, Cachar District of Assam and Mizoram is via Lumding-Badarpur section, which has a capacity constraint and, as a result, occasional shortfalls occur in rail movement of essential commodities to the area. However, close monitoring is being done by the Railways in coordination with the Departments concerned to avoid scarcity of essential commodities to the extent possible.

(b) There is no prospect to open a sealed/closed Railway service from Calcutta to Karimganj in Cachar District through Bangladesh.

(c) It is not practicable.

**Proposal to set up Medical University**

\*396. **SHRI CHINTA MOHAN :** Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether there is any proposal to start a full-fledged Medical University in order to maintain uniform medical education and excellence of training in the country ; and

(b) if not, the reasons therefor ?

**THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI) :** (a) and (b). The Medical Education Review Committee has made recommendations regarding the setting up of Universities of Health Sciences in order to bring about coordination between various educational and training institutions of the modern and various Indian systems of Medicine, Nurses, Pharmacists etc. Government are yet to take a final view in the matter.

**Demonstration by Delhi University and College Karamchari Union**

\*398. **PROF. M. R. HALDER :** Will the Minister of EDUCATION be pleased to state :

(a) whether it is a fact that Delhi University and College Karamchari Union

demonstrated outside the office of the University Grants Commission ; and

(b) if so, demand of the Union and whether it will be accepted by the Delhi University/University Grants Commission ?

THE MINISTER OF EDUCATION (SHRI K.C. PANT) : (a) Yes, Sir.

(b) The demonstration was held to press the demand for implementation of the report of the Cadre Review Committee of Central Universities, submitted in August, 1984. The decisions of the Commission on this Report have been communicated to all Central Universities on March 30, 1985.

**Calcutta University (Amendment) Bill, 1983**

\*399. SHRI SURESH KURUP :

SHRI SAIFUDDIN CHOWDHURY :

Will the Minister of EDUCATION be pleased to state whether it is a fact that the Calcutta University (Amendment) Bill, 1983 which is before the President for assent is pending for long ?

THE MINISTER OF EDUCATION (SHRI K. C. PANT) : The Calcutta University (Amendment) Bill, 1984, which was reserved by the Governor of West Bengal for President's assent in May, 1984 is still pending.

**Rajasthan's Proposal for constructing a link between Rajasthan Feeder and Gang Canal**

\*400. SHRI VIRDHI CHANDER JAIN : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether the Government of Rajasthan had submitted a proposal to the Union Government for constructing a link between Rajasthan feeder and Gang Canal for providing uninterrupted irrigation supplies to command areas of the Gang Canal;

(b) whether the Central Water Commission have suggested certain modifications in the proposal;

(c) whether the State Government had

sent the modified proposal to the Central Water Commission; and

(d) if so, the action taken thereon ?

THE MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKARANAND) : (a) to (c). Yes, Sir.

(d) The techno-economic feasibility of the proposal is under examination in Central Water Commission.

**Implementation of three Language Formula**

\*401. PROF. NARAIN CHAND PARASHAR : Will the Minister of EDUCATION be pleased to state :

(a) whether Union Government have ensured the implementation of three language formula by the States during the last three years ; and

(b) if so, the name of the States which have still not implemented it and the reasons advanced by them for their inability to do so ?

THE MINISTER OF EDUCATION (SHRI K. C. PANT) : (a) School education is primarily the responsibility of the State Governments and is mostly looked after by them. The State Governments and the State Boards of Secondary Education are responsible for prescribing curriculum, syllabus and textbooks for all subjects including the languages at school stage. The Central Government advises the States about the policy and provides guidelines. The Central Government has all along recommended faithful implementation of the Three Language Formula by the States. The Ministry of Education twice urged the States to faithfully implement the Three Language Formula in June, 1982, and the Central Advisory Board of Education of which the State Education Ministers are members, in its meeting in June 1983, resolved that the State Governments take effective steps to implement the Three Language Formula as laid down in the National Policy on Education 1968. The States were last addressed similarly in July, 1984.

(b) Tamil Nadu has adopted a Two Language Formula in accordance with a



Resolution passed by the State Legislature in 1968. Pondicherry follows the pattern of Tamil Nadu. Meghalaya is not also implementing the Three Language Formula. Other States have accepted the Three Language Formula.

**Haryana's Share in Singrauli, Badarpur and Indraprastha Power Plants**

\*402. SHRI DHARAM PAL SINGH MALIK : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) what is the share of Haryana State in each of the Power Plants at Singrauli, Badarpur and Indraprastha;

(b) whether Haryana State is getting its full due share from the power generated by these plants; and

(c) if not, the reasons thereof ?

THE MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKARANAND) : (a) to (c). Haryana has a share of 8.2% in 1000 MW capacity at Singrauli, 1/3rd share in 187.5 MW capacity at Indraprastha and no share in Badarpur. The State has not been receiving its full share from Singrauli and Indraprastha due to overdrawals by Uttar Pradesh and Delhi.

**Renovation of Veraval-Ahmedabad Rail Track**

\*403. SHRI MOHANLAL PATEL :  
SHRI NAVIN RAVANI :

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that in Bhavnagar Division Veraval-Ahmedabad metre gauge line track has become very old and the average speed of the train on this track is below 30 K.M. per hour; and

(b) if so, what steps are being taken to renovate this track ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Only a part of the track on main line route between Ahmedabad-Veraval is of 1935 age group.

The booked speed is 50 kmph from Ahmedabad to Botad and 58 kmph from Botad to Veraval. Only 25 km. of track between Ahmedabad and Botad is having a slight speed restriction of 50 kmph.

(b) Track Renewals are being carried out on programmed basis, taking into consideration the availability of funds and *inter se* priority of various sections etc.

**Steps to Control Rabies**

\*404. PROF. SAIFUDDIN SOZ : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether the menace of rabies is widespread in the country;

(b) whether it is a fact that supply of vaccines to control this disease is not adequate; and

(c) what measures had been taken by the Ministry to control the menace ?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI) : (a) and (b). Rabies is an endemic disease in our country. There are 12 anti-rabies vaccine production centres in the country which manufacture about 35 million ml. of neural tissue vaccine per year, which is adequate to cater to the needs.

(c) Measures initiated by the Government in association with various civic bodies, to control Rabies include eradication of stray dogs, immunization of pet dogs and carry out health education to the general public.

**Class III Staff in Personnel Branch of Indian Railways**

2546. SHRI AMAL DATTA : Will the Minister of RAILWAYS be pleased to state :

(a) the numbers of permanent class III staff in the personnel branch of Indian Railways division-wise and at headquarters of Zonal Railways including production units;

(b) the number of total staff working in Indian Railways division-wise and at head-

quarters of Zonal Railways including production units; and

(c) whether any yardstick has been laid down for the creation of posts of class III staff in personnel branch ?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) : (a) to (c). Information is being collected and will be laid on the Table of the Sabha.

**Over-Bridge on Level Crossing in Rayaguda Town under S.E. Railway**

2547. SHRI GIRIDHAR GOMANGO : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government of Orissa and the Railway Authorities have prepared the estimate of over-bridge on level crossing in Rayaguda Town under S.E. Railway;

(b) if so, the estimated costs of Government of Orissa as their share and Railway's share thereof;

(c) whether Government of Orissa have agreed to provide funds during the year 1985-86; and

(d) if so, the funds provided by his Ministry for the year 1985-86 thereof ?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) : (a) No, Sir. The plan and the estimate for road approaches which are to be executed by State PWD are still awaited.

(b) Does not arise.

(c) No, Sir.

(d) Does not arise.

[Translation]

**Conversion of Fathua-Islampur into Broad Gauge Line**

2548. SHRI VIJAY KUMAR YADAV : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that there has been a long standing demand of passengers of the area for the conversion of Eastern

Railway's Fathua-Islampur rail line into broad line; and

(b) whether Government propose to convert the said metre gauge line; and

(c) if so, the details in this regard ?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) : (a) Representations have been received for the conversion of Fathua-Islampur Light Railway.

(b) and (c). There is no such proposal. The Government have, however, taken a decision, in principle, to take over Fathua-Islampur Light Railway, and the consent of the Bihar Government has been received for closing down the line after nationalisation.

[English]

**Allotment of Plots to Workers of Bhakra Nangal Project**

2549. SHRI SAIFUDDIN CHOWDHURY : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether Government are aware of the fact that large number of workers of Bhakra Nangal are residing in Nangal Township with their families ever since the Bhakra Project was started;

(b) whether these people have asked for allotment of plots for residential purposes; and

(c) whether Government are considering their request sympathetically in view of the fact that they have practically become residents of Nangal Township ?

THE MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKARANAND) : (a) to (c). The workers engaged on the Bhakra Nangal Project are mostly residing in the Project residential accommodation at Nangal Township. Some of the employees, including retired persons, have asked for allotment of plots at Nangal Township for building their private houses. The Bhakra Beas Management Board does not have land at Nangal Township for construction of such houses. Hence the question of allotment of land by Bhakra Beas Management Board does not arise.

**Setting up of 'University of Health Sciences'**

2550. SHRI NARSINGRAO SURYA-VANSHI : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether the Government are proposing to set up 'University of Health Sciences' in the country where number of medical colleges is large ; and

(b) is so, when and where ?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH (SHRI YOGENDRA MAKWANA) : (a) and (b). The Medical Education Review Committee set up by the Central Government has in its reports, inter-alia, recommended that the Central Government should establish Universities of Health Sciences to which various medical and health training institutions, falling within the jurisdiction of such universities should be affiliated. The Government would take a final view on this recommendation in consultation with the State Governments and other concerned authorities.

**Indents received by Government Medical Store Depot, Madras during 1983-85**

2551. SHRI M. MAHALINGAM : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) what would be the value of indents received by Government Medical Store Depot, Madras, from Tamil Nadu, Government C.G.H.S, and other Central Government Departments and Central Government Undertakings during 1983, 1984 and 1985 upto February, 1985 ;

(b) what are the value of stores supplied during these years by Government Medical Store Depot, Madras to the indentors ; and

(c) what are the difficulties which Madras Depot is facing to comply the demands of the indentors in full and what action has been taken/proposed to be taken to over-come these difficulties ?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH (SHRI

YOGENDRA MAKWANA) : (a) Value of indents received :

**Calendar Year**

1983	Rs. 210 lakhs
1984	Rs. 300 lakhs
1985 (upto Feb.' 85)	Rs. 50 lakhs

(b) Values of stores supplied :

**Calendar Year**

1983	Rs. 125.32 lakhs
1984	Rs. 228.28 lakhs
1985 (Upto Feb.'85)	Rs. 91.68 lakhs

(c) Due to change in the policy of Tamil Nadu Government, the State Government indentors did not accept supplies against indents placed already with the Medical Store Depot, Madras. The matter was taken up with the Tamil Nadu Govt. who agreed to consider the request of Medical Stores Depot for receiving supplies against indents placed already to the extent possible. In respect of other indentors, to meet urgent supplies, local purchases are resorted to by the Medical Stores Depot, Madras. The position is reviewed every month by D.D.G. (Stores) at the headquarters in Delhi.

**Conference convened by Commonwealth-Pharmaceutical Association and World Health Organisation**

2552. SHRI B.V. DESAI : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is a fact that a Conference convened by the Commonwealth Pharmaceutical Association and the World Health Organisation was held in New Delhi on 11 March, 1985 ;

(b) if so, whether better drug supply for third World countries was urged in the Conference ;

(c) whether it is also a fact that discussions were made on a action-oriented programme to help third World Countries to be self sufficient in their drug needs ; and

(d) if so, what are the other steps and decisions arrived at ?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH (SHRI YOGENDRA MAKWANA) : (a) Yes, Sir. A workshop was organised by Commonwealth Pharmaceutical Association in cooperation with WHO Regional Office and Commonwealth Secretariat.

(b) In the workshop various aspects of drugs supply system such as Management System, Organisational Formulary and Quality Assurance in Drugs Supply Programmes were discussed.

(c) The workshop laid emphasis on training of personnel in the management of Drugs Supply System particularly in support of primary health care with a view to developing managerial capacity for procurement, storage, distribution and supply of essential drugs of assured quality.

(d) The main recommendations were :

- (i) Training of personnel in monitoring drug supply ;
- (ii) Optimum utilisation of drugs ;
- (iii) Effective utilisation of pharmacists ; and
- (iv) Continued education of pharmacists.

**Allotment of Quarters to Class III Staff at Khurda Road**

2553. SHRI SATYAGOPAL MISRA : Will the Minister of RAILWAYS be pleased to state :

(a) how many class III staff have been provided with Type-III railway quarters at Khurda Road ;

(b) how many Type-III quarters are under occupation of Gazetted officers at Khurda Road ; and

(c) when the type-III quarters under occupation of Gazetted officers will be released for allotment to Class III staff ?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) : (a) 58

(b) 9

(c) On completion and allotment of Type-IV quarters, which are under construction, the Type-III quarters will be released for allotment.

**Doctors Vacancies in Andaman and Nicobar Islands Hospitals and Dispensaries**

2554. SHRI MANORANJAN BHAKTA : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is a fact that a number of vacancies in G.D.O. Gr. I and in specialist grade posts of medical officers are lying vacant in the Union Territory of Andaman and Nicobar Islands ;

(b) if so, how many such posts are lying vacant, mentioning the name of the hospital/dispensary/Public Health Centre, and since when ; and

(c) what action Government have taken to fill up those posts and when they will be filled up ?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH (SHRI YOGENDRA MAKWANA) : (a) to (c). Out of 9 sanctioned posts of Specialist Grade II of CHS (scale of pay of Rs. 1100-1800), only one post, viz. Medical Specialist is vacant. A fresh requisition for filling up of this post has been sent to the U.P.S.C. on 28th March, 1985 since the candidates earlier recommended by the U.P.S.C. failed to join. In the category of Senior Medical Officer (formerly GDO Grade I in the pay-scale of Rs. 1100-1600), out of 25 sanctioned posts, 14 posts are filled and action is in progress to fill up the remaining posts.

**Paan Masala**

2555. SHRI PIYUS THAKY : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government's attention has been drawn towards the article published in Sunday Observer dated 10 March, 1985 entitled "Bitter Mixture";

(b) whether it is a fact that a large

number of brands of Pan Masala are poisonous and hazardous for health ;

(c) if so, what are the measures taken by Government to check those Paan Masalas before allowing them for sale ;

(d) what action is taken against the erring manufacturers ; and

(e) how many manufacturers were black listed in the last three years for this reason, names and details thereof ?

**THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH (SHRI YOGENDRA MAKWANA) :** (a) Yes, Sir.

(b) The principal ingredients of paan masala are Betelnut, lime, coconut, catechu Cardamom, Saffron, aromatic spices and flavours. According to our present knowledge these ingredients either singly or in combination are not likely to be harmful to human health. However, Indian Council of Medical Research has undertaken a study of carcinogenicity of different varieties of Betel nut.

(c) and (d). The Food Health Authorities of States/local bodies draw samples of paan masala from the market and get them analysed. If the samples are found to contain any injurious ingredient, legal action is initiated under the provisions of PFA Act, 1954.

(e) This Ministry has no information as the blacklisting of firms is done by the State Health Authorities.

[*Translation*]

**Construction of Barrage in Hammid Nagar under Pun-Pun Irrigation Scheme**

2556. SHRI RAMASHRAY PRASAD SINGH : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether the foundation stone of a barrage in Hammid Nagar under the pun-pun irrigation scheme was laid by the former Chief Minister of Bihar ;

(b) whether this scheme has been approved by Central Water Commission ;

(c) if so, the time by which the construction of the barrage will be completed and the estimated expenditure involved thereon ; and

(d) total area likely to be irrigated by the construction of this barrage ?

**THE MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKARANAND) :** (a) No, Sir.

(b) The project is under technical examination by the Central Water Commission in consultation with the State Authorities.

(c) The project is estimated to cost about Rs. 23 crores. The State Government has proposed an outlay of Rs. 1 crore during the VII Five Year Plan. Completion of the project will depend upon the outlays that will be provided thereafter.

(d) The project envisages creation of an irrigation potential of about 73,000 hectares in Gaya and Patna districts of Bihar.

**Speed Breakers between Varanasi and Gazipur on Varanasi-Gorakhpur National Highway**

2557. SHRI ZAINUL BASHER : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether speed breakers, in front of schools and bazars between Varanasi and Gazipur on Varanasi-Gorakhpur National Highway, have been laid ;

(b) if so, the names of the bazars and schools ; and

(c) the reasons for not laying speed breakers in front of Maupara Basic/Primary Schools and Maharajgunj Bazar between Saidpur and Ghazipur ?

**THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z.R. ANSARI) :** (a) No speed breakers have been provided. However, at some places rumble strips have been provided to alert the drivers.

(b) Does not arise.

(c) As a matter of policy, speed breakers are not provided on National Highways.

[English]

**Rail Line connecting Dharapuram and Palani**

2558. SHRI R. ANNANAMBI : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government are aware that Dharapuram in Periyar District in Tamil Nadu is economically backward with no major development in the field of Industries and Commerce ; and

(b) whether Government would consider the proposal for construction of a railway line connecting Dharapuram and Palani a famous pilgrim centre in Tamil Nadu ?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) : (a) As advised by Ministry of Industry, the Periyar District in Tamil Nadu does not figure in the list of backward areas.

(b) No, Sir.

**Implementation of Health Guide Schemes in Madhya Pradesh**

2559. KUMARI PUSHPA DEVI : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) the main object of Health Guide Scheme;

(b) the name of the States where such scheme has been implemented during the Sixth Plan period;

(c) whether the health guide scheme has been implemented in Madhya Pradesh; and

(d) if so, the achievement made in implementing such scheme in Madhya Pradesh during Sixth Plan period ?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH (SHRI YOGENDRA MAKWANA) : (a) The Health Guide Scheme has been devised with a view to educate and motivate the people to be conscious of their own pre-motive, preventive and positive health care aspects and be capable of meeting their requirements in this regard with full

community involvement with active support and assistance from the Government.

(b) All the States and Union Territories except the States of J.&K., Kerala, Tamil Nadu and Arunachal Pradesh, have been implementing the Scheme during the 6th Plan.

(c) and (d). Yes Sir. The Scheme has been implemented in the State and as per information received 35619 health guides have been trained.

[Translation]

**Construction of Dam on Chambal River**

2560. SHRI LALA RAM KEN : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether Government have formulated any scheme for the development of Chambal Valley area either by constructing a necessary dam on Chambal river or by introducing lift-irrigation scheme;

(b) if so, the details thereof; and

(c) if not, the time by which a scheme would be prepared by conducting a survey in this regard ?

THE MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKARANAND) : (a) Government of Rajasthan have formulated Pipalda Lift Irrigation Scheme on Chambal River and have sent it to the Central Water Commission for technical examination. Uttar Pradesh has also submitted a lift irrigation scheme on Chambal River, which is under examination.

(b) Pipalda Lift Scheme of Rajasthan is estimated to cost Rs. 6.10 crores and envisages creation of an irrigation potential of 14,870 hectares. The Lift Scheme of Uttar Pradesh is estimated to cost Rs. 11.42 crores and envisages irrigation potential of 55,400 hectares.

(c) Does not arise.

[English]

**Re-Introduction of Trams in Delhi**

2561. SHRI T. BALA GAUD : Will the Minister of SHIPPING AND TRANS-

PORT be pleased to state : "

(a) whether a proposal to re-introduce trams in Delhi is under consideration of Government;

(b) if so, the details of the proposal;

(c) the reasons for withdrawal of trams from Delhi some years back; and

(d) what other modes of transport system that are being contemplated by Government in view of rapid increase in number of commuters ?

**THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI) :** (a) No, Sir.

(b) Does not arise.

(c) The main reason for withdrawal of trams from Delhi was that these were found to be uneconomical and were also found to be contributing to a significant increase in congestion during the crowded hours particularly within the walled city.

(d) Apart from the bus transport system, the Ring Railway with Electrical Multiple Unit was introduced in Delhi in 1982. Further additional modes of transport have not so far been feasible mainly due to constraints of resources.

#### **Admission in Delhi University on False Sports Certificates**

2562. **SHRI BALASAHEB VIKHE PATIL :** Will the Minister of EDUCATION be pleased to state :

(a) whether it has come to the notice of the authorities that certain candidates got admissions in Delhi University in under graduate courses and also in post-graduate courses under the sports quota by submitting false certificates;

(b) if so, the details of such candidates who got admission by submitting false certificates;

(c) action taken against them; and

(d) steps taken to ensure that only genuine students get admission in future ?

**THE MINISTER OF EDUCATION (SHRI K. C. PANT) :** (a) According to the Delhi University, there is a quota of 5% seats for sportsmen of distinction. The certificates submitted by the students are categorised by the University for deciding admission. Some cases of tampering with such categorisation have come to notice.

(b) There were 9 cases of such tampering with the categorisation on the application forms during 1984-85.

(c) and (d). The University cancelled the admission of 4 candidates who were not found to be eligible for admission after an inquiry. In the remaining cases, the University has decided to refer the certificates to the Sports Authority of India for verification. The University has also decided that in cases where the genuineness of the certificates could not be verified, the concerned candidate should be subjected to an interview and a trial in the respective game.

#### **Installation of Electrical Loco Shed**

2563. **SHRI C. JANGA REDDY :** Will the Minister of RAILWAYS be pleased to state :

(a) whether Kazipet was proposed for installation of Electrical Loco Shed as it happens to be centrally located for key centres like Vijayawada, Secundrabad and Ballershah;

(b) whether there is any proposal to shift it to Secundrabad (a congested city); and

(c) if so, the reasons therefor ?

**THE MINISTER OF RAILWAYS (SHRI BANSI LAL) :** (a) and (b). No, Sir.

(c) Does not arise.

#### **Regularisation of Services of Walters in Railways**

2564. **SHRI ZAINAL ABEDIN :** Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the waiters serving in the Railway Catering for the last more than five years are still serving on ad-hoc basis/daily wages;

(b) if so, whether it does not amount to violation of the Government directives; and

(c) if not, the steps Government propose to take to regularise their employment ?

**THE MINISTER OF RAILWAYS (SHRI BANSI LAL) :** (a) There are Commission bearers working for the Railways for more than five years.

(b) and (c). A decision was taken in 1978 to absorb in phases on regular scales of pay those Commission Bearers who were working on the Railways at that time. Uptil now about 2000 Commission Bearers have been regularised on the Indian Railways.

**Reconsideration for a Four-Lane Bridge across River Krishna in Andhra Pradesh**

2565. **SHRI BEZHADA PAPI REDDY :** Will the Minister of SHIPPING & TRANSPORT be pleased to state :

(a) whether Government have approved a two-line Kanakadurga Bridge across the river Krishna near Vijayawada on National Highway No. 5 in Andhra Pradesh; and

(b) if so, whether Government propose to reconsider the decision at the earliest to make it four-lane bridge in view of heavy traffic and the proposal of the Government of Andhra Pradesh ?

**THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI) :** (a) Yes, Sir.

(b) The new two-lane bridge under construction will supplement the existing two-lane barrage-cum-road bridge. As and when the traffic justifies another two-lane bridge, this would be considered depending upon the availability of funds for the National Highways and *inter-se* priority of works on the National Highways in the country.

**Financial Assistance for Construction of Coastal Road from Tada to Itchapuram in Andhra Pradesh**

2566. **SHRI C. SAMBU :** Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether Government have any proposal to provide financial assistance for construction of the coastal road from Tada to Itchapuram in coastal Andhra Pradesh; and

(b) if so, the details thereof ?

**THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI) :** (a) No, Sir.

(b) Does not arise.

**Allotment of Concessional White Printing Paper to states**

2567. **SHRI JAGANNATH PATTHNAIK :** Will the Minister of EDUCATION be pleased to state :

(a) whether Government propose to increase the allotment of white printing paper to States in 1985-86; and

(b) if so, the details regarding quantity of such paper, in metric tonnes approved in favour of Orissa in 1985-86 ?

**THE MINISTER OF EDUCATION (SHRI K. C. PANT) :** (a) and (b). Allocation of concessional white printing paper is made on quarterly basis and not on yearly basis. State-wise allotments for the first quarter i.e. April-June 1985-86 have been issued. The State of Orissa has been allotted 1058 MTs of concessional paper during the said quarter.

The question of increasing the allocation of concessional paper to States/UTs including the State of Orissa for the subsequent quarters of the year 1985-86 is dependent on the quantity of paper to be made available by the Ministry of Industry.



**Foreign Shipping Companies stop engaging  
Calcutta based Seamen**

2568. SHRI BHOLA NATH SEN :  
Will the Minister of SHIPPING AND  
TRANSPORT be pleased to state :

(a) whether some foreign shipping companies have stopped engaging crew at Calcutta Port thereby reducing the job prospects and employment opportunities for the seamen of Calcutta;

(b) if so, the details thereof;

(c) the number of Calcutta based seamen affected thereby and since when these shipping companies have stopped engaging crew from Calcutta;

(d) the reasons for avoiding Calcutta based seamen by Foreign Shipping Companies and what is the position in other ports of India; and

(e) the steps taken or proposed to remedy the situation ?

THE MINISTER OF STATE IN THE  
MINISTRY OF SHIPPING AND TRANS-  
PORT (SHRI Z. R. ANSARI) : (a) Yes.

(b) and (c). Four foreign companies were engaging Indian crew at Calcutta port. On 31-12-82 they had 3197 Calcutta seamen on their rosters who were provided 709 jobs by rotation. On account of closure of these rosters since then, these seamen have been transferred to the general roster.

(d) While the recession in shipping industry has caused a shrinkage in the number of jobs available for seamen in general, the foreign shipping companies' decision to close the rosters pertaining to Calcutta as such is their private decision. At Bombay, which is the only other Indian Port having a seamen employment office, foreign lines maintain a roster of 7315 seamen who are provided with 3736 jobs by rotation.

(e) Government of India appointed an Expert Committee under the Chairmanship of Admiral S. M. Nanda (Retired) to go into the question of unemployment among Indian seamen and to suggest remedial measures. Some of the principal recommendations made by the Committee and the action taken thereon is given in the statement attached.

**Statement**

S. No.	Recommendation	Action taken
1.	No fresh recruitment and training to be resorted to till the trained candidates waiting for placement are fully absorbed.	Pre-sea training has been suspended in all the three rating training establishments.
2.	Seamen not responding to two consecutive call notices to be deemed ineffective and to be issued with show cause notice for cancelling their registration.	According to orders issued by the Director General of Shipping to the Director, Seamen Employment Office, Bombay and Calcutta, the first call notice itself will be in the form of a show cause notice and if the seaman does not respond, he has to give satisfactory and sufficient explanation to the Director, S.E.O. within 30 days. In that case he will be sent another call notice which will be final and if he still remains absent for any reason whatsoever, his registration would stand cancelled.

3. Retirement age of the seaman is to be reduced to 58 years from the present 60 years.
4. A scheme for financial assistance to the unemployed seamen be worked out and implemented.
5. Issue of Continuous Discharge Certificates to be confined to the Shipping Master at Bombay and Calcutta only.
6. Pre-entry medical standards for seamen to be reviewed.
7. Pre-entry educational qualification to be raised to standard X (pass) from standard VIII (pass).

Orders have been issued that the reduced retirement age would be applicable to scamen who are registered on or after 1-7-1982.

This has been discussed in detail at various meetings of shipowners and seafarers but no acceptable scheme has yet been finalised.

Orders have been issued restricting the issue of CDCs to Bombay and Calcutta.

After consultation with Ministry of Defence, it is felt that existing medical standards are adequate.

Since pre-sea training has been suspended now, the revised educational standards will be decided at the time of next advertisement for intake of trainees.

[*Translation*]

**Measures to avoid inconvenience caused to Passengers in getting Reservation of Berths in moving Trains**

2569. SHRI DALCHANDER JAIN : Will the Minister of RAILWAYS be pleased to state :

(a) the measures being taken to avoid inconvenience caused to the passengers at present in getting reservation of berths in the moving Utkal and Kalinga Express trains and to ensure that such reservation is done without difficulty; and

(b) whether Government propose to display the information about vacant berths on the notice boards of the platforms immediately on the arrival of the trains at the stations ?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) : (a) and (b). Instructions exist that the position regarding vacant berths on the trains should, as far as possible, be relayed to each succeeding halt in advance of the arrival of the train and should also be displayed on the side-panels of coaches by TTEs manning such

coaches. In addition, specific quotas of reserved accommodation depending on regular traffic offering and other relevant factors, are also allotted to various intermediate stations for independent booking for the convenience of passengers boarding at such stations.

[*English*]

**Recognition of Degree of Lvov Medical Institute, USSR by Medical Council of India**

2570. SHRI DHARAMVIR SINGH : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is a fact that inspite of uniform syllabus and standard of medical education in the various medical institutes in the USSR, the degree of the Lvov Medical Institute is yet to be recognised by the Medical Council of India which has already recognised the degree of a number of Soviet Medical Institutes; and

(b) if so, whether it is proposed to have the recognition of the said degree decided by the Medical Council of India ?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH (SHRI YOGENDRA MAKWANA) : (a) and (b). Under the provisions of the Indian Medical Council Act, 1956, every foreign medical qualification has to be recommended for recognition individually to the Central Government by the Medical Council of India. The degree of Lvov Medical Institute U.S.S.R. has been referred to Medical Council of India for making necessary recommendations.

#### Fire Incidents in Delhi Hospitals

2571. SHRI RAM PUJAN PATEL : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) the number of fire incidents reported in Central Government Hospitals of Delhi/New Delhi during the year 1983 and 1985;

(b) the amount of loss suffered by the Hospitals due to the fire incident and reasons for the fire incident in each case; and

(c) what action Government propose to take for future to prevent such fire incidents in the Hospitals ?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH (SHRI YOGENDRA MAKWANA) : (a) to (c). Only one case of fire incident in E.N.T. (C.G.H.S. Wing) of Safdarjang Hospital occurred on 2-3-85 when C.P.W.D. were doing renovation work. The Hospital did not suffer any loss. Fire Fighting arrangements in Central Government Hospitals have been reviewed for augmentation in consultation with C.P.W.D./District Fire Officer.

#### Rail Lines Thanwe-Bhore Bijapur and Pagra-Bhatni

2572. SHRI KALI PRASAD PANDEY : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is a proposal under consideration of Government to construct new rail lines from Thanwe to Bhore Bijapur-Pagra-Bhatni in Bihar;

(b) whether it is a fact that after the construction of the above line the passengers who travel through Siwan Bhatni shall have to travel a distance of 400 kilometres less and thus they will save time and money; and

(c) when the said rail lines are proposed to be constructed ?

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

(b) and (c). There is no proposal for construction of the suggested new line in view of the severe constraint of resources and heavy commitments already in hand.

#### Epidemic Form of Jaundice in Allahabad Distt.

2573. SHRI RAM BAHADUR SINGH : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is a fact that over the last few months, an unprecedented jaundice epidemic has been raging in the district of Allahabad (Uttar Pradesh);

(b) if so, the causes of the spread of the epidemic; and

(c) what effective steps have been taken to combat the disease ?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH (SHRI YOGENDRA MAKWANA) : (a) to (c). The necessary information is being collected and will be laid on the Table of the Sabha.

#### Inclusion of Keleghai Phase II Project in Midnapur District in Seventh Plan

2574. SHRIMATI GEETA MUKHERJEE : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether Government are aware that the Keleghai river in Midnapur district is in dire need of some more work on it (projected in Keleghai phase II), the absence of which is causing havoc to a large peasant population of Saband and Patshpur police stations, as was evident

during the last years' excessive rains causing flood; and

(b) if so, whether Government are contemplating to include Keleghai phase II project in the Seventh Plan ?

**THE MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKARANAND) :** (a) Yes, Sir. The approved scheme of resectioning of river Keleghai and its tributaries has not yet been fully implemented by the State Government. Phase-II of the scheme has not yet been proposed by the State Government.

(b) Does not arise.

**Stay of a Family on Railway Platform/  
V.I.P. Portico**

2575. **SHRI RAM BHAGAT PASWAN :** Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any family which is living either on platform or in the park and VIP portico of New Delhi Railway Station for last many years;

(b) if so, the details thereof; and

(c) the reasons for allowing that family to stay on Government land premises for last many years ?

**THE MINISTER OF RAILWAYS (SHRI BANSI LAL) :** (a) Yes, Sir.

(b) Shehzadi Vilayat Mahal, the Begum of Oudh has occupied the Second Class Ladies Waiting Room at New Delhi Railway Station since January, 1975. Firstly she was occupying the Second Class Ladies Waiting Room and then on her own she came out on the platform to occupy the corner near the Second over bridge. Presently she is occupying a portion of the main porch of the ceremonial platform.

(c) She has not been allowed to stay in the Railway premises, which she has occupied forcibly and has been staying as such. The Railway has been taking action to evict her from the Railway premises but so far she has not vacated the premises.

**Revenue earned from Rail Traffic  
during 1984-85**

2576. **SHRI K. KUNJAMBU :** Will the Minister of RAILWAYS be pleased to state :

(a) The total revenue earned from rail traffic during 1984-85 from different States, State-wise;

(b) Whether there is any relation between the revenue earned and the developmental work undertaken in any State; and

(c) if not, what criteria are adopted for the development of railway in different States ?

**THE MINISTER OF RAILWAYS (SHRI BANSI LAL) :** (a) Information about revenue earned from traffic is not compiled Statewise but Railwaywise.

(b) and (c). The development of the railways is made, so as to meet the demand for rail transport in different regions of the country.

**Centres for holding Examinations and  
Interviews**

2577. **PROF. NIRMALA KUMARI SHAKTAWAT :** Will the Minister of RAILWAYS be pleased to state :

(a) whether the Railway Board proposes to have more centres for holding the examinations and interview of Railways Service Commission; and

(b) if so, by what time the arrangement for these new centres will be made ?

**THE MINISTER OF RAILWAYS (SHRI BANSI LAL) :** (a) and (b). The Railway Service Commissions (now known as Railway Recruitment Boards) already have the authority to fix centres for holding examinations and interviews within their jurisdiction depending on the actual need.

**Priority to Ancillary Units of Ship  
Building Industry**

2578. **SHRI PRIYA RANJAN DAS MUNSHI :** Will the Minister of SHIP-

**PING AND TRANSPORT** be pleased to state :

(a) whether the Working Group on Shipbuilding is giving priority to ancillary units in Seventh Five Year Plan with more subsidy and incentives;

(b) if so, whether similar advantage will be given in a bigger dimension to Port Engineering and Hooghly Dock and Engineering Unit of Government of India Undertaking; and

(c) the details of subsidy and incentive plan for the ancillary units ?

**THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI)** : (a) The Working Group on Shipbuilding has placed ancillary development programme on top priority during the Seventh Five Year Plan. As per Industrial Policy Resolution, 1956, ancillary units are given incentives similar to that of small scale industries. In addition, the major shipyards are also coordinating development of ancillary units with the State Government as per guideline issued by the Bureau of Public Enterprises. However, as of now, there is no specific subsidy to ancillary industry.

(b) The Hooghly Dock & Port Engineering Works is not considered an ancillary unit. As such, there is no scheme, at present, for extending such benefits to this organisation. However, assistance to be given to the ancillary units related to Shipyards will be coordinated through the Public Sector Shipyards.

(c) Apart from the incentives already extended as per Industrial Policy Resolution, 1956, assistance may be provided in the following areas also during the Seventh Five Year Plan depending on suitable scheme on its merit :

- (i) Securing designs and technical know-how;
- (ii) Manufacture of jigs, pattern and fixtures;
- (iii) Testing facilities.

**Conversion of Latur-Miraj Rail Line into Broad Gauge**

2579. **SHRI SAHEBRAO PATIL DONGAONKAR** : Will the Minister of RAILWAYS be pleased to state :

(a) the progress made so far regarding conversion of Latur-Miraj rail line into broad gauge rail line; and

(b) the amount sanctioned for the conversion of this rail line ?

**THE MINISTER OF RAILWAYS (SHRI BANSI LAL)** : (a) and (b). Due to severe constraint of resources, it is not possible to undertake conversion of Latur-Miraj Railway line at present.

**Connecting Malkongiri With Jeypore Station**

2580. **SHRI K. PRADHANI** : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government of Orissa have sent a proposal to connect Malkongiri with Jeypore Station of D.B.K. Railway as this Malkongiri area is full of lime stones very useful for cement factory ;

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

(c) what will be the cost of this railway line ?

**THE MINISTER OF RAILWAYS (SHRI BANSI LAL)** (a) Yes, Sir.

(b) and (c). No survey for this line has so far been conducted. However, in view of the severe constraint of resources and heavy commitments already in hand, the proposal will have to await consideration till the resources position improves.

**National Register For Medical Practitioners**

2581. **SHRI G.G. SWELL** :  
**SHRI MATI GEETA MUKHERJEE**;  
**SHRI INDRAJIT GUPTA** ;

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is a fact that there is no National Register for medical practitioners in the country and that this is hampering national health planning and deployment of medical personnel ;

(b) whether the Medical Council of India has made a recommendation to this effect ; and

(c) the reasons for not acting on the Medical Council's recommendation ?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH (SHRI YOGENDRAM AKWANA): (a) to (c). No, Sir. As per the provisions of the Indian Medical Council Act, 1956, the Medical Council of India is statutorily bound to maintain in the prescribed manner, a register for practitioners to be known as the Indian Medical Register. According to the Medical Council of India, in the absence of any provision in the Indian Medical Council Act, and in most of the State Medical Acts about periodical registration, the Indian Medical Register does not depict the true picture. The Council has recommended suitable amendments to the I.M.C. Act, 1956, to provide for periodical registration which are under consideration.

[Translation]

**Introduction of a Local Train between Kanpur and Lucknow**

2582. SHRI NARESH CHANDRA CHATURVEDI : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have received proposals to run a local train between Kanpur and Lucknow ;

(b) if so, the details thereof ; and

(c) the reaction of the Government thereto ?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) : (a) and (b). Yes, Sir. Representations have been received for running trains between Lucknow and Kanpur.

(c) Due to lack of resources it is not feasible to introduce more trains between these places at present.

**Rail Line from Sonvarsa Block in Sitamarhi to Muzaffarpur**

2583. SHRI R.S. KHIRHAR : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that a demand was made to the Prime Minister in January 1985 to lay a railway line from Sonvarsa Block in Sitamarhi District on Nepal border to Muzaffarpur ;

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

(c) if no progress has been made, the reasons therefor ?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) : (a) Yes, Sir.

(b) and (c). There is no proposal, at present, for construction of the suggested new line from Muzaffarpur to Sonvarsa, via Sitamarhi, in view of the severe constraint of resources, and heavy commitments already in hand.

**Assistance for Bal Sudhar Grih**

2584. SHRIMATI USHA CHOUDHARI : Will the Minister of SOCIAL AND WOMEN'S WELFARE be pleased to state :

(a) whether Union Government are considering to give full assistance for Bal Sudhar Grih and if so, the time by which it is proposed to be given ; and

(b) whether Government have any scheme to impart industrial education to children who live there so that they have not to face difficulty in seeking employment in future ?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL AND WOMEN'S WELFARE (SHRIMATI M. CHANDRASEKHAR). (a) and (b). No, Sir.

**Filling up of Posts of Chairman, Deputy Chairman and Managing Director in Delhi Transport Corporation**

2585. SHRI RAMPYARE PANIKA : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether under the provisions of the Road Transport Corporation Act, the posts of Chairman, Deputy Chairman and Managing Director are required to be filled up for a term of five years ;

(b) if so, whether these provisions are not being complied with in the Delhi Transport Corporation ;

(c) if not, the reasons therefor and whether Government propose to implement the said provision from this year ; and

(d) if so, when and if not, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z.R. ANSARI) : (a) No, Sir.

(b) to (d). Do not arise.

**Non-spraying Pesticides under NMEP by States**

2586. SHRI NARSINH MAKWANA : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether State Governments have to spend half of the amount for spraying pesticides under National Malaria Eradication Programme but many State Governments do not provide funds for this purpose and therefore, pesticides are not being sprayed regularly ; and

(b) if so, the details thereof, Statewise ?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH (SHRI YOGENDRA MAKWANA) : (a) and (b). The National Malaria Eradication Programme is a Category II Centrally Sponsored Health Scheme. The costs incurred are shared on a 50 : 50 basis between the

State and the Central Governments. The State Governments are required to meet the operational cost on staff and on purchase of some material and equipment. It has been seen that many of the State Governments do not provide matching funds to carry out full and complete spray coverage which is essentially required in areas where the Annual Parasite Index (API) is 2 and above.

A statement showing the State-wise estimated population above 2 API required to be sprayed, targetted for spraying and population actually sprayed for the year 1983 & 1984 is laid on the Table of the House. [*Placed in the Library. Sec. No. LT 883/85.*] This data is provisional and is based on the information as reported by State health authorities so far.

[*English*]

**Third Line from Malshet Ghat**

2587. SHRI S. G. GHOLAP : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that there is heavy railway traffic in Nasik and Pune Ghats; and

(b) if so, whether Government are considering to have a third line from Malshet Ghat of which survey has already been made ?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) : (a) Yes, Sir.

(b) There is no such proposal under consideration for the present.

**Hiring of Private Godowns by Bombay Port Trust**

2588. SHRI KAMAL NATH : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether a decision has been taken by the Bombay Port Trust to hire three private godowns for five years;

(b) whether any advertisement was made calling for tenders;

(c) how many tenders were received;

(d) whether tender was awarded to the firm quoted lowest; and

(e) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI L. R. ANSARI) : (a) No.

(b) Yes.

(c) Twenty-six offers for covered accommodation were received.

(d) and (e). No. The offer of the lowest tenderer stipulated an initial deposit of Rs. 2.40 crore to be made by the Bombay Port Trust bearing an interest of 12% per year and repayable at the end of a lease period of five years and a monthly rent of Rs. 4.70 lakhs. The Board of Trustees took the view that the lease period should be reduced to two or three years and the amount of deposit should be equal only to the rent for half the lease period and be adjustable against rent every month. As the tenderer was not agreeable to a reduction in the amount of deposit or to its adjustment against rent every month, the Board of Trustees decided that the tender should not be accepted and that fresh tenders should be invited.

[Translation]

**Reservation for Scheduled Castes/Scheduled Tribes in Technical and Higher Education**

2589. SHRI DILEEP SINGH BHURIA : Will the Minister of EDUCATION be pleased to state :

(a) the percentage of reservation made for the people belonging to Scheduled Castes and Scheduled Tribes and other section in Technical, Medical and other disciplines of higher education in various States and Union Territories;

(b) whether there is uniformity in regard to reservation policy and percentage thereof in all the States and Union Territories; and

(c) if not, whether Union Government propose to issue any guidelines to bring uniformity in all the States ?

THE MINISTER OF EDUCATION (SHRI K. C. PANT) : (a) According to the Central Government/University Grants Commission guidelines, 22.5% of seats in all courses are required to be reserved for Scheduled Castes and Scheduled Tribes (15% for Scheduled Castes and 7.5% for Scheduled Tribes). There is no provision for reservation for any community other than Scheduled Castes and Scheduled Tribes.

(b) and (c). The University Grants Commission have brought these guidelines to the notice of the Vice-Chancellors of the Central Universities, State Education Secretaries and Vice-Chancellors of all State Universities. According to the available information, all the Central Universities excepting the Aligarh Muslim University have generally adopted the guidelines. This also applies to other Central Institutes like Indian Institutes of Technology, Indian Institutes of Management, Regional Engineering Colleges, etc.

The Universities established under the Acts of the State Legislatures generally follow the reservation policy and instructions issued by the respective State Governments.

[English]

**Development of Nellore Railway Station**

2590. SHRI P. PENCHALAI AH : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any proposal under Government's consideration to develop the Nellore Railway Station in Andhra Pradesh;

(b) if so, the amount allocated for this purpose; and

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

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) : (a) Yes, Sir.



(b) Amount allocated for 1985-86 is Rs. 4,10,000/-.

(c) The architectural drawings have since been finalised. Work will commence after sanction of the detailed estimate, which is under process.

#### Research Councils for Ayurved etc.

2591. SHRI K. RAMAMURTHY : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) the composition of (i) Research Council for Ayurveda and Siddha Systems, (ii) Research Council for Unani System, (iii) Research Council for Yoga and Nature Cure, and (iv) Research Council for Homocopathy; and

(b) details of research efforts done by these Councils so far ?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH (SHRI YOGENDRA MAKWANA) : (a) The composition of Governing Body of each of

the Councils is given at Annexures I to IV.

(b) The details of the research efforts of these Councils are included in the Annual Report of the Ministry and in Annual Reports of different Research Councils, which are laid on the Tables of both the Houses of Parliament.

In the case of Research Councils of Ayurveda & Siddha, Unani and Homocopathy, research efforts are in the fields of clinical/drug/drug standardisation/literary research/Survey of Medicinal plants/screening of anti-fertility drugs etc.

The Councils bring out publications, hold seminars, workshops, conferences etc., in furtherance of research efforts. In addition, the Councils have also built up documentation facilities. The Central Council for Research in Yoga and Naturopathy conducts research in Yoga and Naturopathy, through grant-in-aid to selected institutions/centres, mainly for clinical research and to establish the efficacy of various therapeutic practices.

#### ANNEXURE—I

The composition of the Governing Body of the *Central Council for Research in Ayurveda and Siddha* is as under :

##### GOVERNING BODY :

1. President — Union Minister of Health & Family Welfare
2. Vice-President — Union Minister of State for Health & Family Welfare.

##### OFFICIAL MEMBERS :

3. Secretary, Ministry of Health and Family Welfare or his nominee.
4. Joint Secretary, Incharge of ISM, Ministry of Health and Family Welfare.
5. Joint Secretary (FA), Ministry of Health and Family Welfare.

##### NON-OFFICIAL MEMBERS :

- 6—11. Six experts in Ayurveda out of which two should be professors/Research Workers in Ayurveda to be nominated by the President of the Council.
- 12—14. Three Scientists—one each in Pharmacology, Chemistry and Botany to be nominated by the President of the Council.
- 15—16. Two experts in Siddha to be nominated by the President of the Council.
17. Director, National Institute of Ayurveda, Jaipur.
18. Director, National Institute of Siddha/Central Research Institute for Siddha.
19. The Director of the Central Council shall be the Member Secretary of the Governing Body.

### ANNEXURE—II

The composition of the Governing Body of the *Central Council for Research in Unani Medicine* is as under :

1. President — Union Minister for Health & Family Welfare.
2. Vice-President — Union Minister of State for Health & Family Welfare.

#### OFFICIAL MEMBERS :

3. Secretary, Ministry of Health & Family Welfare or his nominee
4. Joint Secretary, Incharge of ISM, Ministry of Health & Family Welfare.
5. Joint Secretary (FA), Ministry of Health & Family Welfare.

#### NON OFFICIAL MEMBERS :

- 6—10. Five experts in Unani Medicine (including one Professor/Research Worker in Unani Medicine) to be nominated by the President of the Council.
- 11—13. Three Scientists—one each in Pharmacology, Chemistry and Botany to be nominated by the President of the Council.
14. One expert in Modern Medicine to be nominated by the President of the Council.
15. Director, National Institute of Unani Medicine/Central Research Institute of Unani.
16. The Director of the Central Council for Research in Unani Medicine shall be Member-Secretary.

### ANNEXURE—III

The composition of the *Central Council for Research in Yoga and Naturopathy* is as under :

1. President — Union Minister of Health & Family Welfare.
2. Vice-President — Union Minister of State for Health & Family Welfare.

#### OFFICIAL MEMBERS :

3. Secretary, Ministry of Health & Family Welfare or his/her nominee.
4. Joint Secretary, Incharge of ISM, Ministry of Health and Family Welfare.
5. Joint Secretary (FA), Ministry of Health and Family Welfare.

#### NON-OFFICIAL MEMBERS :

- 6- 13. Four experts in Yoga and four experts in Naturopathy to be nominated by the President of the Council.
14. One member representing the Ministry of Education.
- 15—16. Two experts in Modern Medicine to be nominated by the President of the Council.
17. Director, National Institute of Yoga and Naturopathy (when established).
18. A Member of Lok Sabha/Rajya Sabha or an eminent citizen having interest in the field of Yoga and Naturopathy.
19. Director of the Council—Member-Secretary.

The Director of the Central Council shall be the Member-Secretary of the Governing Body.

**ANNEXURE—IV**

The composition of the Governing Body of the *Central Council for Research in Homoeopathy* is as under :

1. President — Union Minister of Health & Family Welfare.
2. Vice-President — Union Minister of State for Health & Family Welfare.

**OFFICIAL MEMBERS :**

3. Secretary, Ministry of Health and Family Welfare or his/her nominee.
4. Joint Secretary, Incharge of ISM, Ministry of Health and Family Welfare.
5. Joint Secretary (FA), Ministry of Health & Family Welfare.

**NON-OFFICIAL MEMBERS :**

- 6—10. Five experts in Homoeopathy (including one Professor/Research Worker in Homoeopathy) to be nominated by the President of the Council.
- 11—12. Two Scientists—one each in Pharmacology and Botany to be nominated by the President of the Council.
13. One expert in Modern Medicine to be nominated by the President of the Council.
14. Director, National Institute of Homoeopathy, Calcutta.

The Director of the Central Council shall be Member-Secretary of the Governing Body.

**Installation of Small Power Units***[Translation]*

2592. SHRI HUSSAIN DALWAI :  
SHRI JAGANNATH PATTNAIK :  
SHRI SANAT KUMAR  
MANDAL :

**Increase in Sleeping Berths Quota in  
Kathgodam-Lucknow Express Train**

2593. SHRI HARISH RAWAT : Will the Minister of RAILWAYS be pleased to state :

Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether in view of the power shortage in the country's industrial belts, Government propose installation of Small Power Units in different areas by a group of private industrial units in the same locality for their own use; and

(b) if so, what would be the terms and conditions for such generation of energy in private parties ?

THE MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKARANAND) : (a) and (b). Specific proposals for installation of captive power units are considered on the merits of each case, including the terms and conditions.

(a) whether he is aware that a demand to increase the number of sleeping berths presently available in the Kathgodam-Lucknow Express Train reserved from Railcum-Road reservation office at Ranikhet (Uttar Pradesh), is being made by the local people ; and

(b) if so, the time by which the number of sleeping berths being reserved from this office will be increased along with the number of berths likely to increase therein ?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) : (a) and (b). The quotas of rail reservation allotted to Ranikhet Out Agency in Kathgodam-Lucknow Express Train are not being utilised fully. The ques-

tion of increasing the quotas to the out-  
agency by this train, therefore, does not  
arise.

[English]

**Conversion of Dharangadhra-Kuda and New  
B.G. Line Kheraghoda-Jhinjhawada**

2594. SHRI DIGVIJAY SINGH : Will  
the Minister of RAILWAYS be pleased to  
state :

(a) the amount paid by the office of the  
Salt Commissioner in the Ministry of Indus-  
tries to the Western Railway for making  
a detailed survey of converting Dharanga-  
dhra to Kuda metre gauge line to broad  
gauge and for laying a new Broad Gauge  
line from Kheraghoda to Jhinjhawada ;

(b) the estimated cost of these two pro-  
jects ;

(c) in what period of time this invest-  
ment will be recovered ; and

(d) when return is assured by an agency  
of Government of India whether projects  
be given priority for implementation ?

THE MINISTER OF RAILWAYS (SHRI  
BANSI LAL) : (a) The Salt Commissioner  
deposited a sum of Rs. 2 lakhs towards  
survey for the conversion of Kuda-Dharan-  
gadhra Metre Gauge siding into Broad  
Gauge and construction of a new Broad  
Gauge line from Kheraghoda/Patri to  
Jhinjhawada.

(b) The estimated cost of the conversion  
of the Kuda-Dharangadhra Metre Gauge  
siding is about Rs. 3.29 crores. The cost  
of the construction of new line from Patri  
to Jhinjhawada is expected to be about  
Rs. 7.2 crores and that for Kheraghoda  
to Jhinjhawada, about Rs. 10.0 crores.

(c) Does not arise, till the acceptance  
to taking up of these projects on Deposit  
Terms at the cost of the Salt Commissioner  
is received as these projects do not form  
part of the Railways Plan for development.

(d) The question of implementation  
will arise only after acceptance of the party  
to bear the cost of construction on Deposit  
Terms is communicated.

**Role of Private Sector in Power Generation**

2595. SHRI SATYENDRA NARAYAN  
SINHA : Will the Minister of IRRIGA-  
TION AND POWER be pleased to state :

(a) whether Government envisage a bigger  
role for private sector in power generation  
as reported in the *Financial Express* of  
5 March, 1985 ;

(b) if so, the details thereof ; and

(c) whether this role will be extended  
to distribution also ?

THE MINISTER OF IRRIGATION AND  
POWER (SHRI B. SHANKARANAND) :

(a) to (c). Power generation and distri-  
bution have been reserved for the public  
sector. However, expansion of the exist-  
ing privately owned utilities or the establi-  
shment of new units, if required in the  
national interest, is not precluded from  
consideration.

**Central Assistance for Irrigation Works in  
Tribal Sub-Plan Areas**

2596. SHRI ARVIND NETAM : Will  
the Minister of IRRIGATION AND  
POWER be pleased to state :

(a) how much Central Assistance was  
provided by Government of India for irriga-  
tion works in Tribal sub-plan areas during  
the Sixth Five Year Plan, year-wise figures ;

(b) what is the basis for allocating  
Central assistance to States for irrigation  
sector in Tribal and plan areas ; and

(c) if assistance was low, the reasons  
thereof ?

THE MINISTER OF IRRIGATION  
AND POWER (SHRI B. SHANKARA-  
NAND) : (a) to (c). No Central Assistance  
was provided by Ministry of Irrigation  
and Power, Government of India for  
irrigation works in Tribal Sub-Plan Areas  
during the Sixth Five Year Plan.

**Incentive System for Safety Consciousness  
among Railway Staff**

2597. SHRIMATI MADHURI SINGH :  
Will the Minister of RAILWAYS be pleased  
to state :

(a) whether Government are considering for an incentive system for safety consciousness among the railway staff ;

(b) what are these incentive systems ; and

(c) whether Government would organise some workshop for the rail drivers and other running staff of the railway to make the railways smooth running and accidentless ?

**THE MINISTER OF RAILWAYS (SHRI BANSI LAL) :** (a) A scheme already exists for rewarding the Railway staff concerned for accident-free record. The need, if any, for refining this scheme introduced in April, 1984 is being examined.

(b) Under the present scheme, three medals. viz. bronze, silver and gold, in addition to cash reward of Rs. 500/, Rs. 1000/- and Rs. 1500/- respectively, are awarded for accident-free service of various lengths.

(c) Workshops/seminars are regularly organised on the Railways to educate the staff and promote their safety consciousness. Recently, a special programme has been drawn out to intensify safety measures and minimise accidents on Railways.

#### **Proposed Mini Hydel Projects**

2598. **SHRI VIJAY N. PATIL :** Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether the Government have any proposal to start Mini Hydel Projects in the country ;

(b) if so, which are the rivers and sites selected for the same ; and

(c) how many megawatts of total power is expected to be generated during the next plan out of these projects ?

**THE MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKARANAND) :** (a) to (c). State Governments are empowered to implement hydel schemes costing upto Rs. 5.0 crores without techno-economic clearance of the Central

Electricity Authority. At present, 72 mini/small hydel schemes with a total capacity of 149 MW are under implementation in the country.

#### **Allotment of Book Stalls at Railway Stations**

2599. **DR. KRUPASINDHU BHOI :**  
**SHRI RAMESHWAR NEEKHRA :**

Will the Minister of RAILWAYS be pleased to state :

(a) what is the policy of Government for the allotment of contract for Book Stalls at different Railway stations ;

(b) whether there is any reservation for physically handicapped, Freedom Fighters and other categories, for allotment of such contracts ;

(c) if not, whether Government are considering to make such reservation ; and

(d) if not, the reasons therefor ?

**THE MINISTER OF RAILWAYS (SHRI BANSI LAL) :** (a) to (d). As per extant policy, all fresh allotments of bookstalls at different Railway stations are exclusively reserved for individual unemployed graduates within the age group of 18 to 30 years, their partnerships, co-operatives, associations and co-operatives of actual workers/vendors of Railway Bookstalls. If the persons who are physically handicapped, freedom-fighters etc. fulfil the above conditions, their cases for allotment of Bookstalls are considered sympathetically.

#### **Spread of 'Kala Azar' in Bihar and West Bengal**

2600. **SHRIMATI KISHORI SINHA :** Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether "Kala Azar" have re-appeared in many districts of Bihar and West Bengal recently ;

(b) if so, whether there is any preventive treatment for it ; and

(c) if so, what preventive steps have been taken in this regard ?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH (SHRI YOGENDRA MAKWANA) : (a) Yes, Sir. There have been cases of Kala-azar in some parts of Bihar and in adjoining districts of West Bengal.

(b) No preventive treatment for the disease is available. However curative treatment is available.

(c) The steps taken/being taken by the Government to check the spread of the disease include intensive efforts at diagnosis of cases of Kala-azar, treatment with appropriate drug combinations and intensification of vector control measures such as spraying of insecticides for eliminating sand flies which are transmitting the disease from patients to healthy persons.

**Fuel/Energy Expenses in Steam, Diesel and Electric Traction**

2601. PROF. MADHU DANDAVATE :  
SHRI R.M. BHOYF :

Will the Minister of RAILWAYS be pleased to state :

(a) what are the fuel or energy expenses for 1000 gross-tonne kilometre railway haulage in the case of steam, diesel and electric traction ;

(b) whether with the recent hike in the prices of oil in 1985-86 budget, the fuel expenditure on diesel traction will not go up ; and

(c) if so, whether Railways take recourse to increase electrification needed for electric traction ?

THE MINISTER OF RAILWAYS : (SHRI BANSI LAL): (a) Fuel/Energy expenses for hauling 1000 Gross Tonne load over one kilometre on Steam, Diesel and Electric tractions on broad gauge and metre gauge in 1983-84 were as under :—

Traction	Passenger and Proportion of Mixed.		Goods and Proportion of Mixed.	
	BG	MG	BG	MG
	Rs.	Rs.	Rs.	Rs.
Steam	18.61	25.42	25.83	28.67
Diesel	16.65	22.34	11.30	14.90
Electric	13.51	11.65	7.91	7.71

(b) Yes, Sir. With the recent hike in the prices of oil, the fuel expenditure on diesel traction will go up.

(c) Yes, Sir. It is proposed to give priority to electrification of high density routes in the Seventh Plan, depending on the availability of funds.

**Development of Mormugao Harbour**

2602. SHRI EDUARDO FALEIRO : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether it is a fact that six out of the ten major ports in the country are working beyond capacity ; and

(b) if so, what steps Government have taken to divert part of the traffic and to develop other major ports, particularly the Mormugao Harbour in the Western Coast ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING & TRANSPORT (SHRI Z.R. ANSARI) :

(a) No Sir, During 1984-85 (upto end of February, 1985) the traffic in P. O. L. handled at the ports of Madras and Visakhapatnam and traffic in Central Cargo handled at the ports of Kandla and Mormugao was in excess of the assessed port capacity in the respective commodities.

(b) Diversion of traffic from one port to another is done from time to time to the extent feasible in consultation with users etc. Furthermore keeping in view the growth in traffic, projects for increasing port capacities as indicated below have been completed or commenced during the Sixth Plan period :

- (i) One multipurpose general cargo berth at Mormugao.
- (ii) General cargo berths at Kandla, New Mangalore, Tuticorin, Madras, Visakhapatnam and Paradip.
- (iii) Container handling facilities at Bombay, Madras, Cochin and Calcutta.
- (iv) Additional P.O.L. handling facilities at Bombay, Kandla, Cochin, Visakhapatnam and Madras.

(v) Bulk fertilizer handling facilities at Cochin and Paradip.

(vi) A new port at Nhava Sheva near Bombay is being established. The Port will have three berths to handle containers and two berths to handle bulk fertilizers.

[*Translation*]

**Criteria to sanction Projects for Integrated Child Development Scheme**

2603. SHRI MOOL CHAND DAGA : Will the Minister of SOCIAL AND WOMEN'S WELFARE be pleased to state :

(a) the total number of projects cleared under the Integrated Child Development Scheme and the criteria of sanctioning them and the State-wise and Union Territory-wise number of such projects in progress and the amount spent on each of them every year and the contribution of State Governments therein ; and

(b) the total number of children benefited under this Scheme during the Fifth and Sixth Five Year Plans and the basis of this information ?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL AND WOMEN'S WELFARE (SMT. M. CHANDRASEKHAR) : (a) A statement showing State-wise and Union Territory-wise number of projects sanctioned is enclosed (Annexure-I).

The administrative unit for the location of an Integrated Child Development Services project is generally a Community Development Block in rural areas, a Tribal Development Block in predominantly tribal areas and ward(s) or slums in urban areas. In the selection of projects in rural

areas, priority is given to the following factors :—

1. areas predominantly inhabited by tribes, particularly backward tribes ;
2. backward areas ;
3. drought-prone areas ;
4. areas inhabited predominantly by Scheduled Castes ;
5. nutritionally deficient areas ; and
6. areas poor in development of social services.

In the selection of ward(s) in urban areas for urban projects, priority is given to the following factors :—

1. location of slums; and
2. areas predominantly inhabited by Scheduled Castes. In respect of centrally sponsored projects, the State Governments meet the cost of supplementary nutrition component of the scheme, and the Central Government meets the cost of other components. In respect of State sector projects, the State governments meet the entire cost of projects from their own resources.

The Central Government provides lump sum grants to States for all the ICDS projects sanctioned in the Centrally-sponsored sector. Grants are not given project-wise. A statement showing, State-wise and Union Territory-wise, the amounts of grants released by the central government in each year of the Sixth Plan, is enclosed (Annexure-II). The figures of contributions made by the State Governments from their own resources are not available.

(b) The number of children and pregnant and nursing mothers, benefited from the scheme as on 31.3.1980 and 31.12.1984, is shown in the enclosed statement (Annexure-III). This information is based on the progress reports received from individual ICDS projects.

## ANNEXURE—I

## Criteria to Sanction of Projects for integrated Child Development Services Scheme

Sl. No.	Name of State/ Union Territory	Number of ICDS projects sanctioned upto March, 1985		No. of Centrally sponsored projects allocated for 1985-86
		Centrally-sponsored projects	State Sector projects	
1	2	3	4	5
1.	Andhra Pradesh	70	09	10
2.	Assam	36	—	05
3.	Bihar	94	—	25
4.	Gujarat	47	16	08
5.	Haryana	26	10	04
6.	Himachal Pradesh	12	—	03
7.	Jammu & Kashmlr	13	08	03
8.	Karnataka	48	30	08
9.	Kerala	37	24	06
10.	Madhya Pradesh	73	—	21
11.	Maharashtra	84	—	10
12.	Manipur	10	—	01
13.	Meghalaya	11	—	01
14.	Nagaland	12	—	01
15.	Orissa	43	01	15
16.	Punjab	29	—	05
17.	Rajasthan	45	—	10
18.	Sikkim	04	—	—
19.	Tamil Nadu	39	—	13
20.	Tripura	11	—	01
21.	Uttar Pradesh	143	08	25
22.	West Bengal	74	06	20
UNION TERRITORIES				
23.	A & N Islands	04	—	—
24.	Arunachal Pradesh	10	—	04
25.	Chandigarh	02	—	—
26.	Dadra & Nagar Haveli	01	—	—
27.	Delhi	17	02	02
28.	Goa, Daman & Diu	09	—	02
29.	Lakshadweep	01	—	—
30.	Mizoram	11	03	01
31.	Pondicherry	03	—	02
Total		1019	117	206



## ANNEXURE—II

*Criteria to sanction of Projects for Integrated Child Development Services Scheme  
—Amount released to States/Union Territories for Integrated Child Development  
Services Scheme from 1980-81 to 1984-85*

Sl. No.	State/ Union Territory	Amount released (Rs. in lakhs)				
		1980-81	1981-82	1982-83	1983-84	1984-85
1	2	3	4	5	6	7
<b>STATES</b>						
1.	Andhra Pradesh	39.09	54.15	104.11	207.41	169.92
2.	Assam	29.57	50.05	48.76	163.03	113.46
3.	Bihar	32.64	52.09	127.51	250.46	318.53
4.	Gujarat	34.89	65.43	82.42	148.15	304.24
5.	Haryana	27.54	29.31	63.25	87.22	115.42
6.	Himachal Pradesh	13.59	18.64	25.54	68.57	57.53
7.	J & K	8.74	22.20	25.50	34.11	43.01
8.	Karnataka	32.77	44.74	85.39	115.70	234.57
9.	Kerala	22.35	35.81	101.25	69.90	184.24
10.	Madhya Pradesh	24.40	56.71	70.42	131.58	148.84
11.	Maharashtra	47.10	52.23	125.13	194.12	398.72
12.	Manipur	13.67	13.79	25.58	24.28	19.49
13.	Meghalaya	12.37	16.24	14.67	34.92	22.54
14.	Nagaland	17.59	14.12	46.74	59.24	76.43
15.	Orissa	32.24	37.77	68.56	113.40	179.29
16.	Punjab	15.68	17.33	58.14	90.54	107.82
17.	Rajasthan	20.48	36.39	104.45	156.23	175.28
18.	Sikkim	11.88	5.76	13.43	23.54	15.48
19.	Tamil Nadu	9.45	8.64	80.00	236.57	253.86
20.	Tripura	13.06	20.54	2.12	35.43	37.22
21.	Uttar Pradesh	36.68	53.46	225.55	290.30	314.66
22.	W. Bengal	31.39	49.20	145.06	164.17	231.84
<b>UNION TERRITORIES</b>						
23.	A & N Islands	3.46	4.69	4.67	10.54	11.53
24.	Arunachal Pradesh	2.77	2.45	14.20	20.93	17.39
25.	Chandigarh	3.79	5.75	8.07	10.78	13.67
26.	Dadra and Nagar Haveli	3.29	3.85	2.59	4.70	5.39
27.	Delhi	25.68	38.30	65.50	107.78	123.88
28.	Goa, Daman & Diu	8.15	11.71	17.66	18.72	19.98
29.	Lakshadweep	1.58	2.01	1.94	2.14	4.60
30.	Mizoram	6.27	11.22	18.39	39.34	58.46
31.	Pondicherry	5.43	5.62	10.34	17.63	24.17
<b>Total</b>		<b>587.59</b>	<b>840.20</b>	<b>1812.94</b>	<b>2931.43</b>	<b>3801.46</b>

## ANNEXURE—III

*Criteria to Sanction of Projects for Integrated Child Development Services Scheme  
—Statement for the Number of Beneficiaries under SNP and Pre-School  
Education in ICDS, as on March 1980 and December 1984*

Sl. No.	Name of the State/UT	Beneficiaries under Supplementary Nutrition for children 6 months to 6 yrs. and expectant & nursing mothers		Pre-school Education Children 3—6 years	
		As on 31st March '80 As on 31st Dec. '84 (in lakhs)	As on 31st March '80 As on 31st Dec. '84 (in lakhs)	As on 31st March '80 As on 31st Dec. '84 (in lakhs)	As on 31st Dec. '84 (in lakhs)
1	2	3	4	5	6
1.	Andhra Pradesh	0.36	4.40	0.18	1.73
2.	Assam	0.06	1.48	0.06	0.64
3.	Bihar	0.42	3.38	0.22	1.43
4.	Gujarat	0.31	3.43	0.05	1.56
5.	Haryana	0.14	2.11	0.04	0.79
6.	Himachal Pradesh	0.04	0.48	0.03	0.21
7.	Jammu & Kashmir	0.07	0.71	0.05	0.31
8.	Karnataka	0.52	6.97	0.21	3.26
9.	Kerala	0.30	3.80	0.05	1.54
10.	Madhya Pradesh	0.10	4.17	0.06	2.03
11.	Maharashtra	0.50	4.24	0.27	2.98
12.	Manipur	0.10	0.47	0.06	0.19
13.	Meghalaya	0.07	0.34	0.01	0.14
14.	Nagaland	0.09	0.89	0.02	0.28
15.	Orissa	0.18	2.51	0.04	0.91
16.	Punjab	0.08	1.49	0.02	0.75
17.	Rajasthan	0.18	2.98	0.03	1.27
18.	Sikkim	0.13	0.17	0.03	0.08
19.	Tamil Nadu	0.15	3.53	0.06	1.23
20.	Tripura	0.18	0.36	0.06	0.14
21.	Uttar Pradesh	0.32	5.52	0.13	2.93
22.	West Bengal	0.36	2.93	0.06	1.25
UNION TERRITORIES					
23.	A & N Islands	—	0.10	—	0.03
24.	Arunachal Pradesh	—	0.07	—	0.04
25.	Chandigarh	—	0.10	—	0.07
26.	D & N Haveli	0.05	0.06	0.02	0.02
27.	Delhi	0.19	2.20	0.05	0.83
28.	Lakshadweep	—	0.06	—	0.01
29.	Goa, Daman & Diu	0.03	0.32	0.01	0.12
30.	Mizoram	0.06	0.28	0.03	0.14
31.	Pondicherry	0.13	0.35	0.03	0.11
Total		5.16	59.91	1.80	27.02

[English]

**Establishment of Railway Sidings in  
National Aluminium Complex,  
Damanjodi**

2604. **SHRIMATI JAYANTI PATNAIK** : Will the Minister of RAILWAYS be pleased to state :

(a) the steps taken by the Rail India Technical and Economic Services Limited (RITES) to establish Railway sidings in the National Aluminium Complex, Damanjodi in Koraput district of Orissa; and

(b) the progress made so far in this regard ?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) : (a) and (b). Rail India Technical & Economic Services Limited (RITES), a Government of India Undertaking, is providing transportation consultancy to National Aluminium Company (NALCO) a Government of India Undertaking under the Ministry of Steel, Mines and Coal. The consultancy includes advising NALCO on all matters connected with linking of the Alumina Plant at Damanjodi to the railway network and provision of sidings and exchange yard.

RITES have already completed survey for providing railway siding including exchange yard and other facilities in the NALCO complex. The company is now supervising construction of siding under contract let out by NALCO

**Facilities for Medical Termination of  
Pregnancy**

2605. **SHRI C. P. THAKUR** : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that the deaths from illegal abortions are on increase ;

(b) whether this is due to lack of facilities of medical termination of pregnancy; and

(c) can these facilities be extended upto Primary Health Centre level and if so, what steps Government are going to undertake in this regard ?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH (SHRI YOGENDRA MAKWANA) : (a), (b) & (c). There are no precise estimates of the number of illegal abortions being carried out in the country. It is not feasible to have reliable estimates of these occurrences because of the secrecy that surrounds them. The Medical Termination of Pregnancy Act was passed in order to deal with the situation. Government has taken a number of steps by way of increasing the facilities and availability of trained manpower to provide MTP services all over the country. Under Section 4 (a) of the Medical Termination of Pregnancy Act, all hospitals established or maintained by the Government are approved to render M.T.P. services. As per information available MTP facilities are available in 4543 institutions in the country. Government is helping the States and Union Territories to extend the M.T.P. facilities in Sub-divisional/ Taluk hospitals and Primary Health Centres.

Training of doctors in M.T.P. technique from the rural and urban areas is systematically undertaken by various States and as per information available 3375 (provisional upto December 1984) doctors drawn from Primary Health Centres had been trained in the technique of M.T.P.

**Gas-Based Power Plants**

2606. **SHRI R.P. GAEKWAD** : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether it is a fact that inter-ministerial group has approved a proposal for going in for a net-work of gas-based power generation plants in India to meet the growing energy demand ;

(b) whether in view of the large availability of gas from the proven fields, such as South Bassein and the new gas fields recently discovered, 4 to 6 gas turbine plants of 250 MW capacity each, are proposed to be established ; and

(c) if so, the location for these plants and Government's reactions thereto ?

THE MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKARANAND) : (a) to (c). Government have decided to set up in the Central Sector gas based power stations with a total capacity of 1500 MW, with combined cycle technology, at Kawas, Sawai Madhopur and Auriya alongwith the alignment of the Hazira-Bijaypur-Jagdishpur gas pipeline.

#### Construction of Rail Lines in Orissa in Seventh Plan

2607. SHRI CHINTAMANI JENA : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have received any representation from State Government of Orissa for construction of new Railway lines in Orissa, during Seventh Plan ; and

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

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) : (a) and (b). Representations have been received from Government of Orissa for construction of further new railway lines in Orissa. However, in view of constraints of resources and heavy commitments in hand, these have to await consideration till the resources position improves.

#### Utilisation of Water Resources

2608. SHRI SOMNATH RATH : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether massive programmes have been launched by National Water Resources of India for the proper utilisation of water resources available in the major rivers in the country ;

(b) if so, the name of the river basins brought under the purview of the above National Programme ;

(c) whether the 'Budha Balanga' river basin, Baitarani River-basin, Mahanadi River-basin and Rushikulya River-basin in Orissa have been included under the above programme ;

(d) if not, the steps taken or proposed to be taken for the proper utilisation of water resources in those rivers in Orissa ; and

(e) the details thereof ?

THE MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKARANAND) : (a) and (b). A programme for development of water resources of the country has been undertaken since the beginning of Planned Era of Development. National Perspective Plan consists of (i) Himalayan Rivers Development ; and (ii) Peninsular Rivers Development. In the first instance, surveys, and investigations relating to the Peninsular Rivers Development Component have been taken up for establishing the feasibility of the proposals. This component broadly encompasses the basins of Mahanadi, Godavari, Krishna, Cauvery, Vaigai the west flowing rivers of Kerala, Karnataka, Maharashtra and Gujarat ; and Ken, Betwa, and Chambal.

(c) The development of water resources of Budha Balanga, Baitarani and Rushikulya are being considered to be included in the plan.

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

[Translation]

#### Resolution passed by Hindi Advisory Committee

2609. SHRI KRISHAN PRATAP SINGH : Will the Minister of EDUCATION be pleased to state :

(a) the number of meetings of the Hindi Advisory Committee of the Ministry held in 1984;

(b) the resolutions passed to these meetings; and

(c) the details regarding implementation of these resolutions ?

THE MINISTER OF EDUCATION (SHRI K. C. PANT) : (a) Two (on 10th July, 1984 and 17th November, 1984 respectively).

(b) and (c). Suggestions made/decisions regarding implementation thereof are taken in these meetings and the details attached. (Statement).

**Statement**

*Resolution Passed by Hindi Advisory Committee*

Item No.	Suggestions made/ Decisions taken (with date)	Action taken
1	2	3
1.	More Hindi Typewriters should be purchased for the Ministry since the number is not adequate <i>vis-a-vis</i> English Typewriters. (10-7-1984)	8 New Hindi Typewriters have been purchased and more would be acquired if there is any demand.
2.	More persons should be deputed for training in Hindi Stenography and Hindi Typing. (10-7-1984)	19 persons for training in Hindi Typing and 3 for Hindi Stenography have been nominated for August, 1984 Session.
3.	There are some offices of the Ministry which are exclusively working either for, or in the field of Hindi e. g. Central Hindi Directorate, Kendriya Hindi Sans-than & Commission for Scientific & Technical Terminology. Correspondence with these offices to be in Hindi only (10-7-1984)	This is being done.
4.	The possibility of making bilingual computers available may be explored. (10-7-1984)	As per Home Ministry's Communication, bilingual computers are already available in the market, e.g., 'Siddhartha' by D.C.M. and their availability has been brought to the notice of all offices/Organisations of the Ministry.

[English]

**Proposal for Metro-Railway/Circular Railway or Suburban Services for Bangalore City**

2610. SHRI V. S. KRISHNA IYER : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any proposal before the Government to provide Metro-railway, Circular railway in Bangalore City; and

(b) if not, whether Government propose to introduce suburban railway services for Bangalore City ?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) : (a) and (b). No, Sir. Studies were conducted by Metropolitan Transport Project (Railways) Madras on behalf of Southern Railway on deposit terms and the report was submitted to Karnataka Government in September, 1983. Further action will be taken by Karnataka Government.

**Introduction of a Superfast Train between  
Calcutta and Puri**

2611. SHRI CHINTAMANI PANI-  
GRAHI : Will the Minister of RAILWAYS  
be pleased to state :

(a) whether Government of Orissa have  
requested for introducing a superfast train  
between Calcutta and Puri for meeting the  
needs of the tourists; and

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

THE MINISTER OF RAILWAYS  
(SHRI BANSI LAL) : (a) and (b). The  
feasibility of introducing an additional  
train between Calcutta and Puri has been  
examined but not found feasible due to  
lack of resources. However, during  
summer, special trains are run between  
Puri and Calcutta to clear the extra tourist  
traffic.

**Teacher Student Ratio in Primary/  
High Schools**

2612. SHRI AJOY BISWAS : Will the  
Minister of EDUCATION be pleased to  
state :

(a) the teacher-pupil ratio in primary  
and High Schools in the country, State-  
wise; and

(b) norms fixed by Union Government  
in this regard ?

THE MINISTER OF EDUCATION  
(SHRI K. C. PANT) : (a) A statement  
indicating the teacher-pupil ratio as on  
30-9-82 in primary and high schools in the  
country, State-wise, is attached.

(b) No norms have been fixed by the  
union government in this regard.

**Statement**

*Teacher-Student Ratio in Primary/High Schools*

Sl. No.	States/UTs	Teacher-Pupil Ratio	
		Primary Schools	High Schools
1	2	3	4
1.	Andhra Pradesh	52	29
2.	Assam	35	25
3.	Bihar	41	33
4.	Gujarat	42	26
5.	Haryana	44	33
6.	Himachal Pradesh	38	28
7.	Jammu & Kashmir	28	19
8.	Karnataka	44	29
9.	Kerala	33	30
10.	Madhya Pradesh	41	N.A. @
11.	Maharashtra	40	31
12.	Manipur	18	20
13.	Meghalaya	31	22
14.	Nagaland	21	23
15.	Orissa	33	21
16.	Punjab	37	23
17.	Rajasthan	45*	22

\* Includes date of pre-primary schools also.

@ Not Available.

1	2	3	4
18.	Sikkim	18	21
19.	Tamil Nadu	41	24
20.	Tripura	41	24
21.	Uttar Pradesh	42	31
22.	West Bengal	36	32
23.	A & N Islands	22	24
24.	Arunachal Pradesh	33	21
25.	Chandigarh	20	24
26.	Dadra & Nagar Haveli	45	20
27.	Delhi	36	25
28.	Goa, Daman & Diu	39	29
29.	Lakshadweep	33	19
30.	Mizoram	29	13
31.	Pondicherry	26	25
INDIA		40	29

**Amount allocated for Kerala's Rural Electrification**

2613. PROF. P.J. KURIEN : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) total amount sanctioned to Kerala under Rural Electrification Scheme in the Seventh Plan Period;

(b) details of proposals submitted by Kerala in this regard;

(c) are there any schemes pending clearance from the Centre; and

(d) if so, the details thereof ?

THE MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKARANAND) : (a) and (b). The Seventh Plan has not yet been finalised. The Kerala State Electricity Board have proposed energization of 90,000 pumpsets during the Plan period.

(c) and (d). No rural electrification scheme from Kerala is pending clearance.

[Translation]

**National Institute of Health and Family Welfare**

2614. SHRI BALRAM SINGH YADAV: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government's attention has been drawn to the press report about malfunctioning of National Institute of Health and Family Welfare, Delhi ; and

(b) if so, the details thereof and the action taken by Government in this regard ?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH (SHRI YOGENDRA MAKWANA) : (a) Yes, Sir.

(b) A report has appeared in the weekly (Shane Sahara) of 10-16th March, 1985, about the malfunctioning of the Institute. The allegations made seem to be unfounded and baseless. No action seems to be necessary on this report.

[English]

**Canal from Narmada Project for Southern Rajasthan**

2615. SHRI N.V. RATNAM : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether it is a fact that a canal from Narmada Project to Rajasthan Canal will facilitate irrigation in the entire south of Rajasthan ;

(b) if so, whether it is also a fact that Government have received many represen-

tations from people of South Rajasthan requesting for the implementation of this scheme; and

(c) the reasons for not implementing the scheme ?

**THE MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKARANAND) :** (a) Navagam Canal offtaking from Sardar Sarovar Dam on Narmada River is proposed to extend into Rajasthan to provide irrigation facilities in Jalore and Barmer districts of South Western Rajasthan.

(b) Yes, Sir. Some requests have been received for taking up this scheme.

(c) A detailed project report for the Narmada Canal Project of Rajasthan has been received in the Central Water Commission for techno-economic scrutiny in October, 1984. The project is under examination in consultation with the State Government Authorities. Rajasthan Government will have to provide the requisite outlays and take steps for implementation of the scheme after the project is technically cleared by the Central Water Commission and is accepted by the Planning Commission.

#### **Divisions created in 1984-85**

2616. **SHRI SRIBALLAV PANIGRAHI :** Will the Minister of RAILWAYS be pleased to state :

(a) the number of divisions created in the country in 1984-85; and

(b) how many of the new divisions have started functioning and what are the reasons of non-functioning of the rest ?

**THE MINISTER OF RAILWAYS (SHRI BANSI LAL) :** (a) and (b). During 1984-85, only one division at Malda was created and the same has started functioning from 1-7-1984.

#### **Upgrading of Maulana Azad College of Technology, Bhopal**

2617. **SHRI PRATAP BHANU SHARMA :** Will the Minister of EDUCA-

TION be pleased to state :

(a) whether there is any proposal to upgrade Maulana Azad College of Technology, Bhopal (M.P.) as Indian Institute of Technology; and

(b) if so, the details thereof ?

**THE MINISTER OF EDUCATION (SHRI K.C. PANT) :** (a) No, Sir.

(b) Question does not arise.

#### *[Translation]*

#### **Admission in Central Schools to the Wards of Non-Govt. Employees**

2618. **PROF. CHANDRA BHANU DEVI :** Will the Minister of EDUCATION be pleased to state :

(a) whether it is a fact that at present only the wards of Government employees are allowed to study in Central schools;

(b) if so, the arrangements proposed to be made by the Government to ensure that the wards of the common man are also allowed to study in these schools; and

(c) if not, the reasons therefor ?

**THE MINISTER OF EDUCATION (SHRI K.C. PANT) :** (a) No, Sir. Children of non-Government employees are also eligible for admission to the Kendriya Vidyalayas (Central Schools), subject to the availability of seats.

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

#### **Rail Line between Ajmer and Bundi**

2619. **SHRI VISHNU MODI :** will the Minister of RAILWAYS be pleased to state :

(a) whether Government have carried out a survey for laying a new rail line from Ajmer to Bundi via Kekdi;

(b) if so, the outlines thereof;



(c) whether Government propose to start the work on this line;

(d) if so, the details thereof and the time by which the work is likely to be started; and

(e) if not, the reasons therefor?

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

(b) to (d). Do not arise.

(e) The existing resources constraint does not permit consideration of this proposal.

**Rail Line between Sawai Madhopur and Jaipur**

2620. SHRI SHANTI DHARIWAL: Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have received any representation to start the work on railway line between Sawai Madhopur to Jaipur and the outlines thereof;

(b) if so, the action taken by Government thereon; and

(c) if no action has been taken, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) : (a) Yes, Sir. Presumably, the Member is referring to the demand for the conversion of Sawai Madhopur-Jaipur M.G. line into B.G.

(b) and (c). It has not been possible to consider the proposal, due to severe constraint on resources.

[English]

**Construction of Trivandrum Bypass**

2621. SHRI T. BASHEER: will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government have given approval to the estimates for construction of Trivandrum bypass which starts from

Kilometres 551/900 of National Highway No. 47 at Kazhakuttam and ends at Parassala ;

(b) if so, the details thereof ; and

(c) when the work is expected to be started ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z.R. ANSARI): (a) to (c). The land acquisition for a part length of 20.5 Kms. between Kazhakuttam and Vezhamutam near Kovalam was sanctioned in January, 1978 for Rs. 205.67 lakhs and acquisition proceedings are in an advanced stage. Further the construction of the road in the reach km. 11.900 to 13.079 was sanctioned for Rs. 36.94 lakhs in June, 1984 to provide access to the Airport and the work is in progress. As regards the portion of the bypass south of Vazhamutam, an estimate for Rs.1.09 lakhs was sanctioned in January, 1982 for aerial photographic survey of the same and Telicherry-Mahe bypass. The survey work is in progress to fix the alignment in the remaining length of about 22.5 km.

[Translation]

**Rural Electrification**

2622. SHRI MAHENDRA SINGH : Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether delay is being caused in the implementation of Rural Electrification Programme because of the problem of clearing forest land and whether Government will consider removing the bottlenecks responsible for causing delay on account of the provisions of Forest Conservation Act, 1980 ;

(b) the date since which the proposal of providing the 33 K.V. Sheopur-Goras line in Morena District (Madhya Pradesh) through forest land has been pending and when the same is likely to be cleared; and

(c) the date on which Union Government received proposal from Maharashtra and Madhya Pradesh Government regarding clearing of forest land as required under

the Forest Conservation Act for providing Siwani Pench (Madhya Pradesh) 132 KV transmission line through protected forest areas of both these States and the time by which approval is likely to be accorded to it ?

**THE MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKARANAND) :**

(a) In order to simplify procedures and to avoid delays in obtaining a clearance under the Forest (Conservation) Act, 1980, revised guidelines have been issued in December, 1984.

(b) The proposal was received by Government in October, 1984. The State Government has been asked to furnish a proper map showing the complete forest boundary. The proposal would be considered further on receipt of the information

(c) The proposal for the 132 KV transmission line in Maharashtra was received in December, 1984. The proposal for clearance of forest area for the 132 KV Pench-Seoni line in Madhya Pradesh was received in November, 1984. The proposals are expected to be approved shortly.

[English]

**Hydel Project at Barak Water Fall  
in Manipur**

**2623. PROF. MEIJINLUNG KAMSON:** Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether the erstwhile British Government of India made a survey of the Barak Waterfall in Tamenglong area of Manipur in the pre-World War-II period for setting up a hydel project;

(b) if so, the details thereof ;

(c) whether the North Eastern Council has any proposal to take up a hydel project at the Barak water fall ; and

(d) if so, the progress so far made ?

**THE MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKARANAND) :**

(a) to (d). No record of the pre-World War II survey is available. However, North

Eastern Council is financing investigation of a hydel project site on Barak river in the Tamenglong area. The investigation scheme was sanctioned in March, 1984 and the time frame for its completion is about three years.

**Number of Construction Offices  
opened by Railways**

**2624. SHRI RADHA KANTA DIGAL :** Will the Minister of RAILWAYS be pleased to state :

(a) the number of Construction Offices of Railways opened so far in the country;

(b) whether Government of Orissa have requested his Ministry to open a Construction Office in Orissa to look after the construction work of the Railway Projects under implementation in that State; and

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

**THE MINISTER OF RAILWAYS (SHRI BANSI LAL) :** (a) A Construction Unit, with at least one Chief Engineer (Construction) is working on all the Zonal Railways, in addition to the Construction Units pertaining to Railway Electrification, Metro Railway, Calcutta and the Production Unit at Patiala.

(b) Yes, Sir.

(c) The question of setting up new Construction Offices for Officers/Inspectors etc. engaged on construction projects is examined and processed, when considered justified, on the basis of work load, depending on the availability of funds.

**Introduction of a superfast train between  
Waltair and New Delhi via Raipur**

**2625. SHRI S.M. BHATTAM :** Will the Minister of RAILWAYS be pleased to state :

(a) whether Government are considering any proposal for introduction of a superfast train between Waltair and New Delhi via Raipur; and

(b) if so, the details thereof ?

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

(b) Does not arise.

#### Road Accidents in Delhi

2626. SHRI E. S. M. PAKEER MOHAMED : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) number of road accidents in Delhi during the last four months; and

(b) number of persons killed and injured in these accidents ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI) : (a) and (b). As intimated by Delhi Administration, the number of road accidents, persons killed and injured during the last four months i.e. 16-11-1984 to 15-3-1985 are as under :

Number of road accidents	Number of persons killed	Number of persons injured
1987	440	1886

#### Release of water from Tungabhadra

2627. SHRI H. G. RAMULU : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether it is a fact that the Government of Karnataka has released water from Tungabhadra Reservoir in excess of the originally agreed quantity during March, 1985;

(b) if so, what is the quantity so allowed;

(c) whether this has been done with the consent of Tungabhadra Board; and

(d) if so, under what provision they have been allowed to draw excess water ?

THE MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKARANAND) : (a) to (d). Information is being

collected and will be laid on the Table of the House.

#### Construction of Road over-bridges

2628. PROF. NARAIN CHAND PARASHAR : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Northern Railway Administration has approved the construction of any road over-bridges in the States of Jammu and Kashmir, Punjab, Himachal Pradesh and Haryana and Union Territory of Chandigarh during the past three years including the current financial year;

(b) if so, the details thereof, State-wise and the present progress of construction work;

(c) whether any demand is still pending for approval; and

(d) if so, when they would be approved and work taken in hand and reasons for delay ?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) : (a) and (b). The Railways undertake construction of road over/under bridges in replacement of existing busy level crossings jointly on cost sharing basis with the State Government/Local Authorities. Proposals in this regard are sponsored by the State Government/Local Authority. No proposals for construction of road over bridges in the States of Jammu & Kashmir, Himachal Pradesh and Union Territory of Chandigarh have been received from the State Governments/Local Authorities. The following road over bridges have been sanctioned during 1982-83, 1983-84, 1984-85 and current year of 1985-86 in Punjab and Haryana. The present progress is also indicated below :

*PUNJAB: Road Over Bridge in replacement of level crossing No. 25 at Sherifpura, Amritsar :*

This work was included in Railways' Budget for 1982-83. The estimated cost of the work is Rs. 1.76 crores out of which

Railway's share is Rs. 61.25 lakhs. The upto date progress is 20%.

**HARYANA:** (i) *Road Over Bridge in lieu of level crossing No. 70-B at Karnal :*

This work was included in Railways' Budget for 1982-83. The estimated cost of this work is Rs. 1.09 crores, out of which Railway's share is Rs. 49.90 lakhs. The progress achieved on this work is 2%.

(ii) *Road Over Bridge in replacement of level crossing No. 89-B at Kurukshetra :*

This work was included in Railways' Budget for 1983-84. The estimated cost of the work is Rs. 1.58 crores with Railway's share of cost as Rs. 77 lakhs. The Railway is finalizing detailed plans and estimates jointly with the State Government.

(iii) *Road Over Bridge in replacement of level Crossing No. 51-C at Bhiwani :*

This work has been included in the Budget for 1985-86. The estimated cost of this work is Rs. 1.67 crores, out of which Railway's share of cost is Rs. 79 lakhs.

(c) & (d). Proposals for construction of road over bridges at Dhandari Kalan, Kot Kapura and Patiala in Punjab and Sonapat in Haryana are under the joint examination of the Railways and the State Government. These proposals will be considered for inclusion in the Railways Works Programme as and when technical details and other formalities are completed with the State Government, subject to the availability of funds.

#### Specialist Consultation Facilities in CGHS

2629. **SHRI SANAT KUMAR MANDAL :** Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether the Specialist Service in Homoeopathy under CGHS Scheme is available in the Capital;

(b) whether any criteria is laid down for 'Specialist consultation' in the C.G.H. S.'s 11 dispensary units (Homoeo) in the Capital and what are the norms laid down for the appointment of such specialists;

(c) how are these specialists placed in individual Homoeopathy Dispensaries under the C.G.H.S. and whether they are permanently borne on its strength or are only visiting Doctors; and

(d) what steps are being taken to provide 'specialist consultation' in all the Homoeopathic Dispensaries in the Capital ?

**THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH (SHRI YOGENDRA MAKWANA) :** (a) to (d). Delhi CGHS has three full-fledged Homoeopathic dispensaries with three Medical Officers each. In addition, there are eight Homoeopathic Units with two doctors each. The Specialist cover to these Homoeopathic dispensaries and units is provided by one Senior Physician (Homoeopathy) located in Gole Market Dispensary. This Senior Physician visits five dispensaries and units once a week and the patients from other Homoeopathic dispensaries/units can consult him by appointment/reference. The specialist cover provided by the Senior Physician is considered to be adequate for the patients wanting to consult Homoeopaths.

#### Construction of M.G. Line connecting Mizoram

2630. **SHRI LAL DUHOMA :** Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any proposal to construct metre gauge railway line connecting Mizoram;

(b) if so, the details thereof; and

(c) the expected time for its completion ?

**THE MINISTER OF RAILWAYS (SHRI BANSI LAL) :** (a) Yes, Sir.

(b) Construction of a Metre Gauge railway line from Lalabazar in Assam to Bhairabi in Mizoram is an approved work and is in progress. The construction of

this 48.15 kms long line is estimated to cost Rs. 27.18 crores.

(b) Completion of the line will depend on availability of funds.

#### **Bairabi Project in Mizoram**

2631. SHRI LAL DUHOMA : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) present position of Bairabi Project in Mizoram undertaken by the Central Water Commission;

(b) the amount of expenditure already incurred so far on the said Project;

(c) the amount of expenditure required for completion; and

(d) the expected time of completion ?

THE MINISTER OF IRRIGATION & POWER (SHRI B. SHANKARANAND) :

(a) The project report of Bhairabi (Dhaleswari) Project prepared by National Hydro Electric Power Corporation is still under the scrutiny of the Central Electricity Authority.

(b) to (d). Do not arise.

#### **Progress of Family Planning Programme for Industrial Workers and Rural Population**

2632. SHRI N. DENNIS : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) the progress made in the family planning programme during the last two years in respect of industrial workers and rural population, particularly in the State of Tamil Nadu;

(b) whether any evaluation has been made in this regard; and

(c) if so, what are the details in this regard and how far success has been achieved in the targets ?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH (SHRI YOGENDRA MAKWANA) : (a) No separate figures are maintained in respect of industrial workers. The number of sterilisations and IUD insertions done in rural population in India and Tamilnadu in particular during the years 1982-83 and 1983-84 are given in the attached statement.

(b) No evaluation particularly in respect of sterilization/IUD insertions done in Industrial workers and rural population has been made during the last two years.

(c) No separate targets are fixed for industrial workers and rural population.

## Statement

*Rural/Urban Break-up of Sterilisation and IUD Insertions during 1982-83 and 1983-84—Tamil Nadu and All India*

	Sterilisations				IUD Insertions							
	1982-83	1983-84*		1982-83		1983-84						
	Rural	Urban	% of rural to total	Rural	Urban	% of rural to total	Rural	Urban	% of rural to total			
1	2	3	4	5	6	7	8	9	10	11	12	13
Tamil Nadu	191,396	74,883	71.9	382,877	113,903	77.1	18,798	18,499	50.4	29,537	26,340	52.9
All India	2,512,812	1,065,493	70.2£	2,442,277	1,029,003	70.4£	671,674	365,743	64.7£	1,190,721	443,218	72.9£

\*Figures Provisional

£Percentage have been worked after excluding the data for which Rural/Urban break-up is not available.

Note : Rural/Urban break-up in respect of Eq. C.C. Users and Eq. O.P. Users is not compiled separately.

**Provision of Primary Health Centres and Community Health Centres during Seventh Plan**

2633. PROF. NARAIN CHAND PARASHAR : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether the Government propose to implement fully the National Health Policy and provide a number of new Primary Health Centres and Community Health Centres in the country during the Seventh Five Year Plan; and

(b) if so, the number of Primary Health Centres and Community Health Centres in each State/Union Territory as on 31 March, 1985 and the number of such P.H.Cs and C.H.Cs which would be expected

at the end of Seventh Five Year Plan in each State/Union Territory ?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH (SHRI YOGENDRA MAKWANA): (a) Yes, Sir.

(b) The final figures of Primary Health Centres and Community Health Centres in position as on 31.3.85 has not yet been received from the State Governments/ Union Territories. However, on the basis of targets for the year 1984-85, the likely number of Primary Health Centres and Community Health Centres in position on 31st March, 1985 is given in the attached statement.

The targets of Primary Health Centres and Community Health Centres for the Seventh Five Year Plan have not yet been finalised.

**Statement**

*Number of Primary Health Centres and Community Health Centres likely to be in position as on 31st March, 1985  
(Figures Provisional)*

State/UT		Primary Health Centres	Community Health Centres
1	2	3	4
1.	Andhra Pradesh	455	26
2.	Assam	162	12
3.	Bihar	687	50
4.	Gujarat	261	21
5.	Haryana	95	1
6.	Himachal Pradesh	142	28
7.	Jammu & Kashmir	98	20
8.	Karnataka	365	69
9.	Kerala	199	—
10.	Madhya Pradesh	690	58
11.	Maharashtra	1339	147
12.	Manipur	35	6
13.	Meghalaya	32	2
14.	Nagaland	23	1
15.	Orissa	334	17
16.	Punjab	130	10
17.	Rajasthan	348	76
18.	Sikkim	18	—
19.	Tamil Nadu	436	30
20.	Tripura	36	3
21.	Uttar Pradesh	1002	42

1	2	3	4
22.	West Bengal	357	23
23.	A & N Islands	5	—
24.	Arunachal Pradesh	45*	—
25.	Chandigarh	**	1
26.	D & N Haveli	3	—
27.	Delhi	8	—
28.	Goa, Daman & Diu	15	3
29.	Lakshadweep	7	1
30.	Mizoram	19	1
31.	Pondicherry	14	2
TOTAL		7360	650

\* Health Units

\*\* The only Primary Health Centre has been upgraded to Community Health Centre.

#### Low Generation by Kothagudem Thermal Power Plant

2634. SHRI V. SOBHANADREESWARA RAO: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) the reasons for low plant load factor at Kothagudem Thermal Power Station;

(b) whether Government of India are considering a proposal to attend to problems of this nature to all the generating units in the country; and

(c) if so, whether Government are going to assist for taking up a renovation scheme prepared by the Andhra Pradesh State Electricity Board ?

THE MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKARANAND) :

(a) The PLF of Kothagudem thermal station has increased from 33.5% in 1981-82 to 43.6% in 1984-85. The main reasons for the low PLF are: (i) constraints in the milling system (ii) frequent failure of induced draft fans, (iii) poor performance of the ash handling system, and (iv) failure of tubes in the superheater, air pre-heater, etc.

(b) and (c). The Centrally sponsored renovation programme includes thermal stations in Andhra Pradesh.

#### Survey regarding dog-bite cases

2635. SHRI LAKSHMAN MALLICK: will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government have conducted any survey regarding the dog-bite cases in the country;

(b) if so the details and its percentage annually, State-wise;

(c) whether there is no remedy except 14 injections in abdomen;

(d) whether the said treatment is a must unless doctor is convinced that dog was vaccinated against rabies;

(e) whether patient is put on injections which are not 100 per cent protective and carry risk of neurological complications in some patients;

(f) if so, the remedial measures taken in this regard; and

(g) whether Government contemplate to make vaccination of pet dogs compulsory and total elimination of stray dogs which are found in large number all over India and also streets ?



THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH (SHRI YOGENDRA MAKWANA) : (a) and (b). No comprehensive survey has been conducted regarding dog-bite cases in the country.

(c) to (f). Persons bitten by dogs are generally treated with BPL-inactivated vaccine or phenolised vaccine which are manufactured in the country and given subcutaneously in the abdominal wall for 7 to 14 days. Recent studies conducted in Delhi have shown that even in vaccinated dogs the disease can occur. No vaccine is 100 per cent protective. The vaccine produced in India does carry the risk of neurological complications. However, the incidence of these complications is quite low (1:5500—1:11000). Such complications, if and when they occur, can be checked with proper treatment. It is possible to reduce the course of injections to 6 injections of tissue culture vaccines over a period of three months. At present tissue culture vaccines are not being commercially manufactured in the country. Efforts have been initiated to produce such vaccines in the country at a cost which could be afforded by the people.

(g) No such proposal is immediately under contemplation.

#### Policy to develop Herb-based drug industry

2636. SHRI HANNAN MOLLAH: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government are having a policy to develop Herb-based drug industry ;

(b) whether total resources of herbs can be utilised and if not, the reasons therefor;

(c) whether Government will import herbs and help modern research on medicinal plants and arrange for study of herbal medicines properly; and

(d) if so, when and how and if not, the reasons therefor ?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH (SHRI YOGENDRA MAKWANA): (a) As a

matter of policy, the Government are keen to develop Indian Systems of Medicine like Ayurveda, Unani & Siddha, the drugs of which contain about 80% ingredients of plant origin (herbal based).

(b) No systematic survey has so far been conducted to assess the total availability and requirements of the raw material for the drug industry of Indian Systems of Medicine. However on the basis of information available with the Government, it is felt there is a need to increase the production of raw materials of plant origin (medicinal herbs) to meet the growing requirement of the drug industry of Indian Systems of Medicine.

(c) & (d). In accordance with the existing policy, import of 55 drugs of plant origin is permitted under O.G.L. for meeting the requirements of the drug industry. The policy of import of drug is reviewed every year.

With a view to scientifically studying the genetics of medicinal plants, the Ministry of Health have proposed a sum of Rs. 25 lakhs in the Seventh Plan. The Central Councils for Research in Indian Medicines and Homoeopathy are already conducting researches on medicinal plants.

#### Construction of Community Halls

2637. SHRI HANNAN MOLLAH : Will the Minister of RAILWAYS be pleased to state:

(a) how many Community Halls have been constructed over Indian Railways, division-wise and at what places;

(b) whether Government have any programme to construct at other important places ;

(c) if so, the action taken by Government in this regard; and

(d) if not, the reasons therefor ?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL): (a) to (d). The information is being collected and will be laid on the Table of the Sabha.

**Publication of addresses and telephone numbers of Booking Offices in Time Table**

2638. SHRI AJIT KUMAR SAHA : Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the full postal addresses and telephone numbers of City Booking Offices were published in South Eastern Railway Time Table No. 43 for the benefit of the public;

(b) why the same have not been published in S.E. Railway Time Table which was issued in October, 1984, thereby putting the public to difficulty; and

(c) whether the same will be published in the next issue of S.E. Railway Time Table ?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) : (a) Yes, Sir.

(b) and (c). Information regarding postal address and telephone numbers of City Booking Offices on S.E. Railway was temporarily excluded from S.E. Railway's Time Table. This information will be included in the next issue of the S.E. Railway Time Table.

**Renovation of Stations on Rajkot Division**

2639. SHRI PUNAM CHAND MITHA-BHAI VANKAR : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that no major additions, alterations and expansions have been made at Patan and many nearby railway stations on the Rajkot Division of Western Railway during the last three years;

(b) if so, the reasons therefor; and

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

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) : (a) Yes, Sir. No major additions/alterations have been done at Patan or nearby railway stations in last three years.

(b) and (c). Requirements of passenger amenities are reviewed constantly keeping in view the traffic growth and provision of additional amenities are carried out on programmed basis in accordance with the availability of funds and comparative needs of various stations. At Patan and nearby stations, existing passenger amenities have been considered adequate for present level of traffic.

**Project Report of Neradi Barrage**

2640. SHRI GIRIDHAR GOMANGO : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) what was the number of villages and lands in Andhra and Orissa portion shown as submerged in first report and subsequent revised reports of Neradi Barrage;

(b) whether it is a fact that the revised project reports were objected to by the Government of Orissa as the submergence area in Orissa portion was likely to be increased than first project report; and

(c) if so, the reasons for the increase of the submerged areas in revised reports by the Government of Andhra Pradesh in spite of the objection communicated by the Government of Orissa thereon ?

THE MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKARANAND) : (a) Land proposed to be acquired on account of submergence and construction of flood banks in Orissa and Andhra Pradesh is indicated in the project reports as under—

	In Orissa	In Andhra Pradesh
Project Report of 1978	216 ha	304 ha
Project Report of 1982	506 ha	179 ha

No villages have been proposed for acquisition on account of submergence in the project reports.

(b) Yes, Sir.

(c) The design flood for the Neradi Barrage adopted in the 1978 report was 2.60 lakh cusecs. But due to unprecedented floods experienced in the Vamsadhara river in 1980, the design flood was revised to 5 lakh cusecs in the project report of 1982, with consequent changes in the layout of the afflux bunds resulting in increased areas for acquisition.

[Translation]

**New lines in Bihar during Seventh Plan**

2641. SHRI VIJAY KUMAR YADAV : will the Minister of RAILWAYS be pleased to state:

(a) the details of new railway lines to be laid in Bihar during the Seventh Five Year Plan;

(b) whether there is a proposal to lay new rail line from Rajgir to Gaya on Eastern Railway during the said Plan ; and

(c) if so, the details thereof ?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) : (a) There are three on-going new line projects viz. Chittauni-Bagaha, Sakri-Hasanpur and Talgaria-Tupkadih, in Bihar. Their completion will depend on availability of resources during the Seventh Plan. In respect of Talgaria-Tupkadih new line, however, it will also depend on the land being made available by the State Govt.

(b) There is no proposal for construction of a new line from Rajgir to Gaya, at present.

(c) Does not arise.

[English]

**Sale of Reports of Railway Reforms Committee**

2642. SHRI SAIFUDDIN CHOWDHURY: Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have any proposal to publish the Reports of Railway

Reforms Committee and release for sale to the public ;

(b) if so, when the books are expected to be released for sale ; and

(c) if not, the reasons therefor ?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL): (a) and (b). Yes, Sir. It has been decided to publish, in two volumes, all the parts of the Reports of Railway Reforms Committee, the first volume comprising of parts I to XI and the other volume with the remaining parts. The first volume is expected to be available within six months from now, while the second volume will be taken up for printing on receipt of the final part from the Railway Reforms Committee.

(c) Does not arise.

**Reimbursement of cost of Photographs affixed on Duty Card Passes**

2643. SHRI SAIFUDDIN CHOWDHURY : Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Railway Board have issued instructions to the Zonal Railways to advise the staff for affixing their photographs on the duty card passes and the cost of the photographs will be reimbursed by the Railway Administration;

(b) if so, whether any rate has been prescribed by the Railway Board; and

(c) if not, whether cost of the photographs will be reimbursed if different rates are furnished by the employees for the same place and station ?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) : (a) Yes, Sir. Instructions have been issued to the Railway Administrations that all duty card passes issued to Railway employees who are required to proceed on tour frequently should bear their names and photographs. But the arrangements for photographs are made by Railway Administrations who bear the cost.

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

**Introduction of more Passenger Trains  
between Asansol and Barddhaman**

2644. SHRI SAIFUDDIN CHOWDHURY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are considering to introduce few more passenger trains between Asansol and Barddhaman using the existing rakes of Asansol and Barddhaman passenger;

(b) if so, the details thereof; and

(c) the steps taken by Government in this regard to ease the difficulties of the passengers ?

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

(b) Does not arise.

(c) Barddhaman and Asansol are adequately served by a large number of trains including 5 pairs of passenger trains terminating/originating at these stations. Introduction of additional trains is not feasible due to lack of resources.

**Alterations in Syllabus and Training in  
Radiology**

2645. SHRI NARSINGRAO SURYAVANSHI : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government are considering the alterations in syllabus and training in Radiology to improve the quality of work and services; and

(b) if so, the details of alterations ?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH (SHRI YOGENDRA MAKWANA) : (a) No, Sir.

(b) Does not arise.

**Construction of Kalpong Project in Andamans**

2646. SHRI MANORANJAN BHAKTA: Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether Government of India have approved the Kalpong Project for irrigation and generation of power in the Union Territory of Andaman and Nicobar Islands;

(b) if so, its salient features;

(c) when the construction of the said project will be completed; and

(d) if not, the reasons therefor ?

THE MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKARANAND): (a) to (d). The Kalpong Project Stage-I is a Hydro-electric Project with 3 units of 1750 KW each and does not envisage any irrigation. The scheme envisages construction of a concrete dam 151 m. long and of maximum height 35.5 m. and a rock fill dam 130 m. long and of maximum height 25 m. across the two arms of Kalpong river to create a live storage capacity of 1527 hectare metres. One penstock 1.5 m. diameter is to feed the three units of the power house. The scheme is estimated to cost Rs. 13.72 crores. The detailed project is still to be furnished by the Andaman and Nicobar Administration whereafter the project will be examined for techno-economic viability and clearance. Construction of the project will start after technical and administrative sanction is given. When the project could be completed cannot be stated at this stage.

**Bambooflat T.P.P. in Andaman**

2647. SHRI MANORANJAN BHAKTA: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether it is a fact that the late Prime Minister, Smt. Indira Gandhi, laid the foundation stone in February, 1984 of the proposed thermal power station at Bambooflat, Andaman and Nicobar Islands; and

(b) if so, what is the present position and when the generation of power would start ?

THE MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKARANAND) : (a) Yes, Sir.

(b) It has been decided to instal diesel generating sets of 10-12 MW capacity for meeting the power demands of Andaman & Nicobar Islands. Techno-economic appraisal of the scheme has been completed by Central Electricity Authority. Subject to the availability of funds, the scheme is expected to commence generation by end of 1986-87.

**Abolition of Contract Catering and providing Railways own Catering on all trains**

2648. SHRI PIYUS TIRAKY: Will the Minister of RAILWAYS be pleased to state :

(a) details of the catering contractors granted contract on Tinsukia Mail and Rajdhani Express ;

(b) whether the contract catering has been the monopoly of few contractors in the past few years ;

(c) whether Government propose to abolish the contract catering system by providing Railways own catering on all trains ;

(d) if so, by what time ; and

(e) if not, the reasons therefor ?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) : (a) Catering contract on 155/156 Tinsukia Mail was awarded to M/s. P.R. Catering Co. from July, 1978, who have not yet vacated the Pantry Car even after expiry of the tenure of the contract on the basis of a Court injunction obtained by them. The injunction is still to be vacated. On Rajdhani Express, Railways are having departmental catering arrangements.

(b) No, Sir.

(c) to (e). No, Sir. It is not feasible at present.

**Railway Holiday Homes**

2649. SHRI PIYUS TIRAKY : Will the Minister of RAILWAYS be pleased to state :

(a) the total number of Holiday Homes of the railways, State-wise ;

(b) the number of new Holiday Homes built during the last three years, year-wise; and

(c) the criterion laid down for allotment of the Holiday Homes to different categories of the employees ?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) : (a) to (c). Information is being collected and will be laid on the Table of the Sabha.

[Translation]

**Doubling of Rail Lines between Patna and Gaya**

2650. SHRI RAMASHRAY PRASAD SINGH : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government propose to lay double rail lines between Patna and Gaya keeping in view the large number of foreign and domestic tourists at Gaya which is a famous place of pilgrimage in Bihar ;

(b) whether Government propose to start work on the approved project of laying Barauni-Katihar broad gauge line this year;

(c) if so, the total expenditure likely to be incurred thereon; and

(d) if not, the reasons therefor ?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) : (a) A survey for the augmentation of line capacity in the Patna area is in progress. A decision on the project will be taken after completion of the survey, and examination of the report, subject to the availability of funds.

(b) and (c). Conversion of Barauni-Katihar MG section into BG has since been completed and opened to traffic in October, 1984. The conversion is estimated to cost about Rs. 53.92 crores.

(d) Does not arise.

[English]

**Dieselisation of the train running between Barmer and Jodhpur**

2651. SHRI VIRDHI CHANDER JAIN: Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that in 1984 a new train was started from Barmer to Agra Fort Via Jodhpur ;

(b) whether the said train is hauled by a diesel engine between Jodhpur and Agra Fort whereas inspite of a very good railway track the train is not hauled by a diesel engine between Barmer and Jodhpur;

(c) if so, the reasons for ignoring this track ; and

(d) when a diesel engine will be provided to this train on this route ?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) : (a) No, Sir. However 207/208 Jodhpur-Agra Fort Express has been extended to Barmer.

(b) Yes, Sir.

(c) and (d). Since there is scope for increasing the number of coaches on the train between Barmer and Jodhpur under the existing traction as also due to the fact that dieselisation will not result in any tangible speeding up as track speed for diesel locomotives is not much higher, there is no justification for dieselising the train between Jodhpur and Barmer.

**Diesel Shed at Kharagpur**

2652. SHRI NARAYAN CHOUBEY : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Railway authorities have sanctioned the working of the diesel shed at Kharagpur;

(b) if so, what is the date of sanction of the shed;

(c) whether any work has been started there; and

(d) if so, the quantum of work undertaken at present and how many workers are now engaged ?

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

(b) March, 1981.

(c) and (d). Fabrication of steel structures and erection of columns are in progress. About 40 workers (contractor's labour) are engaged at present.

**Contractor of flyover of Circular Railway in Calcutta**

2653. SHRI NARAYAN CHOUBEY : Will the Minister of RAILWAYS be pleased to state :

(a) who is the contractor of the flyover of Circular Railway in Calcutta which collapsed on 23 February, 1985;

(b) what are particulars of other contracts given by Government to this particular contractor;

(c) the action taken by Government against those responsible for the tragic incident; and

(d) when the construction of the flyover is expected to be completed ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) The contractor for the foot-over-bridge (and not a fly-over) which collapsed is M/s New India Construction, Calcutta.

(b) One more contract awarded to this contractor is regarding construction of Ramp from Belgachia Bridge to Tala Station.

(c) Full cost of damages suffered by the Railway is being recovered from the Contractor. Compensation to workmen as per Workmen's Compensation Act will be recovered from the contractor. Disciplinary action against the concerned Inspector of Works has been initiated.

(d) The foot-over-bridge is expected to be completed by July 1985.

[*Translation*]

**Quantum of Goods Handled in Katihar-Jogbani Section**

2654. SHRI D.L. BAITHA : Will the Minister of RAILWAYS be pleased to state :

(a) the quantum of goods in tonnes handled (both incoming and outgoing) in Katihar-Jogbani Section of North East Frontier Railway during the past three years ;

(b) whether it is a fact that most of the goods are being carried by Road transport and other means of transport and the quantum of goods moved by Railway is declining as a result of which Railways are sustaining loss; and

(c) if so, the reasons therefor and the action taken by Railways to improve the situation ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) The quantum of goods traffic, both outward and inward, handled on Katihar-Jogbani Section during the three years from 1981-82 to 1983-84 was as under :—

1981-82..	2,18,444 tonnes
1982-83..	1,32,475 tonnes
1983-84..	88,970 tonnes

(b) and (c). Most of the traffic offered on the Section is short lead and piecemeal traffic. There is a fall in traffic offering due to decline in traffic from Nepal. Movement on this Section was also affected due to work in progress for conversion of certain Metre Gauge Sections on North-Eastern Railway into Broad Gauge and occasional shortage of Broad Gauge piecemeal wagons in the area on account of increase in the requirements of rail transport which could be met only by Jumbo rakes. Though there is little scope for improving the viability of this Section, all efforts are being made to move as much traffic as possible from this area.

**Rail Link of Forbesganj with Thakurganj**

2655. SHRI D.L. BAITHA : Will the Minister of RAILWAYS be pleased to state :

(a) whether it was proposed to link Forbesganj Station on Katihar-Jogbani Section with Thakurganj Station on Katihar-Siliguri Section by rail line on North-Eastern Frontier Railway ;

(b) if so, whether Government propose to take action in this regard; and

(c) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) A suggestion to this effect has been received.

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

[*English*]

**Indo Nepal 'Parman River Project'**

2656. SHRI D.L. BAITHA : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether there is any approved scheme in collaboration with Nepal Government, namely 'Parman Project' for controlling the floods caused by the rivers of Panar, Bakra and Kankai in the district of Purnea (Bihar); and

(b) if so, the amount sanctioned, work done and target date by which the same is to be completed ?

THE MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKARANAND) : (a) No, Sir.

(b) Does not arise.

**Study regarding working of bare-footed doctors**

2657. SHRI D.L. BAITHA : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government have made a study of the working of the scheme of bare-footed doctors; and

(b) if so, how far it has been helpful in preventing and fighting out epidemics and

other diseases in the rural areas, the population served and benefited with the scheme and need for improvement, if any ?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH (SHRI YOGENDRA MAKWANA) : (a) and (b). There is no scheme of bare-footed doctors in the country.

**Selection Grade to N.D.M.C. Nursery Teachers**

2658. DR. C. S. VERMA : Will the Minister of EDUCATION be pleased to refer to the reply given to Unstarred Question No. 632 dated 26 July, 1984 regarding Selection Grade to N.D.M.C. Nursery Teachers and state :

(a) whether the cases of NDMC Nursery Teachers regarding grant of Selection Grade have been finalised ;

(b) if not, the reasons for delay ; and

(c) the action proposed to be taken in this regard ?

THE MINISTER OF EDUCATION (SHRI K.C. PANT) : (a) Yes, Sir.

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

[Translation]

**Gas-based Thermal Power Project for Gujarat**

2659. SHRI C.D. GAMIT : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether it is a fact that Gujarat Government has requested the Union Government to set up a Gas-based Thermal Power Station;

(b) if so, the details thereof ; and

(c) the reaction of Union Government thereto and the time by which it is likely to be sanctioned and the steps being taken by Union Government in this regard ?

THE MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKARANAND) : (a) to (c). Government have

decided to set up a gas based thermal station at Kawas in Gujarat. The project will be implemented by National Thermal Power Corporation in the Central sector. It will have a capacity of about 560 MW.

**Linking Jaipur with Broad Gauge Line**

2660. SHRI VIRDHI CHANDER JAIN : Will the Minister of RAILWAYS be pleased to state :

(a) whether Jaipur is the only important city among the State Capitals of the country which is not linked with broad gauge line ;

(b) if so, the reason therefor ;

(c) the names of the broad gauge line to which this city is proposed to be linked; and

(d) the concrete steps taken so far to implement the proposal ?

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

(b) to (d). It has not been possible to provide broad gauge link to Jaipur, due to the severe resources constraint. There is therefore no concrete proposal as yet.

**Creation of new North-Western Zone**

2661. SHRI VIRDHI CHANDER JAIN : Will the Minister of RAILWAYS be pleased to state :

(a) the main recommendations given in their report by the Railway Reforms Committee, a body created at the national level ;

(b) whether one of the recommendations is about creating a new North-Western Zone ; and

(c) whether any place has been selected as its headquarters ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) The Railway Reforms Committee have given



25 Reports containing 2258 recommendations covering various aspects of railway working. In their XIX Report, the Committee have mainly recommended formation of four additional zones viz. East Central, North Western, North Central and South Western and five additional divisions at Ghaziabad, Singrauli, Usalapur, Guntur and Chittaurgarh.

(b) and (c). Yes, Sir.

[English]

**Electrification of Delhi-Sonepat Railway Line**

2662. SHRI DHARAMPAL SINGH MALIK : Will the Minister of RAILWAYS be pleased to state :

(a) whether Union Government propose to take over in hand the electrification work of the railway line from Delhi to Sonepat so as to introduce more trains on this line which will reduce the rush of passengers in the present trains ;

(b) if not, reasons therefor ; and

(c) the time by which the electrification work will be commenced ?

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

(b) and (c). Electrification of Railways is a capital intensive work and the Electrification Projects are sanctioned by priority on sections which have the highest traffic density. The present priority for electrification is to cover the trunk routes connecting Delhi to Bombay and Madras and Bombay to Calcutta and some other important routes for movement of iron ore, etc. The electrification of Delhi-Sonepat Section will have low priority. It has not been feasible to accommodate the same within the likely availability of funds in the VII Plan. Approval of this work in the VIII Plan will depend on the funds position at the proper time.

**Rail Line from Sonepat to Jind via Gohana**

2663. SHRI DHARAMPAL SINGH MALIK : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any proposal under consideration of Government to construct a new railway line from Sonepat to Jind via Gohana which is a long standing demand of the area ;

(b) if so, the time by which the work on this project will commence ; and

(c) if not, the reasons therefor ?

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

(b) and (c). Does not arise. Due to severe constraint of resources and heavy commitments already in hand the suggestion will have to await consideration till the resources position improves.

**Falling Standard of Education**

2664. SHRI MOHANBHAI PATEL : Will the Minister of EDUCATION be pleased to state :

(a) whether it is a fact that general standard of education in our country is falling ;

(b) if so, the various causes responsible for the lowering of the standard ; and

(c) whether Universities offering correspondence courses are mainly responsible for the low standard ?

THE MINISTER OF EDUCATION (SHRI K. C. PANT) : (a) to (c). A comprehensive and in-depth review of the existing national policy on education has been taken in hand with a view, inter alia, to improving the quality and content of education, thereby raising its standard.

**Loans sanctioned for construction of Sailing Vessels in Gujarat**

2665. SHRI MOHANBHAI PATEL : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) the number of applications in respect of which loans have been sanctioned for construction of sailing vessels in Gujarat and the amount sanctioned during the last three years ;

(b) the number of loan instalments which have been released so far ;

(c) the amount remains unpaid to the applicants ;

(d) whether Government are aware that the applicants are facing heavy losses due to non-disbursal of the loan amount in time ; and

(e) if so, what steps are being taken to disburse the remaining loan amount ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING & TRANSPORT (SHRI Z.R. ANSARI): (a) and (b). The Government of India sanctioned a total sum of Rs. 463.53 lakhs to the Government of Gujarat under the Scheme of grant of loans to maritime State Governments for construction of mechanised sailing vessels/mechanisation of existing sailing vessels, during the last three years, as indicated below :

Year	Amount (Rs. in lakhs)
1982-83	87.04
1983-84	6.50
1984-85	369.99
Total :	463.53

The Government of Gujarat re-granted this amount as loans to 78 applicants in instalments.

(c) to (e). The total amount sought by the Government of Gujarat to meet the balance requirement of all the applicants as on 1.4.1984 was Rs. 521 lakhs. Out of this, Rs. 370 lakhs were estimated to be required during 1984-85 and the balance of Rs. 151 lakhs during 1985-86. Keeping in view the difficulties faced by these sailing vessels owners, the Government of India sanctioned Rs. 369.99 lakhs to the Government of Gujarat during 1984-85. The balance amount is required by the Government of Gujarat only in 1985-86.

#### Renaming of Suthahata Railway Station

2666. SHRI SATYAGOPAL MISRA : Will the Minister of RAILWAYS be pleased to state :

(a) the present position of the renaming of Suthahata Railway Station as Basulia Railway Station in the Haldia-Panskuri section of the South Eastern Railway ;

(b) the details thereof ; and

(c) the details of plan and programme of his department to open the said Station for passenger traffic ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) and (b). As per extant procedure, any change in the name of the Station is made on the recommendations of the State Government concerned and with the concurrence of the Union Ministry of Home Affairs, West Bengal Government had been requested by the Railway Administration to communicate the approval of the Union Ministry of Home Affairs, for changing the name of Suthahata station to Basulia. Reply from the West Bengal Government is not yet received.

(c) The tentative date of opening the Station for passenger traffic has been fixed as on 15.4.1985.

#### Progress of D.V.C

2667. SHRI SATYAGOPAL MISRA : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) in the original plan of D.V.C. (West Bengal and Bihar) how many dams were designed to be constructed ;

(b) how many of them have been constructed so far ;

(c) what is the plan and programme of Government of India to complete the construction of D.V.C. according to the original plan ; and

(d) what are the details in this regard and the reasons for delay ?

THE MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKARANAND) : (a) In the original plan of Damodar Valley Corporation as per preliminary memorandum, seven storage dams at Tilaiya, Balpahari, Maithon, Aiyar, Panchet, Bokaro and Konar and a Low Diversion Dam at Bermo were envisaged.

(b) D.V.C. has so far constructed four dams viz. Tilaiya, Maithon, Konar and Panchet. Government of Bihar has constructed a dam at Tenughat near Aiyar over Damodar.

(c) and (d). The information is being collected and will be laid on the Table of the House.

[*Translation*]

#### Central Universities in eastern India

2668. SHRI VIJAY KUMAR YADAV: Will the Minister of EDUCATION be pleased to state :

(a) whether it is a fact that eastern India including Bihar is being neglected in the matter of education ;

(b) the number of Central Universities in eastern India as compared to that in other parts of the country ;

(c) whether it is a fact that a demand is being made for the setting up of a Central University in place of the old Nalanda University in Bihar ;

(d) if so, whether Government propose to set up Central Universities in Nalanda in Bihar and other parts of eastern India ; and

(e) if so, the details thereof ?

THE MINISTER OF EDUCATION (SHRI K. C. PANT) : (a) No, Sir. However, in terms of the progress of elementary education, Bihar, Orissa and West Bengal are among the nine educationally backward States in the country.

(b) There are only seven Central Universities in the country at present. Two of these are located in Delhi, one at

Aligarh, one at Banaras, one at Hyderabad one at Shillong and one at Shantiniketan.

(c) and (d). The Central Government has not received any proposal to establish a Central University at Nalanda. In any case, there is at present no proposal under Central Government's consideration to establish any Central University at Nalanda in Bihar or any other part of Eastern India.

(e) Does not arise.

#### Making Bihar self-sufficient in Power

2669. SHRI VIJAY KUMAR YADAV: Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether it is a fact that Bihar is grossly neglected, backward and scarcity state in the matter of electricity ;

(b) if so, the measures being taken by the Government to make Bihar self-reliant in the matter of electricity and the time by which these measures will be implemented ;

(c) whether Government propose to set up a Thermal Power Plant on the bank of Ganga river near Bakhtyarpur or Fatuha by taking into account Nalanda and Patna districts as a unit ; and

(d) if so, the details thereof ?

THE MINISTER OF IRRIGATION & POWER (SHRI B. SHANKARANAND):

(a) to (d). There is power shortage in Bihar. The Central Government is supplementing the efforts of the State Government to meet the State's requirement. Three thermal stations have been indentified in Bihar under the Centrally sponsored scheme for renovation and modernisation at a total cost of about Rs. 56 crores. It has been decided to set up the Kahalgaon super thermal station (840 MW) in Bihar in the Central Sector at an estimated cost of Rs. 1059 crores. Bihar will also get its share of power from other Central projects in the region such as the Farakka Super thermal station and the Chukha hydel project. No proposal for setting up a thermal power station in Nalanda and

Patna districts near Bakhtyarpur of Fatuha has been received by the Central Electricity Authority.

[English]

**Genetic defects in human beings and animals due to MIC**

2670. SHRI G. G. SWELL : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether contrary to earlier expectations plants and vegetables have been found to have undergone genetic changes in Bhopal as the result of the outbreak of the methyl isocyanate gas and that the soil too has become toxic ;

(b) whether Government have advised the people of Bhopal accordingly and instructed them what they should do ; and

(c) whether genetic defects have also started to manifest in human beings and animals ?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH (SHRI YOGENDRA MAKWANA) : (a) According to the observations made by the Indian Council of Agricultural Research team of Scientists in Bhopal, there was no visible sign of mutation in the surviving crop of vegetables. The Indian Council of Agricultural Research team in Bhopal noted that the crops were growing normally in the affected areas and there appears to be no toxic effect left in the soil.

(b) The team of Indian Council of Agricultural Research Scientists advised the farmers to strictly avoid consumption of the affected plants and animals as a precautionary measure.

(c) There has so far been no conclusive information on the mutagenic effect of MIC on the surviving animals in the affected areas, but the scientists have emphasised monitoring short and long range studies for any mutagenic effects that may arise in course of time.

**Construction of Kansa-Bhildi rail line**

2671. SHRI PUNAM CHAND MITHA-BHAI VANKAR : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that there is a long standing demand for construction of Kansa-Bhildi railway line on the Rajkot Division of the Western Railway ;

(b) whether any survey has been conducted or is likely to be conducted ;

(c) if so, the details thereof ;

(d) whether any representations from V.I.P.s., organisations and Chambers of Commerce have been received in this connection as the people of North Gujarat have to travel about 200/250 kilometres to reach Rajasthan for want of this line ; and

(e) if so, what concrete steps have been taken in this regard ;

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Representations have been received for the construction of Kansa-Bhildi Railway line.

(b) No, Sir.

(c) Does not arise.

(d) References have been received from M.Ps. for this line.

(e) The present severe resources constraint does not permit consideration of the proposal.

**Running direct express trains from Kanyakumari to other important places**

2672. SHRI N. DENNIS : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government propose to introduce more direct express trains from Kanyakumari to other important places of the country ; and

(b) if so, the details thereof ?

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

(b) Does not arise.

**Proposal to run Suburban trains on the Circular Railway route in West Bengal**

2673. SHRI BASUDEB ACHARIA : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government are considering to run Suburban trains on the Circular Railway route so that the commuters can go direct to their destination in the City without detraining either at Howrah or Sealdah Station ; and

(b) if so, by when such trains are going to be introduced ?

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

(b) Does not arise.

[Translation]

**Power crisis in Rajasthan**

2674. PROF. NIRMALA KUMARI SHAKTAWAT : Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether his Ministry is aware of the severe power crisis in Rajasthan ;

(b) whether insufficient supply of power is badly affecting industrial and agricultural production in the State ; and

(c) the additional facilities proposed to be given by the Union Government to Rajasthan in order to meet the shortage of power ?

THE MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKARANAND) : (a) to (c). There is power shortage in Rajasthan. Government of India have decided to set up a gas turbine capacity of about 940 MW in the Northern region, including about 374 MW in Rajas-

than. Government have also decided to set up 2 × 235 MW atomic power units near Kota as expansion of the Rajasthan Atomic Power Station.

**Restrictions on sending children abroad by orphanages**

2675. PROF. NIRMALA KUMARI SHAKTAWAT : Will the Minister of SOCIAL AND WOMEN'S WELFARE be pleased to state :

(a) whether it is a fact that some orphanages give orphan children to those parents who wish to adopt such children ;

(b) the names of orphanages in the country which even send these children to foreign countries and the number of such orphan children sent abroad so far ; and

(c) whether Government are aware that many tests are conducted on these children in foreign countries ; and

(d) if so, whether Government are considering to impose some restrictions in the near future on sending such children abroad without proper permission of Government ?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL AND WOMEN'S WELFARE (SMT. M. CHANDRASHEKHAR) : (a) Yes Sir.

(b) An Indian child can be taken abroad for adoption by a foreigner only with the permission of the competent Indian Court. Only recognised Indian social/child welfare agencies can process such cases in Indian courts. A list of 68 Indian social/child welfare agencies recognised for processing such cases in Indian courts is annexed. Most of these agencies are maintaining orphanages of children's homes. According to the information received from some courts, 305, 594, 1736, 906 and 696 children were given as wards to foreigners in 1980, 1981, 1982, 1983 and 1984 respectively.

(c) The Government have no such information.

(d) The Government have implemented the norms and procedures laid down by

the Supreme Court in their judgement dated 6.2.84 in Writ Petition (CRL) 1171 of 1982 for regulating the procedure for inter-country adoption of children. The application of a foreigner, who wishes to adopt an Indian child, can only be sponsored by a recognised foreign social/child welfare organisation. For this purpose, recognised foreign social/child welfare organisations have been enlisted by the Government after consulting the Indian diplomatic missions abroad and/or foreign

governments. Again, only recognised Indian social/child welfare agencies can process such applications in Indian courts. The welfare of the child is the paramount consideration before the court in such cases. A child can only be taken abroad for adoption by a foreigner after obtaining the permission of the competent Indian court. Therefore, the Government is not considering to impose the condition of prior permission of Government.

#### Statement

#### *Restrictions on sending children abroad*

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List of India Social/Child Welfare Agencies recognised by Government of India Territory/Territories for which this recognition is valid is/are given against their name

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| 1. Indian Council for Child Welfare<br>4 Deen Dayal Upadhyaya Marg<br>New Delhi-110 002  | Union Territory<br>of Delhi                            |
| 2. SOS Children's Villages of India<br>506-507 Vishal Bhavan<br>95 Nehru Place, New Delhi-110 019  | Union Territory<br>of Delhi and<br>State of Tamil Nadu |
| 3. Delhi Council for Child Welfare<br>Qudsia Gardens, Alipur Road<br>Civil Lines, Delhi-110 054  | Union Territory<br>of Delhi                            |
| 4. Church of North India Shishu Sangopan Griha<br>Diocese of Delhi, 1 Church Lane,<br>New Delhi-110 001  | Union Territory<br>of Delhi                            |
| 5. Preet Mandir<br>18 Dr. Coyaji Road, Pune-411 001  | Maharashtra State                                      |
| 6. St. Joseph's Home Society<br>Dr. (Mrs) Leela Melvills Marg<br>Byculla, Bombay-400 008   | Maharashtra State                                      |
| 7. Ishaprema-Niketan<br>972 Nana Peth<br>Padamji Park, Pune-411 002  | Maharashtra State                                      |
| 8. Bharatiya Samaj Kendra<br>5 Koregaon Pak<br>Punc-411 001  | Maharashtra State                                      |
| 9. Society of the Friends<br>of the Sassoon Hospital, Poona<br>C/o Medical Social Workers<br>Department, Room No. 80<br>Sassoon General Hospital<br>Pune-411 001 | Maharashtra State                                      |
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| 10. | Missionaries of Charity<br>54/A Lower Circular Road<br>Calcutta-700 016   | West Bengal                              |
| 11. | Uttar Pradesh Council for<br>Child Welfare<br>Moti Mahal, Lucknow   | Uttar Pradesh                            |
| 12. | Institute of Public Assistance (Provederia),<br>Panaji, Tiswadi,<br>Goa   | Union Territory of Goa,<br>Daman and Diu |
| 13. | Mahila Seva Mandal,<br>25/20, Karve Road,<br>Pune-411 004   | Maharashtra State                        |
| 14. | Chandigarh Council of Child Welfare,<br>Bal Bhavan, Sector-23-B,<br>Chandigarh-23   | Union Territory of<br>Chandigarh         |
| 15. | The Himachal Pradesh State<br>Council for Child Welfare,<br>Mini Secretariat,<br>Himachal Pradesh,<br>Simla-2                             | Himachal Pradesh                         |
| 16. | St. Catherine's Home,<br>Veera Desai Road,<br>Andheri,<br>Bombay-400 058  | Maharashtra State                        |
| 17. | Pouponniere St. Joseph De Cluny<br>(Cluny Children's Home)<br>(Cluny Sisu Illam),<br>No. 8, Romain Rolland Street,<br>Pondicherry-605 001 | Union Territory<br>of Pondicherry        |
| 18. | Shraddhanand Mahilashram<br>Shraddhanand Road,<br>Matunga,<br>Bombay-400 019  | Maharashtra State                        |
| 19. | The Karnataka State<br>Council for Child Welfare,<br>'Shishuraksha' 135, Nandidurg Rd.,<br>III Cross, Jayamahall,<br>Bangalore-560 046    | Karnataka State                          |
| 20. | Institute of Social Service<br>of Mysore State<br>Roshni Nilaya, Fr. Muller's Rd.,<br>Mangalore-575 002                                   | Karnataka State                          |
| 21. | Provincial Congregation<br>of the Sisters of St. Charles,<br>30-31, Mahatma Gandhi Road,<br>Bangalore-560 001                             | Karnataka State                          |
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| 22. | Rajagiri College of Social Sciences,<br>Rajagiri P.O., Kalamassery,<br>Kerala  | Kerala State      |
| 23. | Society of Sisters of the Holy,<br>Cross Kottiyam,<br>Quilon,<br>Kerala  | Kerala State      |
| 24. | Indian Association for<br>Promotion of Adoption,<br>Diners House, 1st Floor,<br>Veer Nariman Road,<br>Bombay-400 023 | Maharashtra State |
| 25. | Child Welfare and Rehabilitation Society,<br>310, Ratnagiri Bhawan,<br>Rajabazar,<br>Patna-800 014                   | Bihar State       |
| 26. | Mar Thimotheus Memorial Orphanage<br>Kalathode, Near Mannuthi,<br>Trichur-5, Kerala                                  | Kerala State      |
| 27. | Maharashtra State Women's Council<br>Rescue Home (Asha Sadan),<br>Asha Sadan Marg,<br>Umerkhadi,<br>Bombay-400 009   | Maharashtra State |
| 28. | Society for International Child Welfare,<br>53-B, Elliot Road,<br>Calcutta-700 006                                   | West Bengal       |
| 29. | Kuan-Yin Charitable Trust,<br>91, Advent,<br>12-A, General Bhonsle Marg,<br>Bombay-400 021                           | Maharashtra State |
| 30. | The Indian Society for<br>Sponsorship and Adoption,<br>1, Palace Court,<br>1, Kyd Street,<br>Calcutta-700 016        | West Bengal       |
| 31. | Manoj Manjari Sishu Bhawan,<br>At & P.O. Keonjargarh-758 001,<br>Distt. Keonjhar,<br>Orissa                          | Orissa            |
| 32. | Indian Council of Social Welfare,<br>175, Dadabhai Naoroji Road,<br>Bombay-400 001                                   | Maharashtra State |
| 33. | Indian Council for Child Welfare,<br>Tamil Nadu, Block W-4,<br>Anna Nagar,<br>Madras-600 040                         | Tamil Nadu        |
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| 34. Welfare Home for Children,<br>68, Raja Garden,<br>New Delhi  | Union Territory of Delhi |
| 35. Institute of the Franciscan Clarist Sisters<br>of the Most Blessed Sacrament,<br>St. Anthony's Convent,<br>C-6, Safdarjung Development Area,<br>Hauz Khas, New Delhi-110 016 | Union Territory of Delhi |
| 36. Missionaries of Charity,<br>Nirmala Shishu Bhavan,<br>12, Commissioner Lane,<br>Delhi-110 054  | Union Territory of Delhi |
| 37. Terre Des Hommes (India) Society,<br>P-53, C.I.T. Road,<br>Scheme-L-II,<br>Calcutta-700 014  | West Bengal              |
| 38. Dr. (Mrs ) Sita Bhateja's Nursing Home,<br>90, Shaughnessy Road,<br>Langford Gardens,<br>Bangalore-560 025   | Karnataka State          |
| 39. Ashraya,<br>20, Lazar Layout,<br>Bangalore-560 025   | Karnataka State          |
| 40. Holy Cross Social Service Centre,<br>34, Dr. Mukherjee Nagar (West),<br>Delhi-110 009  | Union Territory of Delhi |
| 41. Ma-Niketan Society,<br>2nd Pokhran Road,<br>Opposite Devidayal Cables,<br>Thana-400 610  | Maharashtra              |
| 42. Children of the World (India) Trust,<br>153, Satnam Apartment,<br>Cuffe Parade,<br>Bombay-400 005  | Maharashtra              |
| 43. Vivekanand Balasadan Kamptee,<br>Seth Daga Dharamshala,<br>Opposite Rly. Station,<br>Kamptee-441 001   | Maharashtra              |
| 44. Matru Sewa Sangh,<br>Institute of Social Work,<br>West High Court Road,<br>Bajaj Nagar,<br>Nagpur-440 010  | Maharashtra              |
| 45. Adharashram,<br>491/6, Gharpure Ghat,<br>Nasik-422 002   | Maharashtra              |
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| 46. | Lady Reception Centre,<br>Palanpur,<br>Gujarat   | Gujarat     |
| 47. | Destitute Children's Ark,<br>Berrys Cottage,<br>Behind Tin Factory,<br>B. Narayanapura,<br>Bangalore-560 016 | Karnataka   |
| 48. | Shree Manav Seva Sangh,<br>Plot No. 225/257, Sion Road,<br>Sion (West),<br>Bombay-400 022                    | Maharashtra |
| 49. | Foundling Home (Sisu Bhavan),<br>Padupuram P.O.,<br>Via Karukutty,<br>Ernakulam Distt.<br>Kerala             | Kerala      |
| 50. | Shree Kathiawad Nirashrit Balashram,<br>Malaviya Road, Rajkot,<br>Gujarat                                    | Gujarat     |
| 51. | Church of Christ Mission<br>Hospital & Bethany Orphanage,<br>Thalavady P.O.,<br>Alleppey,<br>Kerala          | Kerala      |
| 52. | The "Bethel Girls Town",<br>Kaloor, 47-631, Ashoka Road,<br>Cochin-17,<br>Kerala                             | Kerala      |
| 53. | St. Mary's Orphanage,<br>Erezha, Olakettiyambalam, P.O.,<br>Mavelikara, Alleppey Distt.,<br>Kerala           | Kerala      |
| 54. | St. Michael's Home,<br>Old Madras Road,<br>Jeevan-Bima Nagar P.O.,<br>Bangalore-560 075                      | Karnataka   |
| 55. | Mahipatram Rupram Ashram,<br>Opp. Raipur Gate,<br>Ahmedabad-380 022  | Gujarat     |
| 56. | Khelaghar Sishu Nivas and Sishu Kendra,<br>13/1, Palam Avenue,<br>Calcutta-700 019                           | West Bengal |
| 57. | Child Fund Association,<br>No. 21, 7th 'A' Main Road,<br>4th Block, West Jaya Nagar,<br>Bangalore-560 011    | Karnataka   |
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| 58. | Society of Sisters of Charity<br>St. Gerosa Convent,<br>C/o Stella Maris Convent,<br>Malleswaram,<br>Bangalore-560 003                     | Karnataka          |
| 59. | St. Crispin's Home,<br>Karve Road,<br>Erandawana<br>Pune-411 004   | Maharashtra        |
| 60. | Missionaries of Charity,<br>Nirmala Shishu Bhavan,<br>Church Road,<br>Vile Park West,<br>Bombay-400 056                                    | Maharashtra        |
| 61. | Society for Child Development,<br>House No. 630,<br>Caranzalem,<br>Goa-403 002   | Goa, Daman and Diu |
| 62. | Dinasevanasabha,<br>Catholic Association for<br>Uplift of the Poor,<br>Snehaniketan Social Centre,<br>Pattuvam-670 143,<br>Cannanore Dist. | Kerala             |
| 63. | Caritas Goa,<br>Paco Patriarcal Altinho,<br>Panjim,<br>Goa-403 001   | Goa, Daman and Diu |
| 64. | St. Joseph's Children Home,<br>Kummannoor,<br>Cherpunkal P.O.,<br>Pin Code-686 584   | Kerala             |
| 65. | Kerala State Council for Child<br>Welfare, Thycaud<br>Trivandrum-695 014   | Kerala             |
| 66. | Convent of St. Mary,<br>(St. John's Home for Women & Children),<br>Panch Howd,<br>Poona-411 002  | Maharashtra        |
| 67. | Holy Cross Home for Babies,<br>C/o Holy Cross Convent,<br>Amravati (Camp)-444 602  | Maharashtra        |
| 68. | Bal Anand World Children's Welfare Trust,<br>19, Prospect Chambers Annexe,<br>Dr. D.N. Road, Fort,<br>Bombay-400 001                       | Maharashtra        |
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**Amount provided for Adult Education  
in Sixth Plan**

2676. SHRI DILEEP SINGH BHURIA :  
Will the Minister of EDUCATION be  
pleased to state :

(a) the amount provided to various  
States and Union Territories separately by  
the Central Government under Adult  
Education Programme during the Sixth  
Five Year Plan ;

(b) whether all the States have utilised  
this amount to the target fixed in this  
regard ; and

(c) if not, the States which have not  
utilised the amount allocated to them ?

THE MINISTER OF EDUCATION:  
(SHRI K.C. PANT) : (a) A statement  
showing grant sanctioned by the Central  
Government to the States and Union  
Territories for Adult Education Pro-  
gramme during the Sixth Five Year Plan  
is attached.

(b) Yes, Sir.

(c) Does not arise.

**Statement**

*Amount provided for Adult Education in Sixth Plan showing grant sanctioned by  
the Central Government to States and Union Territories  
(Year-wise)*

(Rs. in lakhs)

Sl. No.	State/UT	1980-81	1981-82	1982-83	1983-84	1984-85*
1	2	3	4	5	6	7
1.	Andhra Pradesh	95.71	74.20	119.75	130.72	258.86
2.	Assam	15.34	38.36	53.34	78.02	145.85
3.	Bihar	37.22	26.49	135.24	190.30	241.67
4.	Gujarat	85.66	38.6	72.48	164.18	194.45
5.	Haryana	27.05	44.09	42.79	87.35	116.07
6.	Himachal Pradesh	—	5.49	9.64	16.71	21.38
7.	Jammu & Kashmir	4.00	22.00	17.45	26.86	47.52
8.	Karnataka	29.57	56.79	83.71	110.23	211.43
9.	Kerala	7.44	14.19	13.63	35.89	60.24
10.	Madhya Pradesh	18.40	75.68	142.29	278.09	369.22
11.	Maharashtra	46.42	92.27	101.60	220.83	279.63
12.	Manipur	3.93	11.93	20.81	21.86	53.49
13.	Meghalaya	14.81	17.14	19.67	27.28	30.84
14.	Nagaland	8.33	10.08	12.03	22.22	24.54
15.	Orissa	21.49	59.70	64.41	96.69	161.89
16.	Punjab	0.39	—	61.88	72.91	70.47
17.	Rajasthan	35.56	59.01	103.14	186.34	300.85

\*Tentative

1	2	3	4	5	6	7
18. Sikkim		3.31	9.87	4.77	13.89	25.24
19. Tamil Nadu		60.90	62.38	98.13	173.83	261.52
20. Tripura		11.96	5.07	15.34	17.10	32.75
21. Uttar Pradesh		19.14	117.85	205.83	325.36	504.86
22. West Bengal		26.16	21.35	78.32	101.11	119.82
23. A & N Islands		1.00	1.15	2.70	2.52	6.57
24. Arunachal Pradesh		3.25	1.50	3.72	7.88	21.87
25. Chandigarh		0.55	0.85	1.21	12.63	25.22
26. Dadra & Nagar Haveli		—	—	—	3.25	9.34
27. Delhi		6.79	8.45	8.25	25.76	29.34
28. Goa, Daman & Diu		0.14	0.39	0.39	0.91	10.06
29. Lakshadweep		0.65	0.85	0.70	0.47	2.05
30. Mizoram		1.78	4.15	4.76	10.82	9.02
31. Pondicherry		4.97	2.90	3.85	15.19	14.10
TOTAL		592.00	782.90	1507.83	2477.20	3660.67

#### Reopening of Puradanga Halt Station

2677. SHRI ZAINAL ABEDIN: Will the Minister of RAILWAYS be pleased to state:

(a) whether is is a fact that the preliminary arrangements required for the reopening of the Puradanga Halt Station in the Azimganj-Farakka line in Eastern Railways have been completed;

(b) if so, the details thereof; and

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

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

(b) Engineering Works have been completed. Appointment of a halt contractor and obtaining of code initial of the station name and necessary notification are under process.

(c) Puradanga halt station is likely to be reopened by 30.4.1985.

#### Anti-erosion schemes submitted by Farakka Barrage Authority

2678. SHRI ZAINAL ABEDIN: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether it is a fact that the Farakka Barrage Authority has submitted some anti-erosion Schemes to Union Government for their clearance required to check erosion of the river Padma in Jangipur Sub-Division in the district of Murshidabad, West Bengal;

(b) if so, the details of the Schemes; and

(c) the steps Union Government have taken/propose to take to expedite the implementation of the Schemes?

THE MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKARANAND): (a) to (c). The Farakka

Barrage Project Organisation has formulated an anti-erosion scheme at an estimated cost of Rs. 16.94 crores to protect the bank of the River Ganges along the full length of Jangipur afflux bund by stone revetment and launching apron. The scheme is under technical examination of the Central Water Commission and is under consideration for inclusion in the works of the Farakka Project in the VII Five Year Plan.

**Revised project report of Vamsadhara Project Stage II**

2679. SHRI V. SOBHANADREESWARA RAO : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether a revised project report of the Vamsadhara Project Stage II providing for the higher flood discharge of 1980 was sent to Central Water Commission in 1982-83;

(b) if so, the details thereof and when the proposal is going to be cleared; and

(c) whether he is convening a meeting with the Chief Ministers of Orissa and Andhra Pradesh in this regard ?

THE MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKARANAND) : (a) Yes, Sir.

(b) According to the revised report, the project is estimated to cost Rs. 126.14 crores and will create an irrigation potential of 43430 ha. The Government of Andhra Pradesh has yet to establish the techno-economic feasibility of the project. As such, it may not be possible to say when the project will be cleared.

(c) In view of the above, convening a meeting of the Chief Ministers of Orissa and Andhra Pradesh will be considered at an appropriate stage.

**Recession in Shipping Industry**

2680. SHRI SATYENDRA NARAYAN SINHA : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether Government are aware of the severe recession in Shipping industry;

(b) if so, whether it will cut back on the building and ship acquisition programme of the Public and Private Sector Shipping Companies; and

(c) if so, what steps Government propose to take to overcome the current recession ?

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

(b) Ship acquisition programme by the companies is decided after taking into account various relevant factors like the current status of shipping industry including the recession, the likely future prospects of demand for shipping tonnage, the scrapping envisaged for overaged vessels, the existing and likely level of ship prices in world market etc.

(c) The Government have no direct control over the global recession. Moreover to help the industry to tide over the difficult period, Government gives cargo support and financial assistance to them to the maximum extent feasible.

**Irrigation potential of Madhya Pradesh**

2681. SHRI ARVIND NETAM : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) what is the ultimate Irrigation potential in Madhya Pradesh;

(b) what is the percentage of irrigation to Madhya Pradesh ending 1983-84 and how does it compare with all India percentages;

(c) has any perspective plan for creation of full potential been prepared and if so, by which year this is likely to be achieved; and

(d) in view of large untapped irrigation potential in Madhya Pradesh and in view of limited resources of State, what steps are proposed to be taken by Govern-

ment of India to speed up harnessing irrigation potential of Madhya Pradesh ?

**THE MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKARANAND):** (a) The ultimate irrigation potential of Madhya Pradesh through major, medium and minor irrigation schemes has been assessed as 10.2 million hectares.

(b) The irrigation potential created upto 1983-84 was of the order of 35% of the ultimate potential of the State, against 58% for the country.

(c) No Perspective Plan has been prepared for development of full irrigation potential. However, the broad objective is to develop the full potential by the turn of the century.

(d) Since irrigation is a State subject, irrigation projects are planned, funded and implemented by the State Governments. Central assistance is given to the States in the form of block loans and block grants and is not tied to any scheme or sector of development. However, Government of India have been urging the State Governments to complete the on-going projects expeditiously by providing adequate funds for such projects on priority. To assist Madhya Pradesh in completion of the projects expeditiously, the Central Water Commission monitors selected projects in which bottlenecks and difficulties in supply of scarce materials, are identified. Assistance for such supplies and other technical assistance is arranged for the State Governments. Central Government also arranges for credit/loans assistance from external lending agencies such as World Bank, I.F.A.D and other bilateral agencies to assist the States in getting additional plan assistance.

**Andhra-Orissa dispute over Neradi Barrage at River Vansadhara**

2682. **SHRI GIRIDHAR GOMANGO:** Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether the joint survey has been conducted by the Government of Orissa

and Andhra Pradesh and communicated the views to his Ministry as per the agreed decision on Neradi Barrage of river Vansadhara;

(b) if so, when the survey was undertaken and completed by them and the revised project report prepared by the Government of Andhra Pradesh and sent to the Government of Orissa for their comments;

(c) the role played by his Ministry to settle the dispute so far; and

(d) if not, the reasons, thereof?

**THE MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKARANAND):** (a) to (d). Joint surveys commenced in February 1984 and have been completed by about July 1984. Since these surveys were joint surveys, the question of communicating the views on these surveys does not arise. The Government of Andhra Pradesh is yet to detail out the proposals for the afflux bunds for Neradi Barrage as per their joint surveys in consultation with the Government of Orissa. The Central Water Commission identified the technical issues involved in the dispute, carried out the bench mark surveys, initiated the joint surveys and brought out an agreement about the technical parameters for the planning of the afflux bunds, including design flood to be adopted.

**Maharashtra's Hydro-Electric Projects awaiting approval**

2683. **SHRI HUSSAIN DALWAI:** Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) which are the Hydro-Electrical Projects in Maharashtra under consideration of Government of India for approval ; and

(b) the details of projects sanctioned during the Sixth Five Year Plan period ?

**THE MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKARANAND):** (a) The projects are Kanher, Dhom, Surya, Ghatghar Pumped Storage, Koyna Stage IV, Warna, Dudhganga, Manikdoh, Konal and Talamba.

(b) The details of the hydro-electric projects sanctioned during the Sixth Plan period are :

Scheme	Installed Capacity	Estimated Cost
	(MW)	(Rs. lakhs)
Pawana	10	395
Bhatsa	15	1225
Khadakwasla	16	1429
Vaiterna Dam		
Toe	1.5	94
Ujjani	12	1630

**Supply of Substandard Glucose to Central Government Hospitals in Delhi**

2684. SHRI RAM BHAGAT PASWAN : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is a fact that Glucose water supplied to Central Government hospitals have been found sub-standard and the names of suppliers of Glucose water to Central Government establishments in Delhi;

(b) whether Government will examine the matter thereof; and

(c) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH (SHRI YOGENDRA MAKWANA) : (a) No, Sir. The names of the suppliers are :

1. Dhavsons Pharmaceutical India Ltd., Faridabad;
2. Tablets India Ltd., Madras;
3. Mounmouter Pharm. Ltd., Madras.

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

**Speedier Vessels for Passenger Services in Shipping Industry**

2685. SHRI HUSSAIN DALWAI : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) the reasons for decline in the passenger services in Shipping Industry; and

(b) whether Government propose to introduce speedier vessels to meet the need of the travelling population ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI) :

(a) Reasons for decline in passenger services are mainly (i) stiff competition from airlines and road transport, (ii) the high cost of operation and longer journey time; and (iii) heavy initial investment in the purchase of the vessels.

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

**Power generation in Maharashtra**

2686. SHRI HUSSAIN DALWAI : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) what is the total quantum of power that is presently generated in the State of Maharashtra;

(b) what is the quantum of power that is being generated through Hydro-electric Plants; and

(c) what is the quantum of power that is generated through Thermal Power Plant; give the plant-wise break-up ?

THE MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKARANAND) : (a) The total energy generation from the power plants located in Maharashtra during March, 1985 was 2458 million units.

(b) Hydel generation in Maharashtra during March, 1985 was 416 million units.

(c) The Station-wise generations during March, 1985 from the thermal including nuclear power stations is as given below:—

	million units
(1)	(2)
Nasik	387
Koradi	307
Khaparkheda	16



(1)	(2)
Paras	9
Bhusawal	244
Parli	154
Chandrapur	59
Uran G.T.	125
Others	6
Trombay	486
Chola	15
<b>Total (Thermal)</b>	<b>1808</b>
<b>Tarapur (Nuclear)</b>	<b>234</b>

**Shipping services between Andaman and Nicobar Islands and Mainland**

2687. SHRI MANORANJAN BHAKTA: Will the Minister of SHIPPING AND TRANSPORT be pleased so state :

(a) whether it is a fact that Mainland-Andaman passenger/cargo services have been badly affected for want of passenger ships;

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

(c) whether Government are aware that during the month of April, 1985, when the vacation of schools start there will be huge rush of passengers for mainland; and

(d) if so, the details of the action that has been taken to provide adequate shipping services from the Andaman and Nicobar Islands to the Mainland ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z.R. ANSARI) : (a) and (b) The passenger services between Mainland and Andaman & Nicobar Islands are at present operated by a total of 4 vessels viz. M.V. Akbar, M.V. Harshavardhana, M.V. Andamans and T.S.S. Nancowry depending on their availability. Present passenger traffic demand is adequately met by these ships. However, considering increase in the passenger traffic expected in future years and also the need for replacement of M.V. Andamans and T.S.S. Nancowry, the Working Group set up by

the Government to work out shipping requirements of A & N Islands during the Seventh Plan period has identified the need for 3 new ships of increased capacity.

(c) and (d). Shipping Corporation of India plans to make available at least three vessels to cater to the increased seasonal demand during this period.

**Central assistance for Gujarat's irrigation schemes**

2688. SHRI NAVIN RAVANI : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) the number of major, medium and minor irrigation schemes in Gujarat that are likely to be given the Central assistance during the year 1985-86 ;

(b) the number of major, medium and minor irrigation projects in Gujarat State which are under construction and what is the progress made so far ; and

(c) whether it is a fact that their construction work is being delayed, if so, what are the reasons therefor and what measures are being taken to complete these projects within the time limit ?

THE MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKARANAND) : (a) to (c). The irrigation projects are planned, funded and implemented by the State Governments. Central assistance is given in the form of block loans or block grants and is not tied to any particular scheme or sector of development.

There are 16 major and 95 medium irrigation projects under construction in the State. Details of minor irrigation schemes are not maintained at the Centre.

Almost all the projects are lagging behind the schedule. The reasons for delays include constraints of resources, proliferation of projects under construction, escalation of cost in materials and labour and difficulties in land acquisition.

Government of India have been urging the State Governments to complete the ongoing projects expeditiously by providing

necessary funds for such projects on priority. To assist the States in completion of the projects expeditiously, the Central Water Commission monitors selected projects, in which bottlenecks and difficulties in supply of scarce material are identified. Assistance for such supplies, and other technical assistance is arranged for the State Government. Central Government also arranges for credit/loan assistance from external lending agencies.

[Translation]

**Attaching new First Class Coaches in 201/202  
Delhi-Ahmedabad Mail**

2689. SHRI MOOL CHAND DAGA : Will the Minister of RAILWAYS be pleased to state :

(a) how old are the first class coaches attached to 201 Up and 202 Dn Delhi-Ahmedabad Mail ;

(b) whether the passengers travelling in first class coaches of the Mail have to face a lot of inconvenience owing to bad condition of these coaches ; and

(c) if so, when the coaches are to be replaced by new ones ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) and (b). Ahmedabad-Delhi service is operated by 4 rakes with a total of 18 coaches having 1st class and 1st & 2nd composite accommodation. Out of these 18 coaches, 9 are within the age group of 6-10 years, 2 within 11-15 years, 4 within 16-20 years and 3 within 21-25 years respectively. The condition of most of these coaches is reported to be generally satisfactory. Older coaches are being given complete interior rehabilitation on a programmed basis.

(c) Does not arise.

[English]

**Talcher-Sambalpur Rail Link**

2690. SHRI JAGANNATH PATTNAIK : Will the Minister of RAILWAYS be pleased to state :

(a) the progress made so far regarding construction of Talcher-Sambalpur rail link in Orissa; and

(b) when Government propose to complete the said rail link ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) and (b). Construction of Talcher-Sambalpur new B.G. line was approved in the Budget for 1984-85. Work is in progress in the sections from Sambalpur to Maneswar (17.5 kms) and Talcher to Angul (18 kms). The completion of this project will depend on resources made available during the coming years.

**USSR Assistance for Kalgaon Super Thermal  
Power Plant**

2691. SHRI B.V. DESAI : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether it is a fact that Government have approved to speed up the installation of Super Thermal Power Station at Kalgaon with the assistance of the USSR ;

(b) if so, whether any agreement in this regard has been reached; and

(c) if so, main features thereof and to what extent the USSR has offered its assistance ?

THE MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKARANAND) : (a) It has been agreed in principle to set up the Kalhalgaon Super Thermal Power Project (Stage-I, 4 × 210 MW) with Soviet assistance.

(b) A formal agreement will be signed after negotiations.

(c) Does not arise.

**Introduction of a Shuttle Express Train  
between Balasore and Bhubaneswar**

2692. SHRI CHINTAMANI JENA : Will the Minister of RAILWAYS be pleased to state :

(a) whether General Manager of South Eastern Railway with other officials of the railway in an informal meeting with the Chief Minister of Orissa in the month of October, 1984 have decided to introduce a shuttle express train from Balasore to Bhubaneswar from the month of December, 1984;

(b) if so, whether the train has been introduced;

(c) if not, whether the users as well as the State Government of Orissa and local Member of Parliament are approaching the authority to start this train soon; and

(d) if so, what are the reasons for the delay and by when it will start running ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) No, Sir. However, it was agreed to examine the proposal.

(b) No, Sir.

(c) Yes, Sir.

(d) Apart from lack of commercial justification, introduction of a shuttle express train between Balasore and Bhubaneswar is not feasible due to lack of resources.

#### Container handling facilities at major ports

2693. SHRI BHOLA NATH SEN : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether Government have taken steps to provide full fledged container terminals/container handling facilities conforming to international specifications and standards at different major Ports;

(b) if so, the details thereof;

(c) what are the container handling facilities available at Calcutta and Haldia Ports as compared to the facilities available at Madras, Visakhapatnam, Cochin and Bombay Ports; and

(d) the steps taken/proposed to improve the existing container handling facilities at Calcutta and Haldia Ports?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z.R. ANSARI) : (a) and (b). A full fledged container terminal with necessary facilities to handle third generation container ships carrying upto 3000 TEUs has been commissioned in December 1983 at Madras Port.

The Nhava Sheva Port Project which is under implementation provides for a full fledged container terminal having three container berths and related facilities to handle third generation container ships.

(c) and (d). The following are the container handling facilities available at the ports of Madras, Bombay and Haldia :

Port	Yard Gantry Cranes	Quayside Gantry Cranes
Madras	2	2
Bombay	3	2
Haldia	1	1

For Calcutta, a project for creating container handling facilities which includes 2 Nos. yard gantry cranes container freight station and container parking yard is under implementation.

Another project for creating container handling facilities at Cochin which includes 2 Nos. yard gantry cranes and related facilities is also under implementation. Visakhapatnam has at present no special facilities for container handling and there are at present no proposals for creating such facilities there.

#### [Translation]

#### Meetings of Hindi Advisory Committee

2694. SHRI KRISHAN PRATAP SINGH : Will the Minister of RAILWAYS be pleased to state :

(a) the number of meetings of the Hindi Advisory Committee of the Ministry held in 1984;

(b) the resolutions passed in these meetings; and

(c) the details regarding the imple-

mentation of these resolutions ?

THE MINISTER OF STATE IN THE  
MINISTRY OF RAILWAYS (SHRI  
MADHAVRAO SCINDIA) : (a) One.

(b) and (c). A statement is attached.

#### Statement

*Some of the important resolutions adopted/recommendations made by Railway Hindi Salahkar Samiti in its meeting held on 18-1-1984 alongwith action taken thereon are enumerated below :*

S. No.	Resolution adopted/Recommendation made	Action taken
(1)	(2)	(3)
1.	A time bound programme be chalked out to complete the formalities of formation of All Indian Railways Official Language Service.	A proposal for forming a new Group 'A' (Class I) Service, namely, "Indian Railway Rajbhasha Service" for Zonal Railways, has been sent to the Ministries of Home Affairs (Department of Personnel & A.R.) and Finance. The Ministry of Home Affairs have called for certain clarifications which are under examination.
2.	Retired Railway employees be also included in the Scheme for writing books in Hindi on Technical Railway subjects and a Committee be constituted to review the prize money for various incentive Schemes regarding propagation of Hindi on Railways.	The Review Committee has since been constituted and in its meeting held on 25-3-85, the Committee have inter-alia, made certain recommendations regarding scope and increase in the amount of incentives available presently in the incentive schemes. Recommendations of the Review Committee are under consideration and necessary action would be taken to implement them.
3.	Circulars etc. should be issued in Hindi-English both the languages simultaneously. Sending of Hindi translation at a later stage amounts to violation of the Rules.	With a view to ensure cent percent compliance of Section 3 (3), check-points have been set up in Railway Board and on Zonal Railways, and a continuous vigil is kept on these check-points. Circulars and general orders prepared only in English are returned to the branches concerned for enclosing Hindi version. Every effort is made to issue all the orders/circulars etc. under Section 3 (3) in Hindi-English bilingual form simultaneously.

(1)

(2)

(3)

4. For the compliance of O.L. Rules, an infrastructure should be built. Proposal for providing necessary staff for the publication of 'Rail Rajbhasha' quarterly magazine be examined.
5. Bilingual provision in modern equipments like computers etc. to be used for the purpose of reservation in trains should be made now only.
6. Hindi officers at the time of promotion must be given the same benefits as are given to Class-II officers of other services at the time of their promotion to Class-I posts, so that there was no discontentment among them.
7. The Compulsory paper in English prescribed for recruitment examinations should be abolished since it was in contravention of provisions of the Resolution adopted by the Parliament.
8. At least the libraries having more than 5,000 books should be placed under the charge of a whole time librarian.

To ensure compliance of rules pertaining to use of Official Language, Hindi Sections have been set up on the Zonal Railways/other units. Proposals for further strengthening the infrastructure including publication of "Rail Rajbhasha" quarterly magazine, have not been processed on account of the ban on creation of new posts.

The feasibility in this regard is being worked out in consultation with the O.L. Department (Ministry of Home Affairs).

As stated against item No. 1 above, action is being taken to form the Indian Railways O.L. Service. When this service is formed, officers of Hindi Cadre will also get the same benefits as are allowed to the officers of other organised Class-I Railway services on their promotion from Class-II to Class-I.

The question of abolition of compulsory paper in English in recruitment examinations is to be decided by the O.L. Department (Ministry of Home Affairs) and that Department is already consulting the Department of Personnel in the matter.

There has been a ban on new creation till the end of March, 85. However, the proposal in this regard is being formulated.

**New Rail Line in Bundelkhand of Madhya Pradesh**

2695. SHRI DALCHANDER JAIN : Will the Minister of RAILWAYS be pleased to state :

(a) whether survey had been conducted to lay the new railway line in Bhundelkhand of Madhya Pradesh so as to link Chatarpur, Panna, Harpalpur, Sagar, Chatarpur-Damoh; and

(b) if so, the time by which this work is likely to be executed ?

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

(b) Does not arise.

[English]

**Special air-conditioned train from Calcutta to link Buddhist centres in Orissa**

2696. SHRI CHINTAMANI PANIGRAHI : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Railway authorities have decided to run a special air-conditioned train from Calcutta to link places of Buddhist centres in Orissa;

(b) if so, the details thereof; and

(c) whether Bhubaneswar will also be linked as it has a Buddhist Complex which are visited by a large number of tourists ?

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

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

**Ratio of Hospital beds to population**

2697. SHRI AJOY BISWAS : Will the Minister for HEALTH AND FAMILY WELFARE be pleased to state :

(a) what is the total number of beds in different hospitals of the country, State-wise;

(b) what is the present bed-population ratio:

(c) whether Government are aware that bed-population ratio is far below than the required ratio; and

(d) if so, whether Government have any long term scheme to increase the present number of beds in the hospitals ?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRIMATI MOH-SINA KIDWAI) : (a) A statement is attached.

(b) to (d). The present bed-population ratio in the hospitals is about 0.69 hospital beds per 1000 population as against the general norm of 1 bed per 1000 population. The Government however does not believe that the problem can be solved by merely adding to the bed-strength of the hospitals. Apart from the financial liabilities involved, Government believes that the major thrust in the national health policy and the consequent resource allocations should be towards preventive and promotive health care through the primary health care approach. Necessary actions on these lines are on.

## Statement

## Number of Hospitals and Beds according to Ownership—1-1-1984

Sl. No.	State/UT	Govt.		Local Bodies		Pvt. & Vol. orgn.		Total		Population served per bed
		Hosp.	Beds	Hosp.	Beds	Hosp.	Beds	Hosp.	Beds	
1	2	3	4	5	6	7	8	9	10	
1.	Andhra Pradesh	341	24581	4	46	266	11103	611	35730	1579
2.	Assam (1-1-83)	81	7559	—	—	30	2086	111	9645	2164
3.	Bihar (1-1-81)	100	14078	1	49	125	8447	226	22574	2987
4.	Gujarat	119	13550	62	4182	733	16339	914	34071	1062
5.	Haryana	69	4845	—	—	18	2566	87	7411	1854
6.	Himachal Pradesh	52	3472	5	58	8	440	65	3970	1138
7.	Jammu & Kashmir (1-1-78)	30	3667	included in Govt.		5	276	35	3943	1324
8.	Karnataka	161	23146	29	738	43	6584	233	30468	1293
9.	Kerala (1-1-79)	152	24875	included in Govt.		606	18203	758	43078	576
10.	Madhya Pradesh	276	17099	+	+	+	+	276	17099	3229
11.	Maharashtra	222	37369	183	13556	869	30807	1274	81732	811
12.	Manipur	18	1201	—	—	3	65	21	1266	1203
13.	Meghalaya	7	1389	—	—	4	616	11	2005	717
14.	Nagaland	33	1080	—	—	2	32	35	1112	758
15.	Orissa (1-1-83)	272	10013	3	98	32	1471	307	11582	2337
16.	Punjab	217	11311	4	103	35	2913	256	14327	1236

	1	2	3	4	5	6	7	8	9	10
17. Rajasthan	190	16010	2	54	38	2034	230	18098	2027	
18. Sikkim	5	477	—	—	—	—	5	477	730	
19. Tamil Nadu (1-1-82)	307	31574	8	479	61	8562	376	40615	1181	
20. Tripura	16	1235	—	—	—	—	16	1235	1772	
21. Uttar Pradesh	522	33336	41	1014	152	11803	715	46153	2541	
22. West Bengal	259	43223	21	567	124	6372	404	50162	1146	
23. A & N Islands	11	687	—	—	—	—	11	687	306	
24. Arunachal Pradesh	18	656	—	—	4	352	22	1008	661	
25. Chandigarh (1-1-83)	1	370	—	—	1	750	2	1120	441	
26. D & N Haveli	1	50	—	—	—	—	1	50	2300	
27. Delhi	21	6749	22	3413	23	4342	66	14504	471	
28. Goa, Daman & Diu	20	2211	—	—	69	1146	89	3357	344	
29. Lakshadweep	2	50	—	—	—	—	2	50	860	
30. Mizoram	9	643	—	—	3	210	12	853	619	
31. Pondicherry	8	2103	—	—	2	143	10	2246	284	
Total	3540	338609	385	24357	3256	137662	7181	500628	1447	

NOTE : + = Not available

— = Nil



**Doctor population ratio**

2698. SHRI AJOY BISWAS : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) what are the total number of doctors in the country, State-wise;

(b) what is the present doctor-population ratio;

(c) whether Government are aware that doctor population ratio is far below than the required ratio ; and

(d) what steps Government are taking to overcome the present situation ?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH (SHRI YOGENDRA MAKWANA): (a) and (b). A statement showing the number of Doctors and average population served in different States/Union Territories as per a compilation made in 1983 is enclosed (Annexure).

(c) Yes, Sir.

(d) with the expansion of the hospitals and other health centres in the urban and rural areas, there is likely to be substantial improvement in the availability of Doctors and medical services to the Community.

**Statement***Number of Doctors and average population served in different States/UTs—1983*

S. No.	States/U.Ts.	Doctors engaged in			Doctor Population ratio	Period to which it relates
		Govt. Agencies	Non-Govt. Agencies	Total		
1	2	3	4	5	6	7
1.	Andhra Pradesh	4289	+	4289	1 : 13151	31.12.83
2.	Assam	1518	+	1518	1 : 11879	1.1.79
3.	Bihar			13438*	1 : 4746	1.1.78
4.	Gujarat	2057	4415	6472	1 : 5592	31.12.83
5.	Haryana	1044	3756	4800	1 : 2862	30.6.83
6.	Himachal Pradesh	535	+	535	1 : 7514	1.1.79
7.	Jammu & Kashmir	800	+	800	1 : 6996	1.1.79
8.	Karnataka			22462*	1 : 1753	31.12.83
9.	Kerala	3956	+	3956	1 : 6735	31.12.83
10.	Madhya Pradesh	+	+	13125	1 : 4206	30.6.83
11.	Maharashtra			34103*	1 : 1945	31.12.83
12.	Manipur	516	12	528	1 : 2884	31.12.83
13.	Meghalaya	226	+	226	1 : 6363	31.12.83
14.	Nagaland	177	30	207	1 : 4072	31.12.83
15.	Orissa	2682	+	2682	1 : 9377	1.1.78
16.	Punjab	3286	+	3286	1 : 5389	31.12.83

1	2	3	4	5	5	7
17.	Rajasthan	3236	+	3236	1 : 11334	31.12.83
18.	Sikkim	75	3	78	1 : 3115	1.1.79
19.	Tamil Nadu	6463	+	6463	1 : 7677	31.12.82
20.	Tripura	446	+	446	1 : 4908	31.12.83
21.	Uttar Pradesh	7243	+	7243	1 : 15880	31.12.82
22.	West Bengal	+	+	26367	1 : 2181	31.12.83
23.	A. & N. Islands	65	+	65	1 : 3231	31.12.83
24.	Arunachal Pradesh	221	+	221	1 : 2841	31.12.81
25.	Chandigarh	344	+	344	1 : 1512	31.12.83
26.	D. & N. Haveli	18	5	23	1 : 5000	31.12.83
27.	Delhi	+	+	+		
28.	Goa, Daman & Diu	528	707	1235	1 : 935	31.12.83
29.	Lakshadweep	19	1	20	1 : 2150	31.12.83
30.	Mizoram	97	9	106	1 : 4981	31.12.83
31.	Pondicherry	519	+	519	1 : 1229	31.12.83

NOTE : \*—Regd. No. of Doctors.

+ = Not Available.

Ratio (all India) has not been worked out due to incomplete data.

**Construction of Railway over-Bridge at Railway Crossing on Francis Road in Calicut**

2699, PROF. P. G. KURIEN : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is a proposal for construction of a Railway over-Bridge in lieu of the existing level crossing at Km 664/1-2 on the Francis Road in Calicut;

(b) whether Government have received any representation from Government of Kerala in this regard; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) to (c). Yes, Sir. The work of construction of Road Over-Bridge in replacement of exist-

ing level crossing on Francis Road, Calicut is already included in Railway Budget for 1984-85.

**Introduction of a Direct Train between Waltair and Ahmedabad**

2700. SHRI N. V. RATNAM : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government are aware that people of Rajasthan live in large numbers in Andhra Pradesh besides Tamilnadu and Karnataka;

(b) whether there are direct trains from Tamilnadu and Karnataka to Ahmedabad but there is no direct train from Andhra Pradesh to Ahmedabad;

(c) whether Government have received many representations from public for

providing one direct train between Waltair and Ahmedabad; and

(d) if so, the reasons for not accepting their request so far ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) and (b). Yes, Sir. There are direct trains from Tamilnadu and Karnataka to Ahmedabad. Two pairs of trains viz. 145/146 Navjivan Express and 903/904 Trivandrum-Ahmedabad Express however serve the southern region of Andhra Pradesh with Ahmedabad.

(c) and (d). Yes, Sir. Introduction of a fullfledged train between these two stations is neither commercially justified nor operationally feasible.

#### Telugu Ganga Project

2701. SHRI N.V. RATNAM : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether the Government of Andhra Pradesh submitted its report in 1983 to the Central Water Commission for clearance of its Telugu Ganga Project;

(b) whether it has also submitted its report in 1984 on the ecological/environmental impact;

(c) whether it is also a fact that the Government of Andhra Pradesh have already spent huge amount on the works connected with the non-forest area;

(d) if so, the reasons for delays; and

(e) whether the Central Water Commission is aware of the drinking water problem to the State of Tamil Nadu connected with this project and grant clearance at an early date ?

THE MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKARANAND) : (a) and (b). Yes, Sir.

(c) According to the State Government, a total expenditure of about Rs. 68 crores is anticipated to have been incurred

on the project upto March, 1985 against the estimated cost of Rs. 637 crores. This includes an expenditure of 35 crores reported to have been incurred in the non-forest reach of the canal.

(d) and (e). The project envisages supply of 15 TMC of Krishna Waters for Madras City Water Supply from Srisaikhya Reservoir and irrigation *en route* in Andhra Pradesh. Comments on various aspects of the project have been sent to the State Government by Central Water Commission during 1984. But full clarifications have not yet been received from the State Government for considering the clearance of the project.

#### Central clearance for Priyadarshini Jural Project of A. P.

2702. SHRI N. V. RATNAM : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether the Government of Andhra Pradesh submitted a report on Priyadarshini-Jural Project in 1980 for clearance by Central Water Commission;

(b) whether the Government of Karnataka also agreed for the same and agreement was signed by both the states on 4 August, 1978;

(c) whether it is a fact that the Government of Andhra Pradesh have already spent about Rs. 9.43 crores on the preliminary structures of the project; and

(d) if so, the reasons for delay for clearance even though the clarifications sought by the Central Water Commission has already been submitted by the State ?

THE MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKARANAND) : (a) The Government of Andhra Pradesh submitted in 1980 the Jurala Irrigation Project estimated to cost Rs. 76.40 crores.

(b) Yes, Sir.

(c) According to the Draft VII Five Year Plan Document of Andhra Pradesh, an expenditure of Rs. 15.60 crores is

anticipated to be incurred on the project to end of March, 1985.

(d) Clarifications on the various aspects of the Project as sought by the Central Water Commission in 1980-81 have not yet been furnished by the State authorities.

**Financial Grant to Cooperative or Charitable Institutions for Construction of Hospitals in Rural Areas**

2704. SHRI VIJAY N. PATIL : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether the Central Government have any scheme for giving financial grant for construction of hospital in rural areas to be run by cooperative or charitable institutions;

(b) if so, the number of such beneficiaries and their Statewise break up; and

(c) the details of grants given so far ?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH (SHRI YOGENDRA MAKWANA) : (a) Yes, Sir.

(b) and (c). Information is contained in the attached statement

**Statement**

*Statewise break-up showing the number and total number of grant-in-aid released*

S. No.	Name of the Institution	Year	Amount	Purpose.
			Rs.	
<b>ANDHRA PRADESH</b>				
1.	Shri M.V.M. Medical Trust, Tanaku	1975-76	4,56,000/-	Construction
		1976-77	47,330/-	-do-
		1977-78	3,28,617/-	equipments.
		1978-79	3,28,343/-	
2.	Viswa Hindu Parishad Chikitsalaya, Kokkironi, Huzurnagar.	1979-80	46,666/-	Construction
		1979-80	46,666/-	-do-
		Total :	12,52,622/-	
<b>GUJARAT</b>				
1.	Shri Wagad Welfare Society, Bachau, Kutch.	1979-80	2,48,466/-	Construction
		1982-83	2,48,267/-	-do-
2.	Jasalpur Arogya Mandal, Jasalpur.	1975-76	44,300/-	Construction
		1978-79	32,386/-	-do-
		1980-81	7,995/-	Equipment.
3.	Sri Sarvodya Arogya Mandal Distt. Gandhi Nagar.	1983-84	1,68,044/-	Construction
4.	Kaka-Ba and Kala Budh Public Charitable Trust, Ahmedabad.	1982-83	5,00,000/-	Construction
5.	Gyan Mandal Laxmipura Arogya Mandal, Laxmipura.	1984-85	5,00,000/-	Construction
6.	Takhatgarh Arogya Mandal, Distt. Sabarkantha	1984-85	5,00,000/-	Construction
		Total :	22,49,458/-	

## HARYANA

1. D. A. V. College & Managing Committee, New Delhi.	1982-83	4,90,900/-	Construction
2. Uddham Singh Jain Charitable Trust, Delhi.	1984-85	6,00,000/-	-do-
	Total :	10,90,900/-	

## KARNATAKA

1. Ramanagaram Rotary Trust, Ramanagaram.	1983-84	5,00,000/-	Construction
2. Shree 108 Acharya Ratna Deshbhushan Digambar Jain Shantigiri Trust, Belgaum.	1984-85	6,00,000/-	Construction
	Total :	11,00,000/-	

## MAHARASHTRA

1. Rajmata Jijau Pratishthan, Bombay	1977-78	1,04,000/-	Equipment.
	1978-79	4,248/-	-do-
	1977-78	1,04,000/-	-do-
	1978-79	4,248/-	-do-
2. K.E.M. Hospital, Poona.	1977-78	1,05,150/-	Construction
	1979-80	1,59,047/-	-do-
	1982-83	1,06,820.65	Equipment
3. Pravara Medical Trust Distt. Ahmedabad.	1978-79	4,98,265/-	Construction
	1979-80	4,98,265/-	-do-
	1980-81	4,93,319/-	Construction & Equipment.
4. Hastimal Sancheti Memorial Trust, Poona.	1979-79	3,95,500/-	Construction
	1979-80	11,42,166/-	Construction & Equipment.
	1981-82	4,23,621/-	-do-
5. Ashwini Rural Cancer Research & Relief Society, Barsi.	1984-85	5,00,000/-	Construction
6. Roha-Ashtami Residents' Association, Roha, Kolaba.	1979-80	3,75,000/-	Construction
	1982-83	1,25,000/-	Equipment.
7. Vidarbha Youth Welfare Society, Amaravati (Camp)	1983-84	5,00,000/-	Construction.
	Total :	55,38,649.65	

**PUNJAB**

1. Indian Red Cross Society Punjab State Branch, Chandigarh,	1978-79	1,68,311/-	Construction & Equipment.
	1981-82	1,68,311/-	-do-
2. District Branch of Indian Red Cross Society, Faridkot.	1978-79	1,76,644.50	-do-
	1981-82	1,76,644.11	-do-
3. District Branch of Indian Red Cross Society, Patiala	1978-79	3,53,289.00	-do-
	1979-80	7,06,578.00	-do-
	1981-82	3,53,289.00	-do-
4. District Branch of Indian Red Cross Society, Hoshiarpur	1979-80	1,68,311.50	Construction & equipments
	1981-82	1,63,311.50	
5. District Branch of Indian Red Cross Society, Jullundur	1979-80	5,98,309.00	-do-
	1982-83	5,98,309.00	-do-
Total		36,31,307.61	

**RAJASTHAN**

1. Vanasthali Vidyapith, Distt. Tonk.	1977-78	96,479.00	Construction & equipment
	1979-80	96,479.00	-do-
	1980-81	96,479.00	
Total		2,89,437.00	

**UTTAR PRADESH**

1. Sri Jaikaran Sharma Charitable Trust	1977-78	1,57,500/-	-do-
2. Rachna Chakra Foundation Ibrahim Patti., Balia	1983-84	1,57,500/-	-do-
	1978-79	2,65,000/-	-do-
Total		5,80,000/-	

**Conference and demonstration workshop on 'Interventional Cardiology'**

2705. SHRIMATI MADHURI SINGH : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether a conference and a demonstration workshop on "interventional Cardiology" was held recently in New Delhi ;

(b) the new techniques invented in this meet and the number and names of the countries participated ; and

(c) other details in this regard ?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH (SHRI YOGENDRA MAKWANA) : (a) to (c). An international conference on Interventional Cardiology was held in Delhi from 1st to 3rd April, 1985 under the auspices of North Zone Council of Continuing Medical Education of Cardiological Society of India. A large number of papers were discussed in the Conference which was attended by national and international Cardiologists and Cardio-vascular Surgeons from U.S.A., United Kingdom and Australia. It is hoped that this Conference in the field of Cardiology and Cardio-vascular Surgery will help the development of this speciality in India.

**WHO recommendations regarding steps for 'Health for all' programme**

**2706. SHRIMATI USHA CHOUDHARI:** Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is a fact that WHO has recommended for assigning a major role to nurses in its primary health care programme and supply essential drugs to the developing countries at the lowest possible cost to help provide "Health for All by 2000 AD" and if so, the details thereof ; and

(b) other details of the discussion held at 75th session of the Executive Board held in Geneva ?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH (SHRI YOGENDRA MAKWANA) : (a) and (b). The WHO programme on Essential Drugs and Vaccines aims at ensuring the regular supply to all persons of safe and effective drugs of acceptable quality at the lowest possible cost. The 75th Session of WHO Executive Board held at Geneva in January, 1985, discussed the WHO Technical report on the education and training of nurses with special regard to Primary Health Care. During the discussions, views were expressed regarding the need for greater involvement of the nurses in the Primary Health Care Programmes of member nations.

The other important topics discussed at the aforesaid session pertained to role of food safety in health and development, Lymphatic Filariasis, specifications for pharmaceutical preparations, reports of the Regional Directors of WHO on significant regional developments, managerial process for national health development, organisation of health systems based on primary health care, research promotion and development, Drug & Vaccine quality, safety and efficacy, disease prevention and control (including Leprosy, T.B. control, Blindness, Sexually Transmitted Diseases, Cancer, Diarrhoeal diseases, Malaria, Cardiovascular diseases etc.), Global strategies for Health for All by the year 2000, Recruitment of International staff in WHO, Collaboration with non-govern-

mental organisations and women, Health and Development.

**Anti-rabbies vaccines**

**2707. SHRIMATI USHA CHOUDHARI :** Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is a fact that there is a need for immediate production of anti-rabbies vaccines of high purity to bring down the percentage of mortality due to hydrophobia in the country ; and

(b) the measures proposed to be taken for developing cheaper and effective vaccines to treat the rabbies patients ?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH (SHRI YOGENDRA MAKWANA) : (a) and (b). The BPL-inactivated anti-rabies vaccine produced in the Pasteur Institute of India, Coonoor and some other institutions is highly effective and the treatment failure rate is negligible. Other vaccine producing centres are also gradually switching over to this type of vaccine. Besides, large scale production of purer tissue culture rabies vaccine is expected to be taken up during the Seventh Five Year Plan.

**Employees working in Central Water Commission in Orissa**

**2708. SHRI CHINTAMANI PANIGRAHI :** Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) what is the total number of work-charged employees working in the three Divisions of Central Water Commission functioning in Orissa :

(b) what is the total number of work-charged employees declared permanent and semi-permanent so far; and

(c) if not, the reasons thereof ?

THE MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKARANAND) : (a) 340.

(b) and (c). 47 posts have been made permanent under two of the three Divisions of the Central Water Commission in Orissa. The 3rd Division, namely, Central Flood Forecasting Division, Burla has started functioning only on 5.9.1983, which has got 104 work charged employees and, as such, the work-charged post sanctioned for the Burla Division do not qualify for conversion into permanent posts at this stage. 8 work-charged employees have been declared permanent against the 47 permanent posts in the two Divisions of the Central Water Commission in Orissa. Due to the non-availability of certain documents, the proposals for confirmations against the remaining 39 posts could not be considered till date. A meeting of the Departmental Promotion Committee is being held shortly in this connection.

The declaration of semi-permanency of work-charged staff has been stopped on the pattern of the Central Public Works Department as it does not serve any purpose in view of the changed entitlements of benefits of temporary work-charged staff.

**Central School at Sriharikota and Nellore  
(Andhra Pradesh)**

2709. SHRI CHINTA MOHAN : Will the Minister of EDUCATION be pleased to state :

(a) whether there is any proposal for establishing a new Central School at Sriharikota and Nellore town of Andhra Pradesh;

(b) if not, the reasons therefor ?

THE MINISTER OF EDUCATION (SHRI K. C. PANT) : (a) and (b). A proposal was received some time back from the Department of Space that the Space Central School, Sriharikota, being run by them, may be taken over and run as a Kendriya Vidyalaya (Central School) by the Kendriya Vidyalaya Sangathan. The proposal was considered at length but not found feasible on administrative grounds.

No proposal for opening a Kendriya Vidyalaya at Nellore has been received by

the Kendriya Vidyalaya Sangathan from an appropriate sponsoring authority in accordance with the prescribed guidelines.

**Rail line between Ajmer and Mairta**

2710. SHRI VISHNU MODI : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have conducted any survey for the construction of new rail line between Ajmer and Mairta;

(b) if so, the details thereof;

(c) whether Government are considering to lay this rail line :

(d) if so, the time by which it is likely to be laid; and

(e) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) to (e). Reconnaissance engineering survey for a new line from Ajmer to Merta Road via Pushker has been taken up and it is in progress. A decision on the project will be taken after the survey has been completed and the survey report examined, subject to availability of funds and clearance by the Planning Commission.

[Translation]

**Ajmer-Indore Road as National Highway**

2711. SHRI VISHNU MODI : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether Government have declared the Ajmer-Indore road as a National Highway;

(b) if so, the time by which Government propose to get the construction work of this Highway completed; and

(c) details of the present progress of the construction work of this Highway ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI) : (a) No, Sir.



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

**Conversion of Delhi-Ahmedabad line  
into Broad Gauge**

2712. SHRI VISHNU MODI : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government propose to convert Delhi-Ahmedabad metre gauge line into broad gauge line;

(b) if so, whether Government had earlier conducted any survey of this line;

(c) if so, when and the details thereof;

(d) the details of the action taken by Government so far to convert the said line into broad gauge line; and

(e) if no action has since been taken the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Delhi-Ahmedabad conversion project has not been cleared by the Planning Commission. Further action will be taken after it is cleared by the Planning Commission and funds provided therefor.

(b) to (e). Preliminary Engineering-cum-Traffic Survey carried out for this project in 1973-74 revealed that the length of the proposed line will be about 925 Kms. The present day cost of conversion will be about Rs. 300 crores. No action could be taken, as the project has not been cleared by the Planning Commission due to severe constraint of resources.

[English]

**Fixing of timings of Reservation at Kota  
Railway Station**

2713. SHRI SHANTI DHARIWAL : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have received any representation for fixing the timings of reservation at Kota Railway Station in accordance with the timings of reservations at other stations;

(b) if so, the action taken by Government in the matter;

(c) whether Government propose to provide to the passengers the facility to enquire about reservation over telephone at Kota Railway Station ;

(d) if so, by which time it would be done; and

(e) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) and (b). The timings for reservations at Kota Railway Station are 0900 hours to 1400 hours and 1430 hours to 1630 hours which are considered adequate to deal with the work load of reservations at this station.

(c) to (e). The facility to enquire about reservations over telephone is already available for I class passengers. This facility for II class passengers would be provided in due course.

[Translation]

**Demand for Dakniya Talab as City Station**

2714. SHRI SHANTI DHARIWAL : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have received any representation from the local residents of Kota demanding that the Dakniya Talab be made a City Station keeping in view the constant expansion of the City;

(b) if so, the details thereof and the action taken by Government in this regard so far; and

(c) if no action has been taken, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) and (b). Yes, Sir. A few representations have been received from local public for providing additional facilities/amenities at Dakniya Talab such as stoppage of 19 Dn/20 Up Dehradun Express and 23Dn/24 Up Janata Express, raising of platforms, goods shed facilities, waiting room etc. The demands have been examined. Dakniya Talab is already a B Class Station open for local

passengers, parcels and luggage traffic. Provision of goods shed is not feasible from engineering and financial angle. Raising of platform is not justified because of meagre passenger traffic. The existing waiting hall is adequate to cater to the present level of traffic. Stoppage of additional trains and provision of additional facilities would require sizeable capital investment. Such proposals are programmed in phases subject to availability of funds.

(c) Does not arise.

[English]

#### Railway Divisions in Madhya Pradesh

2715. KUMARI PUSHPA DEVI : Will the Minister of RAILWAYS be pleased to state :

(a) the number of Railway Divisions set up in the State of Madhya Pradesh;

(b) the name of those divisions and details of their jurisdiction;

(c) whether Government have a proposal to create some additional Railway Divisions for Madhya Pradesh; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) and (b). In the State of Madhya Pradesh, three divisions viz. Jabalpur, Bilaspur and Ratlam have been set up. The areas falling in the States of Madhya Pradesh and Uttar Pradesh are being served by the Jabalpur Division. The States of Madhya Pradesh and Orissa are being served by the Bilaspur Division. The States of Rajasthan and Madhya Pradesh are being served by the Ratlam Division.

(c) and (d). Yes, Sir. A Divisional Headquarter at Bhopal had already been sanctioned and work relating to its formation is in progress. So far, a sum of Rs. 62.85 lakhs has been spent for the construction of necessary infrastructure like Divisional Office Complex, Residential Quarters etc. In the Budget for 1985-86, a sum of Rs. 15.18 lakhs has been allocated for early setting up of the Division.

#### Central schemes for development of education in tribal sub-plan areas of Madhya Pradesh

2716. KUMARI PUSHPA DEVI : Will the Minister of EDUCATION be pleased to state :

(a) whether his Ministry has been laying greater emphasis on the development of education in tribal sub-plan areas ;

(b) if so, the different central schemes under implementation in tribal sub-plan areas in Madhya Pradesh ; and

(c) the details of the educational facilities provided under these schemes in those tribal sub-plan areas during Sixth Plan ?

THE MINISTER OF EDUCATION (SHRI K. C. PANT) : (a) to (c). Yes, Sir. The Ministry of Education has a tribal sub-plan for the Central sector. So far as the State Sector is concerned, the State Governments have been requested to give priority to implement all the Central sector programmes in education in areas predominantly inhabited by scheduled tribes, scheduled castes and other weaker sections. The details of the Sixth Plan Central/Centrally Sponsored Schemes of the Ministry of Education operated in all the States including the State of Madhya Pradesh are attached.

**Statement*****Central/Centrally sponsored schemes of Ministry of Education***

S. No.	Name of the Scheme	Description
1	2	3
1.	<b>Non-Formal Education :</b>	Under this scheme 9 educationally backward States including the State of Madhya Pradesh are given Central assistance on 50:50 sharing basis to bring about a major thrust in the spread of elementary education. The State Governments have been asked to ensure atleast 20% of enrolment from Scheduled Tribes. The scheme aims at providing education to non-enrolled or drop-outs from the formal system in the age-group 9-14 years.
2.	<b>Non-Formal Centres for Girls :</b>	Under this scheme, Central assistance on 90:10 sharing basis is provided to 9 educationally backward states including Madhya Pradesh to improve the participation of girls in the educational system.
3.	<b>Appointment of Women Teachers :</b>	Under this scheme Central assistance is given to states on 80:20 sharing basis.
4.	<b>Early Childhood Education :</b>	These centres cater to children in the 3-6 age-group of first generation learning families in rural backward areas. Creches are also provided to enable girls to attend schools by leaving their siblings in the care of such centres.
5.	<b>Educational Technology Programme :</b>	The scheme aims at bringing about a qualitative improvement in education and widen access to education through integrated use of all instructional technology including radio and television.
6.	<b>Integrated Education of Disabled Children :</b>	This scheme provides education in the non-formal school setting to disabled children who require specialised institutional care and rehabilitation.
7.	<b>Rural Functional Literacy Projects :</b>	This is a major centrally sponsored scheme for Adult Education under which cent percent financial assistance is provided by the Central Government. 15% of the outlay is earmarked under Tribal Sub-Plan.

1	2	3
8. Post-Literacy and Follow-up :	This is the second stage of Adult Education Programme which ensures that the neo-literates do not lapse into illiteracy.	
9. Scholarship for Talented Children from Rural Areas :	Under this scheme scholarships are provided to students from Classes VIII to XII to provide a fillip to potential talents from rural areas. 3 scholarships are reserved for Scheduled Tribes in every Tribal Development Block.	
10. National Scholarship :	The objective of the scheme is to meet educational expenses of outstanding students to enable them to pursue Higher Education. This is a post-matric scholarship scheme. The average annual cost of scholarship is Rs. 1250 per scholar. About 25,000 scholarships are awarded every year.	
11. Promotion of Sanskrit Education :	Grants to State Governments and financial assistance to voluntary organisations are given for promotion of Sanskrit Education.	
12. Creation of Infrastructure in Areas of Emerging Technology :	Under this scheme areas of new emerging technologies vital to country's development are identified.	
13. Areas of Weakness :	In this scheme the gaps which have already been identified in the growth of Technical Education are attended to.	
14. Modernisation of Engineering Laboratories :	Under this scheme assistance is given for modernising the laboratories with relevant and versatile equipments which have better instructional potential.	

**Establishment of a National Institute of Ayurveda at Trivandrum**

2717. SHRI T. BASHEER : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government have received any proposal from the Government of Kerala for the establishment of a National Institute of Ayurveda at Trivandrum ; and

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

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH (SHRI YOGENDRA MAKWANA) : (a) Yes, Sir.

(b) A proposal for establishing a Postgraduate Centre of Ayurvedic Studies at Trivandrum is under process in consultation with the State Government.

**Major and Minor irrigation projects  
in Kerala**

the Union Government for this purpose last year ?

2718. SHRI T. BASHEER : Will the Minister of IRRIGATION AND POWER be pleased to state :

THE MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKARANAND) : (a) The details of major irrigation projects under construction is given in the enclosed statement. The details of minor irrigation schemes are not maintained at the Centre.

(a) the details of major and minor irrigation projects under construction in Kerala :

(b) what is the amount of Central assistance asked for by the Kerala Government for major and minor irrigation schemes last year : and

(b) and (c). The State Government had requested for an allocation of Rs. 12.97 crores as Special Central Assistance for major projects of the State in 1984-85. This assistance could not, however, be provided.

(c) what is the amount sanctioned by

**Statement***Position of Ongoing Major Irrigation Projects in Kerala*

(Rs. in crores)

Sl. No.	Name of Project	Latest estimated cost	Likely expenditure upto 3/85
1.	Kallada	210.00	139.14
2.	Periyar Valley	57.00	44.93
3.	Pamba	52.00	48.67
4.	Kuttiadi	48.60	46.72
5.	Chitturpuzha	17.86	13.93
6.	Kanhirapuzha	42.00	36.25
7.	Pazhassi	54.00	46.86
8.	Muvattupuzha	48.00	19.25
9.	Chimoni	24.43	10.09
10.	Idamalayar	61.47	15.25
11.	Beyyorepuzha	250.00	0.37
12.	Kuiarputty-Karappara	26.85	0.98
13.	Kakkadavu	26.00	1.53

### Improving the Catering Services in Kerala Express

2719. SHRI T. BASHEER : Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware of the poor catering services in Kerala Express running between Delhi and Trivandrum ;

(b) if so, measures proposed to be taken to improve the Catering Services in these trains ; and

(c) the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) to (c). Three complaints about the quality of food, misbehaviour of vendors and over-charging have been received and necessary remedial measures taken. Services of two commission bearers responsible for misbehaviour towards the passengers have been terminated. Various steps have been taken to effect improvements in the catering service, and these include preparation of wholesome meals under hygienic conditions at the Base Kitchens equipped with modern gadgets under close supervision of senior catering officials for service in trains.

### Cauvery Inter-State Water Dispute

2720. SHRI T. BASHEER : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether it is a fact that the Cauvery Inter-State Water Dispute still stands unresolved ;

(b) if so, what are the reasons for the delay in settling the dispute ; and

(c) what steps Government propose to take to settle the dispute at an early date ?

THE MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKARANAND) : (a) Yes, Sir.

(b) and (c). The Cauvery Basin States have not been able to arrive at a consensus on the use of Cauvery Waters. In the Chief Minister's meeting convened by

the Centre in April, 1983, it was decided that Karnataka and Tamilnadu would resume bilateral discussions to arrive at a mutual understanding and that the officers of the concerned States would also meet to discuss about the availability of water and the savings to be effected in the present use of Cauvery Waters. It was further decided that a meeting of the four Chief Ministers would be convened by the Centre after these bilateral discussions. Chief Ministers of Karnataka and Tamilnadu met in January, 1984 and decided that as soon as the mutual exchange of data is completed, they would hold further discussions. Karnataka and Tamilnadu are being pursued by the Centre to expedite the matters.

### [Translation]

#### Profit and Loss to Rural Electrification Corporation

2721. SHRI MAHENDRA SINGH : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether the Rural Electrification Corporation, New Delhi has been increasing its profit year to year and if so, the details of receipts and expenditure of the Corporation for the last five years ; and

(b) whether Corporation propose to consider reducing the interest rates on the loans provided for assisting the backward States so that the profit of the Corporation also reaches the backward States ?

THE MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKARANAND) : (a) Yes, Sir. The details of receipts and expenditure for the last 5 years are as follows :

Year	Total income by way of interest etc. (Rs. crores)	Total expenditure/interest on borrowings/tax liability (Rs. crores)
1979-80	43.15	37.16
1980-81	55.08	47.83
1981-82	67.97	58.82
1982-83	84.29	73.29
1983-84	97.85	85.64

(b) The Corporation is extending financial assistance on soft terms to State Governments and to backward areas, including tribal tracts and hill regions.

[English]

**Rail Line from Dimapur to Manipur**

2722. PROF. MEIJINLUNG KAMSON : Will the Minister of RAILWAYS be pleased to state :

(a) whether a survey was made years back for a new line of railway from Dimapur to Manipur, via Dansiri, Barak river valley and Karong ; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) and (b) There is no record available to show that such a survey was carried out.

**Extension of rail-head from Silchar to Jiribam**

2723. PROF. MEIJINLUNG KAMSON : Will the Minister of RAILWAYS be pleased to state .

(a) the progress so far made in the work of extension of rail head from Silchar of Assam to Jiribam of Manipur ;

(b) the allocation of fund for the work ;

(c) whether it is a time-bound work and if so, when it will be started and the scheduled time for completion ,

(d) the details of the reasons for its slow progress ; and

(e) whether there is any proposal to extend upto Imphal ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) The physical progress of construction of the railway line from Silchar to Jiribam till February 1985 is about 25%.

(b) The outlay expected upto end of 1984-85 is Rs. 10.90 crores and the outlay proposed for 1985-86 is Rs. 1.00 crore.

(c) & (d). The progress of the work has been affected because land has not so far been handed over fully by the State Government and also due to the constraint of funds. The completion of work will depend upon timely handing over of the requisite land to the Railways and availability of resources.

(e) A Preliminary Engineering-cum-Traffic Survey for extension of the metre gauge line from Jiribam to Makru (19 kms) is in progress. There is no proposal at present to extend the line upto Imphal.

**Submergence of villages due to construction of Upper Kolab Dam**

2724. SHRI RADHAKANTA DIGAL: Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether it is a fact that large number of villages in Orissa are going to be submerged on the completion of upper Kolab dam project ;

(b) if so, the approximate number of people who are going to be displaced on completion of this project ,

(c) the compensation paid so far or proposed to be paid to the affected people in that part of Orissa ; and

(d) the details of the rehabilitation work undertaken or planned for these affected people ?

THE MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKARANAND) : (a) and (b). 149 villages are likely to come under submergence displacing about 5389 families on the completion of Upper Kolab Project.

(c) and (d). Compensation will be paid as per the provisions of Land Acquisition Act. In addition, State Government pro-

poses to extend the following facilities for rehabilitation of displaced persons :

- (i) Homestead land : Each family will get upto 0.2 ha of developed land.
- (ii) Cultivable land : Every family will be allocated 1.2 ha of irrigated land or 2.4 ha of unirrigated land.
- (iii) Transportation charges : @ Rs. 150/- per family

Community facilities such as a well, a school, an approach road and a transmit shed are being provided for each group of 50 families. Other facilities like gochara and cremation ground are also being provided for the rehabilitated villages. Two rehabilitation schemes, one near Batasana and the other near Nuagaon, together covering 3536 ha are ready for rehabilitation after completing the reclamation works. One more scheme in Boriguma Tehsil covering an area of 1417 ha has been identified for undertaking reclamation and rehabilitation works as and when necessary. The displaced families who are not willing to avail of the rehabilitation facilities are to be paid equivalent cash grant of Rs. 14,040/- per family. A Rehabilitation Advisory Committee has been formed which considers from time to time issues arising out of the rehabilitation work and guides the concerned Departments of the State Government.

#### Change in name of Waltair to Visakhapatnam

2725. SHRI S.M. BHATTAM : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government are considering any proposal to change the name of Waltair to Visakhapatnam ; and

(b) if so, the time by which it will be done ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) and (b). A suggestion has been received for change of name of Waltair station to Visakhapatnam. The suggestion has been for-

warded to the State Government because as per extant policy any change in the name of the existing station can only be made on the recommendation of the State Government concerned with the concurrence of the Union Ministry of Home Affairs.

#### Construction of over-bridge at Kancharapalem

2726. SHRI S. M. BHATTAM : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any proposal for constructing an over-bridge at Kancharapalem in Visakhapatnam town ;

(b) whether Government are aware that the citizens of the Visakhapatnam stand to regularly suffer for want of such facilities in the heavy traffic area of the town ; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) to (c). According to extant rules, construction of road over bridge in replacement of busy level crossing is taken up by Railways jointly with the State Governments on cost sharing basis. Proposals for road over bridges are required to be sponsored by the State Governments. No proposal has yet been sponsored by Andhra Pradesh Government for providing road over bridge at Kancharapalem in Visakhapatnam town in lieu of this busy 'A' class level crossing.

#### National Seminar on Homoeopathy in Delhi

2727. DR. KRUPASINDHU BHOI : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether a National Seminar on Homoeopathy was held in New Delhi recently ;

(b) if so, the recommendations made and resolutions passed at the Seminar and the reaction of Government thereto ; and



(c) the steps taken or proposed to be taken to promote homoeopathy in the country ?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH (SHRI YOGENDRA MAKWANA) : (a) A "National Seminar on Homoeopathy" was organised in New Delhi on 23rd & 24th March, 1985 by Delhi State Branch of Homoeopathic Medical Association of India.

(b) The Ministry of Health & Family Welfare have not received the recommendations/resolutions of the Seminar,

(c) The Government have been making concerted efforts for the development of Homoeopathic System of Medicine. The Central Council of Homoeopathy is regulating Homoeopathic education and practice in the country and the Central Council for Research in Homoeopathy is developing and coordinating Scientific Research and different aspects of this System.

The Government is developing the National Institute of Homoeopathy and the Homoeopathic Pharmacopoeia Lab. The Government is also giving grants to the Private Homoeopathic Colleges in the country for setting up of Book Banks and purchase of Laboratory equipments,

**UGC Southern Region Headquarters at Madras**

2728. SHRI R. ANNANAMBI : Will the Minister of EDUCATION be pleased to state :

(a) whether it is a fact that the Government is proposing to have an office of University Grants Commission for Southern Region headquarters at Madras ; and

(b) if so, when it is going to be implemented ?

THE MINISTER OF EDUCATION (SHRI K. C. PANT) : (a) No such proposal is under consideration.

(b) Does not arise.

**Removal of stagnation in cadres of Assistant and U.D.C.**

2729. SHRI RAM POOJAN PATEL : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that in order to removee stagnation in the cadres of Assistant and U. D. C. in the Ministry, some posts of Technical Assistants have been created for this cadre only ;

(b) if so, the number of such posts Directorate-wise and the criteria adopted to fill these posts ;

(c) whether it is a fact that still there are some promotee Assistants working in the same position and scale for the last 15 years ; and

(d) if so, the delay's thereof, Directorate-wise and the action Government propose to take to ensure that Assistants are given time-bound promotion to create more avenues in this regard so that their restiveness is cooled down ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) No additional posts of Technical Assistants have been created. However, 35 posts of Assistants in scale Rs. 425-800 (RS) have been temporarily upgraded as Technical Assistants in scale Rs. 700-900 (RS).

(b) The present distribution of these posts is as follows :—

Finance Directorate	10
Secretary's Branches	4
Establishment Directorate	4
Management Service Directorate	3
Traffic Commercial Directorate	3
Pay Commission Directorate	2
Signalling & Telecommunication Directorate	2
Railway Stores Directorate	2
Traffic General Directorate	2
Traffic Transportation Directorate	2
Electrical Directorate	1

These posts have been filled on the basis of seniority-cum-suitability.

(c) and (d). At present there are only five Assistants with more than 15 years service in the grade who are still working as Assistants in scale Rs. 425-800 (RS). No proposal for giving time-bound promotion to these staff is under consideration in this Ministry.

#### Introduction of new trains on S. E. Railway

2730. SHRI NARAYAN CHOUBEY : Will the Minister of RAILWAYS be pleased to state :

(a) how many new trains have been introduced on the South Eastern Railway since 1 January, 1982, year-wise ;

(b) how many kilometres of Railway line have been added on the South Eastern Railway since 1 January, 1982, year-wise ; and

(c) the freight that the South Eastern Railway carried from 1982 to 1984, year-wise ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) The information is as under :—

Calendar year	Trains introduced	
	Non-suburban	Suburban
1982	6	9
1983	10	1
1984	20	18

(b) The information is as under :—

Year	New Lines added
1982	Nil
1983	Nil
1984	24 kms.

(c) Statistics are maintained only on a financial year basis. The information for the last three financial years is given below :

Year	Tonnes originating (000)	Tonnes carried on the system. (000)
1981-82	78,989	92,619
1982-83	80,678	96,459
1983-84	80,579	96,546

#### Enquiry into the affairs of Calcutta Port Trust

2731. SHRI NARAYAN CHOUBEY : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether Government are aware of a news published in 'Kalantar' a Bengali daily dated 19.2.1985 that the Calcutta Port Trust is becoming a losing concern in spite of its viability ;

(b) if so, whether it is a fact that furniture was purchased by Calcutta Port Trust without any tender ;

(c) if so, the reasons for the irregularities and how much money involved in this transaction ;

(d) whether the salaries or wages were given to four thousand employees who were idle ; and

(e) whether Government propose to make an enquiry to investigate the situation in Calcutta Port and its viability ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI) :

(a) Yes, Sir.

(b) and (c). Furniture is not being purchased by Calcutta Port Trust without going through the process of tender. However, in 1982 and 1984, six steel chairs on each occasion were purchased on an emergency basis for use of visitors to the Chairman and the Deputy Chairman. These chairs were purchased for Rs. 1830/-

and Rs. 2610 /- in 1982 and 1984 respectively.

(d) Calcutta Port Trust have had a large surplus work force for several years. However, it will be difficult to estimate how many men were surplus or idle at any one time. A good portion of the surplus staff is not unemployed but under-employed.

(e) There is no such proposal at present.

**Proposal to open Cancer detection centres in selected districts and proposal for Madhya Pradesh**

2732. KUMARI PUSHPA DEVI : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government have a proposal to open cancer detection centres in some selected districts in different States under Central Scheme ;

(b) if so, the number of such cancer detection centres proposed to be opened in Madhya Pradesh in 1985-86 ; and

(c) what other steps proposed to be taken under Central scheme for early detection and treatment of cancer in rural areas ?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH (SHRI YOGENDRA MAKWANA) : (a) and (b). There is a proposal to open more Early Cancer Detection Centres in the 7th Five Year Plan in institutions in different States which fulfil certain requirements for opening of such centres. The recipient institutions must provide certain infrastructure in the form of trained staff and accommodation for opening of such centres. There is at present no Early Cancer Detection Centre in Madhya Pradesh. The question of establishing such a centre in Madhya Pradesh will be considered on request. There is, however, one Postpartum Pap Smear Testing unit at Gwalior in Madhya Pradesh.

(c) Under the Cancer Research and Treatment Programme, the Central

Government have set up 9 Regional Cancer Centres and 17 Early Cancer Detection Centres. Under the All India Hospital Postpartum Programme, 25 Postpartum Detection Centres have also been set up. These Regional Centres and Cancer Detection Centres carry out periodical programmes on mass education and mass screening of the adjoining areas. In addition, the Indian Council of Medical Research is engaged in working out feasibility modules for primary and secondary prevention of cancer of the oral cavity and cancer of the uterine cervix in females which together constitute over 50 per cent of cancer cases in the country.

**Non-availability of doctors and over-crowding in CGHS Dispensary, Ashok Vihar**

2733. SHRI ZAINAL ABEDIN : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is a fact that at a time only two doctors are available in the C.G. H.S. Dispensary, Ashok Vihar, Delhi thereby resulting in over-crowding of the patients for hours together ;

(b) if so, what action has been taken to see that required number of doctors are available in that Dispensary ; and

(c) whether it is also a fact that there is a shortage of medicines, particularly the life-saving drugs, in that Dispensary with the result that patients are not getting medicines which are even prescribed by the Specialists and if so, what remedial steps have been taken in the matter ?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH (SHRI YOGENDRA MAKWANA) : (a) to (c). The sanctioned strength of Medical Officers in the CGHS Dispensary at Ashok Vihar is 8. However, due to shortage of medical manpower, only six posts are filled at present. This shortage, coupled with absence of Medical Officers due to unforeseen circumstances sometimes does lead to over-crowding and a period of waiting. Efforts are being made to post two more doctors so that the full sanctioned complement for this dispensary be

comes available. There is no shortage of medicines in the dispensary ; but if some medicine is not available at a particular point of time, then the same can be prescribed by the Specialist for direct purchase from the Super Bazar.

#### Development of Buckingham Canal

2734. SHRI BEZHAWADA PAPI REDDY : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether there is heavy growth of traffic on National Highway No. 5 particularly in the Vijayawada-Madras Sector ;

(b) if so, whether it is a fact that the 250 miles long Buckingham Canal, built in the 19th Century and which has now silted up needs marginal widening so that it can easily be utilised for introduction of fast moving hydrofoil boats for taking freight and passengers in this sector, at very low and economic prices ; and

(c) if so, what steps Government propose to take in this regard ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI) :

(a) Yes. There has been substantial growth of traffic in the Madras-Vijayawada section of National Highway No. 5.

(b) and (c). This Canal, even after marginal widening, may not be suitable for fast moving hydrofoil boats for taking freight and passengers, as the water depth in the canal will not be sufficient for operating such boats. The economics of operation of hydrofoil boats are yet to be established in India.

However, scheme for development of Buckingham Canal from Ennore to Beddaganjam Lock for operation of mechanised vessels, has been proposed for inclusion in the Seventh Five Year Plan. The Seventh Five-Year Plan is, however, yet to be finalised.

#### Construction of Over-Bridge at Kavadi (Nellore District)

2735. SHRI BEZHAWADA PAPI REDDY : Will the Minister of RAILWAYS be pleased to state :

(a) whether there has been a persistent demand for years for construction of an over bridge at Kavadi (Nellore District) in Andhra Pradesh ;

(b) if so, reasons for delay and proposal for meeting this long pending genuine need ;

(c) whether it is a fact that the Kavadi Municipality have also offered to bear its portion of the cost ; and

(d) whether Government have plans to take up the project to help development of the area and its socio-economic needs and if so, the details thereof ?

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

(b) to (d). As per extant rules, the work of road over bridges in replacement of busy level crossings are sanctioned jointly by railway and the State Government on cost sharing basis. The proposal for road over bridge at Kavadi is under the consideration of Railways and State Government who are willing to bear their share of cost. Due to constraint of resources and a number of works of road over/under bridges already in progress in Andhra Pradesh State, it has not been possible to include this work in Railways Works Programme so far. This proposal will be considered for inclusion in Railways future Works Programme alongwith other such works, subject to availability of funds.

#### Withdrawal of wagon allotment facility at Repelle Station

2736. SHRI C. SAMBU : Will the Minister of RAILWAYS be pleased to state:

(a) whether South Central Railway Authorities had withdrawn the wagon allotment facility at Repelle Railway Station in Guntur District of Andhra Pradesh hitherto catering to the export needs of fishermen of Nizampatnam and adjoining coastal area ; and

(b) if so, the steps taken to re-start the wagon facility at Repelle Railway Station immediately ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) and (b). There is no traffic in goods offered by fisheries industries. As the other traffic offering at Repalle Station also has been meagre, it has not been possible to organise regular goods train services on the branch line to Repalle Station. Facility for loading piecemeal wagons from this station was, therefore, discontinued. However, whenever, there is a demand for loading full train loads from this station, special arrangements are being made to clear the traffic. There has been no change in the process of materialisation of traffic at this station since withdrawal of facilities of registration of wagon load. There is, therefore, no proposal to resume this facility.

**Improvement of Harkhua Gopalganj  
Railway Station**

2737. SHRI KALI PRASAD PANDEY : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that condition of Harkhua Gopalganj Railway Station is in a very bad condition ;

(b) whether, keeping in view that there are several industries and sugar mills operating in Gopalganj district, there is any proposal to improve the condition of Harkhua Gopalganj Railway Station and provide necessary amenities there ; and

(c) if so, the details thereof ?

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

(b) Yes, Sir.

(c) Proposals include extension of waiting hall, provision of a retiring room, booking office, SQT godown, parcel office-cum-godown, and extension of Station Master's Office.

**Decision re : Orissa's Irrigation  
and Power Projects**

2738. SHRI ANANTA PRASAD SETHI : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) what are the details regarding the various irrigation and power projects forwarded by the Orissa Government which are pending decision with the Union Government ; and

(b) the time by which Union Government are likely to clear those projects ?

THE MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKARANAND) : (a). The major and three medium irrigation projects of the Government of Orissa have been considered acceptable by the Technical Advisory Committee of the Planning Commission with certain observations to be complied with by the State authorities. One major and two medium schemes are under consideration of the Technical Advisory Committee. Six major and nine medium schemes are being appraised in the Central Water Commission (CWC) in consultation with the project authorities.

As regards power projects, one hydro scheme has been techno-economically cleared by the Central Electricity Authority (CEA) and has been forwarded to the Planning Commission for their approval. One thermal scheme (Ib. T.P.S.) and one hydro scheme (Hirakud Stage III) are under examination in the CEA. The revised project report of the Bhimkund multipurpose scheme is awaited from the State Government.

(b) Techno-economic clearance is given to projects when the State authorities have complied with the comments of the CWC and the CEA.

**Filling up of vacant posts of Draftsmen,  
Estimators and Tracers**

2739. SHRI GADADHAR SAHA : Will the Minister of RAILWAYS be pleased to state :

(a) the number of posts of Draftsmen, Estimators and Tracers are lying vacant in Civil Engineering Department in South Eastern Railway, division-wise and headquarters also ;

(b) the steps taken by the Railway Administration to fill up these posts ;

(c) whether any advertisement has been given in the newspapers by the Railway Service Commission inviting applications for these categories ; and

(d) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) to (d). Information is being collected and will be laid on the Table of the Sabha.

**Measures to check Railway accidents due to human failure**

2740. SHRI SANAT KUMAR MANDAL : Will the Minister of RAILWAYS be pleased to state :

(a) whether the three major accidents in the recent months involving loss of life and damage to Railway property have one thing in common, namely the human failure ;

(b) if so, what effective measures have been evolved to check rising incidence of 'human failure' and innovations made in modernisation with respect to checking fatigue, the introduction of gadgets, to keep a tab on locomotive drivers and train crew against drunken driving while on duty and strengthening of the psycho-technical cells on the Zonal Railways ;

(c) whether there have been instances where the crucial, operating staff like Switchmen, Cabinmen, Pointsmen and Levermen have contributed towards these 'human failures' and whether these were due to 'fatigue' by heavy rosters or otherwise ; and

(d) the steps being taken in this direction ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) 2 out of the 3 major accidents since January 1985 were caused by human failure. The third accident is under investigation by the Commissioner of Railway Safety.

(b) To check the incidence of human failure, a 10-point Action Plan was laun-

ched recently concentrating on intensive inspections at all levels, counselling of staff in the field, surprise checks on observance of safety rules and safeguards, foot-plate inspections to ensure that the drivers obey signals and observe speed restrictions. To supplement human vigilance, more technological aids like route relay interlocking, track circuiting, automatic reversal of signals after passing of a train, panel interlocking, axle counters, etc. have been provided. It is also planned to provide Auxiliary Warning System in busy areas.

To prevent fatigue, strict observance of duty hours is checked from time to time and conditions in the Running Rooms are also maintained at a satisfactory level to enable staff to take proper rest.

Breathlyser tests are carried out at crew booking points to check whether the drivers are under the influence of alcoholic drinks.

Strengthening of Psycho-Technical Cells in Research, Design & Standards Organisation will be reviewed based on the workload.

(c) and (d). Accidents have been mostly caused due to error of judgement and negligence on the part of Operating Staff. The crucial Operating Staff like Switchmen, Cabinmen & Pointsmen are not generally subjected to long hours of duty. Hours of work, periods of rest etc of such staff are regulated by the Railway Servants Hours of Employment Regulation. Provision of rest givers, leave reserve has been adequately made and checks are made to see that Operating Staff are not subjected to long hours of duty.

**Conversion of Quilon-Madras line into Broad Gauge**

2741. SHRI N. DENNIS : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any proposal under the consideration of Government to convert Quilon-Madras Metre-Gauge to Broad-

Gauge during the Seventh Plan period ; and

(b) if so, the details regarding the project and the time when it is likely to be started alongwith the estimated cost of the work ?

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

(b) Does not arise.

#### **Restructuring of Drawing Staff in Railways**

2742. SHRI ANANDA PATHAK : Will the Minister of RAILWAYS be pleased to state :

(a) whether Railway Board have issued orders, for restructuring the cadre known as Drawing staff (Draftsmen, Estimators, Design Assistants, etc.) ;

(b) if so, whether these orders have been implemented by all the Zonal Railways ; and

(c) if not, which are the Zonal Railways who have not yet implemented the said orders and the reasons therefor ?

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

(b) and (c). The restructuring orders were issued in November, 1984. The implementation of these orders in the Zonal Railway Headquarters, Divisions, etc. is in progress on all the Railways and is expected to be completed expeditiously.

#### **Allocation for construction of rest places and parking area along the National Highways**

2743. SHRI V. SOBHANADREESWARA RAO : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether there is any proposal before Government to construct rest places and parking area for Motor Vehicles after

every 100 miles along the National Highways to minimise accidents and to provide relief to the drivers ; and

(b) if so the details thereof and the allocation made in the current year for the same ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z.R. ANSARI) (a) and (b). A scheme has already been evolved to encourage construction of truck parking complexes along National Highways, at convenient locations, at a distance of about 300 kms., on selected major arterial routes. The scheme envisages undertaking and implementation of these projects by the State Units of the Truck Operators Highway Amenities Society. The cost of land, approach road and development of parking space, is to be borne by the Central Government, and expenditure on construction of buildings and other structure is to be met from Revolving Fund created by State Units of Truck Operators Highway Amenities Society by raising contribution from truck operators. The truck parking complexes are to function on no profit no loss basis. The Government of India have so far approved four proposals of truck parking complexes, one each in Punjab and Haryana and two in Andhra Pradesh, involving the Central Government financing amounting to Rs. 59.26 lakhs.

Financing of these works, in so far as the Central Government's share is concerned, is out of allocation for the development of National Highways.

#### **Cancellation of A.T. Mail and Vaishali Express for long time in N.E.F.R.**

2744. SHRI HANNAN MOLLAH : Will the Minister of RAILWAYS be pleased to state :

(a) whether North-East Frontier Railway failed to run A.T. Mail and Vaishali Express for long time ;

(b) if so, the reasons therefor ;

(c) whether the Railways propose to restore the old schedule of time-table in that section ; and

(d) if so, by what time ?

I II

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) and (b). 1/2 A.T. Mail and 15/16 Vaishali Express Metre Gauge trains were discontinued consequent upon conversion of Barauni-Katihar Metre Gauge section into Broad Gauge.

8 Up Ahmedabad Janata Express	—	8
18 Up Saurashtra Janata Express	—	4
6 Up Saurashtra Mail	—	4

(c) No, Sir.

(d) Does not arise.

**Reservation quota for 1st and 2nd Classes at Patan Railway Station**

2745. SHRI PUNAM CHAND MITHABHAI VANKAR : Will the Minister of RAILWAYS be pleased to state :

(a) what are the reservation quotas of First and Second Classes of Patan Railway Station and nearby Railway Stations for onward Bombay journey on each of various trains on the Rajkot Division of Western Railway ;

(b) whether demands have been made by various organisations, VIPs, Chamber of Commerce etc. to increase the same ; and

(c) if so, the details thereof and the action taken to increase the same to overcome the difficulties faced by passengers ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) The following reservation quotas have been allotted to Patan and Mehsana stations for onward Bombay journey :

I II

**PATAN**

6 Up Saurashtra Mail	—	5
8 Up Ahmedabad Janata Express	—	4

**MEHSANA**

2 Up Gujarat Mail	2	—
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(b) & (c). Yes, Sir. The demand had been received through DRUCC, Rajkot to increase the quota of various stations by 6 Up Saurashtra Mail for the stations of Rajkot Division. As a result thereof, an additional quota of two second class berths has been allotted to Mehsana station increasing the same from two berths to four berths w.e.f. 15.2. 1985.

**Inclusion of Widowed Mother of Railway Employee in Post-Retirement Complimentary Passes**

2746. SHRI BASUDEB ACHARIA Will the Minister of RAILWAYS be pleased to state :

(a) whether any letter dated 10 January, 1985 of All India Railwaymen's Federation has been received in the Ministry of Railways for issuing necessary instructions for inclusion of widowed mother of railway employee in post-retirement complimentary passes just like the serving railway employees ;

(b) if so, whether any instructions have been issued to this effect ; and

(c) if so, the reasons thereof ?

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

(b) No, Sir.

(c) Under the extant pass rules, post-retirement complimentary passes are not admissible to dependent relatives which term includes widowed dependent mother. It is not proposed to amend the rules in this regard.



**Expenditure incurred on Original Works and Maintenance and Repairs of National Highways in West Bengal**

2747. SHRI BHOLA NATH SEN : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether Government had authorised the Government of West Bengal to undertake original as well as repairs and maintenance works of the National Highways in West Bengal during the Sixth Five Year Plan period (1980-85) ;

(b) if so, the details thereof ;

(c) what was the actual expenditure incurred by the State Government as compared to the expenditure authorised by the Centre for original works, repairs and maintenance of the National Highways in West Bengal during the above period ;

(d) the reasons for low expenditure, if any ; and

(e) the steps taken/proposed to be taken by the Centre in this regard ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z.R. ANSARI) : (a) to (c). Yes, Sir. During the Sixth Five Year Plan (1980-85) Original Works costing about Rs. 27 crores and Maintenance and Repair works costing about Rs. 18 crores were

sanctioned on various National Highways in West Bengal. Against these sanctioned works as well as pre-sixth plan works, an allotment of Rs. 30.65 crores for National Highway (Original) works and Rs. 14.85 crores for Maintenance and Repair works was made. An expenditure of Rs. 30.73 crores (upto February 1985) on National Highway (Original) works and Rs. 16.79 crores (upto November, 1984) for Maintenance and Repair Works have been incurred during the Sixth Plan period.

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

**Funds allocated and utilised for national highways in Bihar**

2748. SHRI ANANTA PRASAD SETHI : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) funds allocated and utilised for construction and improvement and maintenance and repairs of National Highways in Bihar during the last three years ; year-wise; and

(b) the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z.R. ANSARI) : (a) and (b). The following sums were allotted and spent on the construction and maintenance of National Highways in Bihar during the last three years :—

Year	Construction of National Highways		Maintenance of National Highways	
	Amount allotted	Actual expenditure	Amount allotted	Actual expenditure
	(Rs. in lakhs)			
1982-83	860.00	932.27	406.38	412.72
1983-84	1022.56	1010.82	448.78	422.17
1984-85	1130.60	421.39*	572.58	293.86*

\* Expenditure up to December, 1984.

**Technical training to students in minority concentration areas**

2749. SHRI ANANTA PRASAD SETHI : Will the Minister of EDUCATION be pleased to state :

(a) whether there is any proposal under the consideration of Government to impart technical training to students in minority concentration areas ; and

(b) if so, the details thereof ?

THE MINISTER OF EDUCATION (SHRI K.C. PANT) : (a) and (b). There is no proposal, at present, under consideration of Government to provide further facilities to impart technical training to students in minority concentrated areas. However, during 1984-85, 10 polytechnics in the country were selected to provide facilities to the candidates in the minority concentrated areas in acquiring technical skills. These polytechnics have been designated as Community Polytechnics. In addition to their normal responsibility of conducting diploma courses in various branches of engineering and technology, these polytechnics have also undertaken the activity of conducting short-term skill training courses in various trades relevant to the local needs of the respective minority concentrated areas. The skill/technical training courses offered by them at their own campus as well as in the extension centres set up by these institutions for the purpose, extend over a period of three to six months. At present 922 students are undergoing this skill training in various trades.

**Grant to voluntary educational institutions**

2750. SHRI JITENDRA PRASADA : Will the Minister of EDUCATION be pleased to state :

(a) whether Government have been providing grant to the private voluntary educational institutions for running schools in rural areas of the country particularly in Uttar Pradesh;

(b) whether Government have received complaints about the misuse of the grant by these institutions ; and

(c) if so, the steps taken or proposed to be taken by Government to check such misuse of public funds and ensure the proper utilisation of the grant ?

THE MINISTER OF EDUCATION (SHRI K.C. PANT) : (a) No, Sir.

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

**Promotion of sprinkler irrigation**

2751. SHRI VIJAY N. PATIL : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether Central Government have started any scheme to promote sprinkler irrigation in the country ; and

(b) if so, the details thereof ?

THE MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKARANAND) : (a) and (b). Yes Sir. Under the scheme a subsidy is paid @ 50% to small and marginal farmers and 20% to other farmers for installation of sprinkler/drip irrigation system. The upper limit of subsidy for small and marginal farmers is Rs. 20,000/- and for other farmers it is Rs. 8,000/-. The cost of subsidy is shared equally between the Centre and the State Government concerned.

**Shipping deal of Cochin Shipyard**

2752. SHRI G.G. SWELL :  
SHRI K. PRADHANI :

Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether recently the Cochin Shipyard purchased four ships from Poland at a cost of Rs. 22 crores each as against an offer of similar ships at Rs. 3 crores each by West Germany ;

(b) if so, the reasons for such a bizarre decision involving loss to the Government exchequer of Rs. 19 crores per ship ; and

(c) whether as a result the whole deal is under scrutiny ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI) : (a) and (b). The Cochin Shipyard has not been purchasing any ships from Poland or any other country. However, CSL has

been importing main engines from a Polish Firm H.C.P Poland for its ships 002 to 005 built/being built by the shipyard. The main engines from other countries were much costlier than those procured from Poland.

(c) Government is not aware of any such deal being under investigation.

[*Translation*]

**Ganga Barrage at Kanpur**

2753. SHRI NARESH CHANDRA CHATURVEDI :

SHRI JAGDISH AWASTHI :

Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether Government have under consideration a scheme to construct a Barrage over the Ganga at Kanpur ;

(b) if so, the details thereof ; and

(c) if not, the reasons therefor ?

THE MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKARANAND) : (a) and (b). Construction of a Barrage across Ganga at Kanpur has been under the consideration of the Government of Uttar Pradesh. The project envisages mainly supply of drinking water to Kanpur and water for some industrial establishments in the vicinity with some irrigation during Kharif period. The Technical Experts Committee, appointed by the Government of India for suggesting a proper location for this Barrage, has recommended a site across the Ganga River near Kanpur at about 1 km. upstream of Bhaironghat.

(c) Does not arise.

[*English*]

**News item captioned "Losing Cash without cross-checks"**

2754. SHRI SANAT KUMAR MANDAL : Will the Minister of RAILWAYS be pleased to state :

(a) whether his attention has been drawn to the news item captioned "Losing Cash without cross-checks" appearing in the 'Indian Express', New Delhi dated 19 March 1985 ;

(b) if so, the approximate amount for which the Railway has been duped ;

(c) the modus-operandi of the fraud and why it could not be detected either by the Inspector of Station Accounts or the Traffic Accounts Branch of the Railway ;

(d) whether it was made possible to defraud as a result of some lacunae in the Railway Codes/Coaching Manuals or it was purely human ingenuity ; and

(e) the action being taken to recover the amount defrauded and to prevent such frauds happening in future on other Railways ?

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

(b) The approximate amount has been worked out to Rs. 53,810/-.

(c) Modus operandi of the fraud adopted by the Senior Asstt. Coaching Clerk was to pick up at random some entries of the wait-listed and confirmed reservations from the Reservation Register after departure of the trains and record them in Refund Statement without physical availability of passenger tickets and pocketing the railway money and also by making false entries of tickets on which refund had already been granted and thus pocketing the amount of duplicate refunds.

The frauds of such type being committed at Ahmedabad was detected during the inspection by the Travelling Inspector of Accounts. Subsequent to this a team of Inspectors was deputed to check the records in depth to pinpoint all such cases.

(d) The fraud would not have taken place if relevant rules and instructions had been followed correctly by the staff concerned.

(e) Western Railway Administration has ordered a Senior Scale Officers' enquiry into this case for fixing up responsibility. The staff concerned has already been suspended. Ministry of Railways have reiterated instructions to the Zonal Railways stressing scrupulous observance of the rules so as to avoid cases of such frauds in future.

**CORRECTING THE REPLY TO UN-STARRED QUESTION NO. 1306 DT. 28TH MARCH, 1985, RE. FACILITIES OF IMPOUNDED DOCK SYSTEM AT HALDIA PORT**

**THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z.R. ANSARI):** Owing to defective operation of the cyclo-styling machine two words 'out' and 'no' occurring near the right hand margin of the approved answer were not reproduced in the English version of the written answer, which were cyclostyled and forwarded to Lok Sabha. The reply to the question may, therefore, be read as under:—

(a) to (d). "Facilities for entry and exit of vessels from the impounded dock system at all hours and under all conditions of tide, are not available at Haldia. Normally, vessels enter and leave the Haldia dock system on high water so that the River Bars can be negotiated without difficulty. Facilities for exit and entry of vessels into the impounded dock system at Haldia is dependent on tide and not on impounding system.

Haldia Dock Complex was conceived as an impounded dock system. By the impounding system the level of water inside the dock is maintained at the required level and does not fluctuate with the water levels in the river which are dependent on tides. As has been indicated above, impounding facilities are available at Haldia. As such there has been no adverse impact on Shipping and Traffic."

**12.00 hrs.**

**SHRI BASUDEB ACHARIA (BANKURA):** The Government of India has taken a decision to cut edible oil quota for the State of West Bengal...

**MR. SPEAKER:** You give me something in writing.

**SHRI BASUDEB ACHARIA:** I have given a calling attention notice today.

**MR. SPEAKER:** If you have given it today, I will ask for the facts and then I will decide.

**PROF. K. K. TEWARY (BUXAR):** A group of foreign spies were recently arrested in Bangalore. They belonged to an international group of narcotics and spies...

**MR. SPEAKER:** Have you given me something in writing?

**PROF. K. K. TEWARY:** I have given a notice...

**MR. SPEAKER:** I will find out. I think he gave some notice yesterday.

**PROF. K. K. TEWARY:** They have enticed some local girls and married them. You will be shocked to know—it has come in the papers—that one of the Americans, who has married a local girl, was blessed.\*\*

**MR. SPEAKER:** I will find out. You cannot name anybody.

**PROF. K.K. TEWARY:** This is a very serious matter.

**MR. SPEAKER:** I cannot allow insinuation against anybody. Not allowed.

**PROF. MADHU DANDAVATE (RAJAPUR):** What is your objection to marriage?

**PROF. K. K. TEWARI:** They are international spies.

**MR. SPEAKER:** We will find out.

**PROF. MADHU DANDAVATE:** Why is he worried about other people's marriages?

**MR. SPEAKER:** I do not try to interfere in it either. That is a personal matter.

[Translation]

SHRI GIRDHARI LAL VYAS (BHILWARA) : The nationalised banks located in our region charge 3 to 4 times the interest on loans given to the farmers.

MR. SPEAKER : Please give me in writing, then I shall see.

SHRI GIRDHARI LAL VYAS : I have already given notice for half-an-hour discussion on this issues... (Interruptions)

MR. SPEAKER : Not allowed.

(Interruptions)

[English]

SHRI LALIT MAKEN (SOUTH-DELHI) : I want to raise a very important matter. There is an acute shortage of bread in Delhi.

MR. SPEAKER : You give me something in writing.

SHRI LALIT MAKEN : This is a very important matter.

MR. SPEAKER : It might be important but it cannot be taken up like that. Not allowed.

SHRI S. JAIPAL REDDY (MEHBOOB-NAGAR) : It appears that Punjab has two Governors. Mr. Satarawala, who has been shifted... \*\*

MR. SPEAKER : Not allowed.

SHRI V. SOBHANADRAGESWARA RAO (VIJAYWADA) : I have given a Calling Attention Notice regarding illegal construction of Hotel Leela Penta at Santa Cruz Airport in Bombay..

MR. SPEAKER : No, no, that is a State subject.

12.05 hrs.

PAPERS LAID ON THE TABLE

Detailed Demands for Grants of the Ministry of Irrigation and Power for 1985-86

THE MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKARANAND) : I beg to lay on the Table a copy of the Detailed Demands for Grants (Hindi and English versions) of the Ministry of Irrigation and Power for 1985-86. [Placed in the Library See No. LT 670/85]

Annual Report and Review of the Indian Institute of Technology, Kanpur, Bombay etc. for the year, 1983-84, Annual Accounts of the Indian Institute of Technology, Kharagpur etc. for the year 1983-84.

THE MINISTER OF EDUCATION (SHRI K. C. PANT) : I beg to lay on the Table —

(1) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Institute of Technology, Kanpur, for the year 1983-84.

(ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Indian Institute of Technology, Kanpur, for the year 1983-84. [Placed in Library. See No. LT 671/85]

(2) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Institute of Technology, Bombay, for the year 1983-84.

(ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Indian Institute of Technology, Bombay, for the year 1983-84. [Placed in Library. See No. LT 672/85]

- (3) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Institute of Technology, Kharagpur, for the year 1983-84.
- (ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Indian Institute of Technology, Kharagpur, for the year, 1983-84.
- (4) Three statements (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) to (3) above. [Placed in Library. See No. LT 673/85]
- (5) A copy each of the following papers (Hindi and English versions) under sub-section (4) of section 23 of the Institute of Technology Act, 1961 :—
- (i) Annual Accounts of the Indian Institute of Technology, Kharagpur, for the year, 1983-84 together with Audit Report thereon. [Placed in Library. See No. LT 673/85]
- (ii) Annual Accounts of the Indian Institute of Technology, Kanpur, for the year 1983-84 together with Audit Report thereon. [Placed in Library. See LT No. 674/85]
- (iii) Annual Accounts of the Indian Institute of Technology, Delhi, for the year 1983-84 together with Audit Report thereon. [Placed in Library. See No. LT 675/85]
- (iv) Annual Accounts of the Indian Institute of Technology, Madras, for the year 1983-84 together with Audit Report thereon. [Placed in Library. See No. LT 676/85]
- (v) Annual Accounts of the Indian Institute of Technology, Bombay, for the year 1983-84 together with Audit Report thereon.
- (6) Five statements (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (5) above. Placed in Library. See No. LT 677/85]
- (7) (i) A copy of the Annual Report (Hindi and English versions) of the National Institute for Training in Industrial, Engineering, Bombay, for the year 1983-84.
- (ii) A copy of the Review (Hindi and English versions) by the Government on the working of the National Institute for Training in Industrial Engineering, Bombay, for the year 1983-84.
- (8) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (7) above. [Placed in Library. See No. LT 678/85]
- (9) A copy of the Annual Accounts (Hindi and English versions) of the National Institute of Foundry and Forge Technology, Ranchi for the year 1983-84 together with Audit Report thereon. [Placed in Library. See No. LT 679/85]
- (10) (i) A copy of the Annual Report (Hindi and English versions) of the Regional Engineering College, Srinagar, for the year 1983-84.
- (ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Regional Engineering College, Srinagar, for the year, 1983-84. [Placed in Library. See No. LT 680/85]
- (11) (i) A copy of the Annual Report (Hindi and English versions) of the Motilal Nehru Regional Engineering College, Allahabad, for the year 1983-84.
- (ii) A copy of the Annual Accounts (Hindi and English versions) of the Motilal Nehru Regional Engineering College, Allahabad, for the year 1983-84 together with Audit Report thereon.

- (iii) A copy of the Review (Hindi and English versions) by the Government on the working of the Motilal Nehru Regional Engineering College, Allahabad for the year 1983-84. [Placed in Library. See No. LT 681/85]
- (12) A copy of the Annual Accounts (Hindi and English versions) of the University of Hyderabad, for the year 1983-84 together with Audit Report thereon under subsection (4) of section 29 of the University of Hyderabad, Act, 1974.
- (13) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (12) above. [Placed in Library. See No. LT 682/85]
- (14) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Institute of Management, Bangalore, for the year 1983-84 along with Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Indian Institute of Management, Bangalore, for the year 1983-84.
- (15) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (14) above. [Placed in Library. See No. LT 683/85]
- (16) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Institute of Management, Calcutta, for the year 1983-84 along with Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Indian Institute of Management, Calcutta, for the year 1983-84.
- (17) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (16) above. [Placed in Library. See No. LT 684/85]
- (18) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Institute of Management, Ahmedabad, for the year 1983-84 along with Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Indian Institute of Management, Ahmedabad, for the year 1983-84.
- (19) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (18) above. [Placed in Library. See No. LT 685/85]
- (20) A copy of the Annual Accounts (Hindi and English versions) of the Regional Institute of Technology, Jamshedpur, for the year 1983-84 together with Audit Report thereon. [Placed in Library. See No. LT 686/85]
- (21) A statement (Hindi and English versions) explaining the reasons for not laying the Annual Report of the Regional Engineering College, Durgapur, for the year 1983-84 and Audited Accounts of the Regional Engineering Colleges, Silchar, Jamshedpur and Srinagar, for the year 1983-84 within the stipulated period of nine months after the close of the Accounting Year. [Placed in Library. See No. LT. 687/85]

**Detailed Demands for Grants of the Ministry of Health and Family Welfare for 1985-86**

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI): I beg to lay on the Table a copy of the Detailed Demands for Grants (Hindi and English versions) of the Ministry of Health and Family Welfare for 1985-86. [Placed in Library. See No. LT 688/85]

**Detailed Demands for Grants of the  
Ministry of Chemicals and  
Fertilisers for 1985-86**

THE MINISTER OF CHEMICALS AND FERTILIZERS AND INDUSTRY AND COMPANY AFFAIRS (SHRI VEERENDRA PATIL) : I beg to lay on the Table a copy of the Detailed Demands for Grants (Hindi and English versions) of the Ministry of Chemicals and Fertilisers for 1985-86. [Placed in Library. See No. LT 689/85]

**Notification under Section 124 of the  
Major Port Trust Act, 1963**

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z.R. ANSARI) : I beg to lay on the Table a copy each of the following Notifications (Hindi and English versions) under sub-section (4) of section 124 of the Major Port Trust Act, 1963 : —

- (i) G S R 141 (E) published in Gazette of India dated the 6th March, 1985 approving the Bombay Port Trust Employees (Recruitment, Seniority and Promotion) Amendment Regulations, 1984, appended in the schedule to the Notification.
- (ii) G S R 291 (E) published in Gazette of India dated the 22nd March, 1985 approving the Tuticorin Port Employees (Temporary Service) Amendment Regulations, 1984 appended in the schedule to the Notification. [Placed in Library. See No. LT 690/85]

**Annual Report and Review of the Damodar  
Valley Corporation, Calcutta, for the  
Year 1983-84**

THE MINISTER OF STATE IN THE DEPARTMENT OF POWER (SHRI ARUN NEHRU) : I beg to lay on the Table —

- (1) (i) A copy of the Annual Report (Hindi and English versions) of the Damodar Valley Corporation,

Calcutta, for the year 1983-84 along with Audited Accounts, under sub-section (5) of section 45 of the Damodar Valley Corporation Act, 1948.

- (ii) . A copy of the Review (Hindi and English versions) by the Government on the working of the Damodar Valley Corporation, Calcutta, for the year 1983-84.
- (2) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above. [Placed in Library. See No. LT 691/85]

**Annual Report and Review of the National  
Board of Examinations, New Delhi for the  
year 1983-1984**

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH (SHRI YOGENDRA MAKWANA) : I beg to lay on the Table—

- (1) A copy of the Annual Report (Hindi and English versions) of the National Board of Examinations, New Delhi, for the year 1983-84.
- (2) A copy of the Review (Hindi and English versions) by the Government on the working of the National Board of Examinations, New Delhi, for the year 1983-84.
- (3) A copy of the Annual Accounts (Hindi and English versions) of the National Board of Examinations, New Delhi, for the year 1983-84 together with Audit Report thereon.
- (4) A copy of the Review (Hindi and English versions) by the Government on the Audited Accounts of the National Board of Examinations, New Delhi, for the year 1983-84. [Placed in Library. See No. LT 692/85]



## MATTERS UNDER RULE 377

## [Translation]

- (i) Need to direct military authorities to provide drinking water in Barmer, Jaisalmer and Jodhpur and surrounding villages through tankers

SHRI VIRDHI CHANDER JAIN (Barmer) : Mr. Speaker Sir, in Rajasthan the water level in wells has gone down as there were no rains there last year. Consequently, the water problem is assuming serious dimensions there. During summer, drinking water is supplied by tankers every year to the rural areas in the desert-districts of Barmer, Jaisalmer and Jodhpur. There is an urgent need to supply drinking water through tankers at present also as in many villages famine conditions are prevailing.

To supply water by tankers to rural areas on war footing till May, June and 15th July, it is necessary to make arrangements now. Summer has already started. Therefore, drinking water should be supplied through trucks and tankers in the places facing this problem.

Whenever there has been serious crisis of drinking water, the Central Government have made available the services of the military and the military have been supplying water to Barmer, Jaisalmer and Jodhpur districts during May, June upto 15th July.

Therefore, we urge the Central Government to come to the help of the State Government and arrange for the services of the military so that relief is given to the people by providing drinking water to the rural areas.

- (ii) Need to supply Nut Coke and Pearl Coke to help brass industry of Moradabad (Uttar Pradesh)

SHRI HAFIZ MOHD. SIDDIQ (Moradabad) : Mr. Speaker, Sir, Moradabad district is a famous trading and industrial Centre in western U.P. A serious crisis has developed in the traditional world famous brass industry of Moradabad due to irregular supply of special types of coke called 'Nut coke' and 'Pearl Coke' used in the small furnaces

of the industry. The afore-said Coke is used in the industries manufacturing brassware. Government should arrange to send the said coke through wagons.

## [English]

- (iii) Need to instal a 10 KW transmitter for relaying T. V. Programme from Sambalpur to Western Parts of Orissa

DR. KRUPASINDHU BHOI (Sambalpur) : The low power transmitter fixed at Sambalpur has a capacity of 1 K.W. As Sambalpur is the heart of West Orissa inhabited by 47 per cent of Scheduled Castes and Scheduled Tribes population, it requires a transmitter with a larger capacity to generate a scientific temper in this backward area which has been neglected since independence, and it should get the message of Government of India for 20 Point Economic Programme as also the message of health for all by 2000 A.D., incorporated in the Alma Ata declaration signed by the late Prime Minister Shrimati Indira Gandhi. These messages do not reach the majority of the population of West Orissa.

In view of this, the capacity of the low power transmitter should be increased to 10 K.W. so that it can reach 70 per cent of the population of West Orissa.

At the same time, a studio should be set up there, for the language of West Orissa is quite different than the Oriya language. Unless a studio is built up in West Orissa preparing programmes to cater to the needs of the people of this area, the people of that area will not understand the Oriya language. This studio should be provided at an early date to give facility to the artistes of West Orissa which is rich in cultural heritage.

The 10 K.W. transmitter, if installed, will go a long way in fulfilling the requirements of the people of West Orissa.

12.10 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*]

- (iv) Need to set up river Travel Development Corporation to promote travel by boats

SHRI DIGVIJAY SINH : Since time immemorial travel by boats along rivers

has been by far amongst the most important means of communication. Tourism, which in the past was epitomised in pilgrimages, was also very popular by river boats.

Only with the advent of other modes of transportation did river transportation fade into oblivion. But now a time has come when there could be great scope for its revival.

Partly, this is because of the growing bottlenecks with all other modes of transportation, but mainly due to the sophistication and the unique nature of this mode of travel. The Ganga, Jamuna, Brahmaputra, Mahanadi, Narmada, Krishna, Cauvery, all have great potentialities for plying river launch cruises for both ethnic and international tour circuits for pilgrimage tours and for local movements.

But for promoting this concept, a whole new infrastructure has to be built up. Special boats with widespread booking facilities would have to be set up. The magnitude of the project could ultimately be very vast.

To undertake such a programme, the Government must set up an autonomous body called the River Travel Development Corporation and even preliminary surveys should be conducted by such an agency. This Corporation could not only own boats and conduct tours itself, but also be a catalyst in generating specific projects in the private sector.

[*Translation*]

- (v) **Need to expand Inter-State Bus Terminal, Kashmere Gate, Delhi and improve its management**

**SHRI JAI PRAKASH AGARWAL :** (Chandni Chowk) : Mr. Deputy Speaker, Sir, the Inter-State Bus Terminus at Kashmere Gate, Delhi, has become totally useless. About 20 years back, the Terminus was constructed at a cost of Rs. 4 crores and the aim was to regulate and streamline the ever increasing transport services at different places in the Capital.

The Delhi Development Authority exercises administrative control over this transport terminal, whereas this authority is in no way related to transport and traffic. In the coming years, the number of incoming and outgoing buses will reach 1,000 for which this terminal will be totally inadequate.

At present 4,000 buses are using this terminal and 2.5 lakh passengers board these buses and disembark therefrom every day. To solve this problem, there is need to expand and develop this place. There is need to allot space to the buses coming from Haryana, U.P., Punjab, Rajasthan, Madhya Pradesh and Jammu and Kashmir. It is not proper to concentrate the traffic emanating from here for all the States at one place.

Therefore, one place should be allotted for Haryana, Punjab, Himachal Pradesh and Jammu and Kashmir and a separate one for U.P. and Madhya Pradesh, which should be contiguous to the earlier one so that the passengers have not to run here and there. Keeping in view the convenience of the passengers and traffic management and also the needs of the increasing population, this terminal should be further expanded and made convenient and comfortable.

- (vi) **Need to set up an oil refinery at Morena, Madhya Pradesh**

**SHRI KAMMODILAL JATAV** (Morena) : Mr. Deputy Speaker, Sir, for some time past, it has been widely reported in the newspapers that an oil refinery would be set up in Morena district of Chambal Division in Madhya Pradesh but now suddenly such news has stopped coming in the papers, and the oil refinery has also not been set up anywhere there. The people of Madhya Pradesh have been waiting for the setting up of this refinery as they have been hoping that with the opening of this refinery, the people of Morena and other parts of Madhya Pradesh will get employment and the adjoining areas will also be developed.

I request Government to ensure that an oil refinery is set up in the Morena district immediately.

[English]

- (vii) **Financial assistance for the development of Mirzapur district under NREP and NLLEG Programmes**

**SHRI UMA KANT MISHRA** (Mirzapur) : Our late and great Prime Minister and leader, Smt. Indira Gandhi had launched many valuable and useful programmes for the upliftment of the poor people of India. In the 20-point Programme there are two points, namely, National Rural Employment Programme and National Landless Labourers Employment Guarantee Programme, which seek to provide employment to poor rural people and side by side these programmes are very useful for the developmental activities in the villages. Those villages which need irrigation facilities, link roads, drinking water wells, school buildings and culverts etc. can be taken under these programmes to provide the above developmental works. There are a large number of villages and developmental blocks in my district, Mirzapur, which lack irrigation facilities, drinking water wells, link roads, school buildings and culverts etc. I request the Minister of Rural Development that money be provided for such projects in Mirzapur district under the N.R.E.P. and N.L.L.E.G. Programme.

- (viii) **Damage caused to fruit-laden trucks in arson around Azadpur Fruit Market during November riots and need to pay compensation to the affected people**

**PROF. SAIFUDDIN SOZ** (Baramulla) : On November 1, 2 and 3, 1984 there was widespread arson in and around Azadpur Fruit Market. According to survey 290 trucks were damaged and fruit was burnt into ashes. 160 trucks were burnt completely. Soon after this mishap, the Union Ministry of Agriculture was approached by various agencies for compensation to truck owners and fruit growers. Despite lapse of more than four months, no compensation has been paid to the growers who lost 290 truckloads of fruit. Similarly, no compensation has been paid to the truck-owners. The Ministry of Agriculture has to compensate fruit growers and others according to set norms of relief. I would urge the Ministry of Agriculture to compensate

fruit-growers and others and sanction relief immediately according to set norms.

- (ix) **Disruption of public life in the capital due to sudden rains on 9th April, 1985 and need to improve drainage system**

**SHRI SATYAGOPAL MISRA** (Tamluk) : A short spell of rain and storm for a few minutes disrupted the normal public life in the Capital of our country on the 9th April, 1985.

After a long dry period, Delhi had a short spell of rain on the 9th April, 1985. But that brought the city life to a standstill in different parts of Delhi. Some persons were killed and some others were injured as the houses in some areas collapsed. Traffic came to a standstill as broken branches of trees lay strewn across the roads. Some places were water-logged and some places had to face power cuts. It took a long time to clear all these problems.

Under these circumstances, I urge upon the Government to provide proper drainage system in the Capital and to build up a strong permanent machinery which will be capable of dealing with similar types of situations with least delay.

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#### DEMANDS FOR GRANTS (GENERAL), 1985-86

12 17 hrs.

[English]

#### Ministry of Steel, Mines and Coal

**MR. DEPUTY SPEAKER** : The House will now take up discussion and voting on Demand Nos. 83 to 85 relating to the Ministry of Steel, Mines and Coal, for which 6 hours have been allotted.

Hon Members present in the House whose cut motions to the Demands for Grants have been circulated may, if they desire to move their cut motions, send slips to the Table within 15 minutes indicating the serial numbers of the cut motions they would like to move. Those cut motions only will be treated as moved.

A list showing the serial numbers of cut motions treated as moved will be put up on the Notice Board shortly. In case any member finds any discrepancy in the list, he may kindly bring it to the notice of the Officer at the Table without delay.

Motion moved :

“That the respective sums not exceeding the amounts on Revenue Account

and Capital Account shown in the Fourth column of the Order Paper be granted to the President out of the Consolidated Fund of India to complete the sums necessary to defray the charges that will come in course of payment during the year ending 31st day of March, 1986, in respect of the Heads of Demands entered in the second column thereof against Demand Nos. 83 to 85 relating to the Ministry of Steel, Mines and Coal.”

**Demands for Grants, 1985-86 in respect of the Ministry of Steel, Mines and Coal submitted to the vote of Lok Sabha**

No. of Demand	Name of Demand	Amount of Demand for Grant on account voted by the House on 25th March, 1985		Amount of Demand for Grant submitted to the vote of the House	
		Revenue Rs.	Capital Rs.	Revenue Rs.	Capital Rs.
1	2	3		4	
<b>MINISTRY OF STEEL, MINES AND COAL</b>					
83.	Department of Steel	2,43,11,000	1,17,32,83,000	12,15,60,000	5,86,64,17,000
84.	Department of Mines	20,47,79,000	50,24,16,000	1,09,89,00,000	1,47,12,84,000
85.	Department of Coal	24,74,48,000	1,77,50,01,000	1,23,72,44,000	8,87,50,05,000

MR. DEPUTY SPEAKER : Now Shri Bhattam Sreerama Murthy will initiate the discussion.

SHRI S.M. BHATTAM (Visakhapatnam): Sir, at the outset permit me to make a reference to a news item appeared in *The Statesman* yesterday under the heading “Mountains of coal up in smoke”. It was reported thereunder :

“..thousands of tons of coal catch fire at pitheads of collieries of Coal India Limited and are either completely destroyed or become useless for industry,”

This is not a sporadic incident, this is not an accidental fire. It is further reported ;

“Every year coal worth several crores of rupees goes up in smoke..”

This is a continuing feature and a permanent feature as it appears.

Now, Sir, it is further stated that Coal India Ltd., companies on 31st March had 29.8 million tonnes of pithead stocks worth Rs. 700 crores. Many of such junks are put on fire. This is a grave situation. This is a very serious matter. I am not sure whether the Government has applied its mind to this at all. I do not know whether the Minister or any important officer of the Government has visited this place, taken necessary steps, ordered suitable investigation into the situation and tried to remedy

[S.M. Bhattam]

the position. Why does this continue and continue indefinitely? Why do they put no check on this? It is a colossal waste of nation's money. Not only this. Coking coal is also involved in this. This is a very important raw material for the purpose of production of steel. While I make a reference to this, I urge upon the Government to take necessary steps to see that such incidents do not occur and order necessary investigation into the whole matter and see that important national assets are not wasted like this.

Now, I come to Visakhapatnam Steel Plant about which I had an occasion to make a representation to the Minister also sometime back. Before I raise this subject, let me bring to his kind notice that every single day's delay in commissioning this plant would lead to a loss of Rs. 3 crores per day to the Government. I am not bringing out this position or statement myself. In a round-table conference organised by the Ministry of Steel on February 18-19, this position has incidentally come. So, there is no question of either repudiating or criticising this. This is a basic fact. Actually, the Visakhapatnam Steel Plant is in artificial respiration. Artificial respiration is continuing. It is put in the Intensive Care Unit. It is subjected to life and death, either deliberately or otherwise, either through acts of omission or commission. This is the situation or the fate to which the plant is reduced. There is no knowing that when it will be going to be commissioned. God alone knows it. I do not know whether the Minister also knows it. Therefore, I said, God alone knows it.

According to my information, the project authorities of Visakhapatnam Steel Plant wanted for this year, an amount of Rs. 2,500 crores. The Ministry of Steel and Mines have supported to the extent of Rs. 1,600 crores. The Planning Commission made a recommendation to the tune of about Rs. 1,400 crores. Ultimately, the Ministry of Finance has sanctioned only Rs. 215 crores. This is an attitude. Where do we stand now today? Are the Government serious at all? The implementation is not taken up seriously. This is the first coast-based and most sophisticated integrated plant in the country. Is this the

treatment which the Government wants to give to this Plant? I am surprised and shocked. Let me tell the hon. Minister that the public opinion in Andhra Pradesh is seriously concerned about the situation that is prevailing. Let him take notice of the situation, try to remedy the position and improve the financial condition and see that something is done.

I may briefly refer to the long chequered career and the history of this unfortunate Plant. It was first conceived in 1960. It was decided to set up the plant at Visakhapatnam in 1970. The foundation-stone was laid in 1971. The Public Investment Bureau cleared the project in 1979. So, it took 20 years for clearing the project. That was the initial difficulty.

After that, the USSR and India agreed to set up the plant by December, 1980. At that time, it was envisaged that the first phase would be completed by 1984 and the second phase would be completed by 1986. There was a slippage of 2 years. The count-down date, instead of being 1980 was taken as 1982 with the result that the first phase was expected to be completed in February, 1986. That is how it was re-scheduled. Later on, it was re-scheduled to 1987-88. The gap between the first phase and the second phase was only 2 years as originally anticipated. But now the first phase would be completed in 1987-88 and the second phase would be completed 4 years after that, that is, in 1991-92. This is the re-phasing of the project. This is the treatment which has been given to this steel plant.

Is it at all proper? Is it at all just? I would urge upon the hon. Minister to consider this for a minute. In 1979, when the first estimated cost was prepared, it was hoped that the plant would be completed at a cost of Rs. 2256 crores. In 1980, there was an upward revision and it was Rs. 2907 crores. It was hoped that the plant would be completed with that amount. What did they do at that time? In 1980-81, they allotted only Rs. 71 crores; in 1981-82, they allotted Rs. 146 crores and in 1982-83, they allotted Rs. 1250 crores. Like that, they went on. They delayed it; they procrastinated. They did not give necessary finances for the project with the result that now with an escalation in prices,

it comes to Rs. 8300 crores. What could have been completed with Rs. 2256 crores now costs Rs. 8300 crores. I do not know why the Minister does not come out with a final estimate, a final figure. I raised this subject and the answer given to me was that it is was not a final estimate. I would request the Minister not to keep the House in the dark. Let him categorically assert and say that this is the final and revised estimate. Why does he not mention that ? When was the proposal brought to his notice ? I am told that the Consultant prepared it ; it was processed and it is receiving the attention of the Ministry. How long does it receive attention in the Ministry ? Let him say when it is going to be completed. If it is further delayed, it will further escalate the cost and it will be an abnormal increase in cost. Ultimately, he may have to declare that it is going to be an exorbitant cost. I am afraid of what is going to happen to the future of the plant itself. That is our misapprehension.

I, therefore, earnestly urge upon the Government that let there be no further delay, either deliberate or otherwise, in providing necessary and adequate funds for an early and speedy completion of the project.

At this stage, I do not propose to go into various loopholes, deficiencies, slippages, shortfalls and other information which is available to me in the implementation of the project at Visakhapatnam. I make possible reference to that. I am bound to do that. I am obliged to do that.

Out of 4½ lakh tonnes, only 7,670 tonnes of equipment was erected. Erection was very poor and very unsatisfactory. There is non-availability of special qualities of structural steel. Orders for special steel were not even placed because there is no money. If you do not even place the orders, how do you expect the factory to come up at all ? When do you hope that this will come up? A number of equipments required for Stage No. 1 have not been ordered. Almost all major units of Stage No. 1 are now in critical condition. This is the situation.

I want to make a reference to another aspect namely, re-employment policy. The Government of India have committed to provide employment at the rate of at least one person per displaced family. That is the solemn assurance given. That is the commitment of the Government of India. Do they want to go back on this ? I had put a question and the reply is here. I would like to read out :

“It is the policy of the Government of India to consider for employment”

The wording is “to consider for employment”—

“in the steel plants one able-bodied person from each family.”

They want just to consider. There is no commitment. Previously, a commitment was solemnly given. How do you go back on this ?

I can mention umpteen number of assurances given by the late Prime Minister and also by the concerned Ministers on the floor of the House and elsewhere also and even in Visakhapatnam that employment will be provided to displaced persons.

Now they say that attempts will be made and that they will consider. This is very unfortunate ! I want to apprise them of the magnitude of the problem.

25,000 acres of land were acquired. The number of displaced families comes to about 13,000 out of which they have so far provided employment only to 1,274. Are you not interested in providing employment to the rest of the people ? Are you not interested in their welfare ? They were removed from their hearths and homes. Their land was acquired. Their houses were demolished. They are on the streets. Of course, they are rehabilitated somewhere. There is no job for anybody. For the last 5 to 6 years, they were thrown into the streets. Nothing has been done for them.

Not only that. You see the figures. In 1983-84 annual report, they said that 1,124 persons were absorbed.

[Shri S.M. Bhattam]

In 1984-85, there is improvement. 1,274 persons, about 100 persons more than in the year 1983-84 were appointed in 1984-85. This is all the improvement !

Under the contract system, people were appointed. That again was quoted. They take credit for this. The contractors provide employment and the Government takes credit for that and makes reference of it in the annual report! I have no objection. But what is the actual position here ?

You please see that in the year, 1983-84 4,533 persons were employed by the contractors.

The next year 1984-85, the figure got reduced to 4,327 persons !

Even this level was not maintained. Even here it was slashed down. There is reduction.

What is the total employment potential in a steel plant, including even the casual workers ? About 50,000 in the peak period. In any case, 30,000 are being employed now. How is it that only 4,000 people are being employed by the contractors ? Why not all the 30,000 people ? Can you not manage and see that that is done ? Is it not the responsibility of the Government to ensure that? It is callous irresponsibility which will not be tolerated by the people. Excuse me, Mr. Minister. I have great respect for you; I have read some of your speeches and articles and I have developed some respect for you. But what can you do ? You have taken charge of this Ministry only recently. A number of things have taken place in the last twelve years ending 1984, there have been nine changes in the person holding the portfolio of the Ministry of Steel & Mines, seven changes in the person holding the post of Secretary and five changes in the person holding the post of Chairman, SAIL. It is not known for how long anybody will continue. In that case, there can be no consistent responsibility or answerability or pursuing of a particular policy. Therefore, the difficulty arises. I very much understand that. But you must also equally understand the agony of the

people there. We are answerable and responsible to them. Tomorrow we will have to face the wrath of the people there.

The final point about steel plant which I would like to urge on the Ministry to consider is this. 25,000 acres have already been taken over, and that too for a song—at Rs. 1250/- per acre. Not being satisfied with this, they want another 5,000 or 10,000 acres, depriving the people of their land, throwing them in the streets, never caring for them. For what purpose ? You go on increasing the extent of land which you want to acquire. This is atrocious. I want the Government to put a stop to this. Hereafter, let them not come forward with demand for acquisition of land. In Western countries even in 100 or 200 acres major industries are set up. Here you have already acquired 25,000 acres and you want another 10,000 acres ! A ceiling has to be put on this. Kindly do consider. I do not want to dwell on this subject any more. I think, the hon. Minister will give due consideration to the points raised by me. He has also stated that he will go to any extent to improve the position in the steel sector. He has said, 'Beg, borrow or steal'. You have only changed the spelling, not the content or the spirit of it. I suppose, he will be able to do it and God will give him enough strength to do it.

Steel is a basic raw material for a large number of industries. It is imperative that productivity and production increase here in order to ensure adequate supplies for sustaining and accelerating the industrial growth in the country. In a typical year of steel production, construction sector takes 40 per cent of the production, small scale sector takes 18 per cent, industrial machinery takes 5 per cent and metal manufacturers take 15 per cent. If a country has to grow, steel is required in all sectors of the economy. There is no gainsaying that fact. I was wondering whether the Minister would be able to leave a lasting impact and arrive at a target which will be in tune with the high spirit and hopes Government have raised among the people. I thought that the target for achievement by the end of the turn of the Century—if at all they are going to take the country into the new Century—would be fixed at 50 or 60 million tonnes. But

the target they have fixed is only 31 million tonnes. If the growth rate is four per cent, the steel required is 40 million tonnes. If the growth rate is 5%, then it is 15 million tonnes. Like that by 2000, the requirement will be 31 million tonnes. That is all that is anticipated. But do we reach the target at all? Is it being supported by sufficient financial outlays? I very much doubt, because the budget provision year after year is reducing. Instead of increasing it is declining. For instance, during the Second Plan period the public sector steel plants allocation comes to 4.5%. During the Third Plan period it comes to 5.9%. In the Fourth Plan it was 4.5% and in the 5th Plan it comes to 3.3% and in the 6th Plan it comes to 2.36%. Year after year the allocation is decreasing. It is coming down. What can the Minister do? He will not be able to adequately help unless the government itself is committed to the policy of improvising the public sector, especially the core sector like steel with continued allocations for the ongoing projects. So what is needed is modernisation and revamping of the SAIL projects, the completion of the expansion programmes, completion of the ongoing programmes and completion of the Vizag steel plant. When I refer to modern technology, I want to make one point. There has been 25 to 40% less of consumption of energy in USA and Japan through proper conservation of energy through R&D methods. Secondly, the production of the blast furnaces in India has been just one ton per cubic metre of blast furnace volume as against 2.5 tons in other countries. All this was done through research and development. What is it that is provided for research and development? It is only Rs. 50 crores. It is not even Rs. 100 crores. The problem is: you will have to remove the alumina content, you will have to remove the silicon content in the limestone and you will have to remove the ash content from the coal. All this can be done only through research and development—through R & D effort. What is the attention that is paid to this? Kindly do consider.

I will have to raise another issue. Steel, as I mentioned earlier, forms the basic input raw material for many industries in the other sectors of the economy. The level

of production and consumption of steel ultimately determines the level of development of a country. Therefore, where do we stand in the global context, compared to other countries. Let us examine this at the moment. The level of steel production in the world in the year 1982 was 644 million tonnes and India accounted for only 1.7 to 2 % whereas our population is 20 % of the world population. This is our status. This is our position. Then the per capita consumption of steel is deplorably low—it is 18 kg as against 629 kg in Japan, 549 kg in West Germany, 570 kg of USSR and 508 of USA. Even in the middle income countries—the newly industrialising countries like Brazil, Argentina, etc. the consumption is far higher than ours. India started in 1948 with the same level of production as Japan. Ours was 1.3 million tonnes and theirs was 1.7 million tonnes. But where does Japan stand to-day? In 1970 it achieved 93 million tonnes of steel production whereas we achieved only 6.3 million tonnes. In the year 1982 they reached a production level of 100 million tonnes whereas we reached only 11 million tonnes. Japan suffers from various severe handicaps. They do not have the raw material required. They have to import them from different countries whereas nature has endowed us with rich natural raw materials. We need not go to any other country and yet this is our performance. How we lag behind, far behind and how we are trailing behind—let the hon Minister take note of these things.

Now I want to examine the financial performance of the public sector steel plants during the Sixth Plan period. The performance is very unsatisfactory and is disappointing.

Profitability has started declining. SAIL started incurring loss. In 1978-79 the profit was Rs. 65.84 crores and in 1982-83 the loss is Rs. 106 crores whereas in 1983-84 the loss is Rs. 215 crores. Now, we have entered a new era of ever increasing losses and this is where we stand today. What baffles my mind is that when the turn-over in the year 1978-79 was worth Rs. 1677 crores the net profit was Rs. 66 crores whereas in 1983-84 the turn-over increased to Rs. 3108 crores—just double—but now it has started getting losses. I



[S.M. Bhattam]

do not know what explains this phenomenon and this has been continuing. Similarly IISCO. In 1980-81 the loss was Rs. 29 crores and by 1983-84 it became Rs. 74 crores. There is a world of difference between the profit profile of TISCO and SAIL.

Now, I come to production performance of public sector steel plants. In the Sixth Plan production target was 8.1 million tonnes and in the mid-term appraisal it was brought down to 7.3 million tonnes. Further, in 1984-85 it was reduced to 5.44 million tonnes. According to the latest indications you may not be able to reach even this target. There is increase in production capacity and also there is increase in demand but then why have the targets been lowered. The demand increased in 1979-80 to 8 million tonnes; in 1984-85 it will be 12.9 million tonnes and by 1989-90 it will be 18.4 million tonnes. So, there is increase in demand. Similarly, the capacity has also increased. In 1979-80 it was 7.23 million tonnes; in 1984-85 it will be 9.8 million tonnes.

Now, let me take the the year-wise figure. In the year 1981-82 the target was 6.3 million tonnes. In the year 1984-85 after three years the target was reduced to 5.44 million tonnes. In the production field also in the year 1981-82 the production was 5.65 million tonnes and after three years in 1984-85 the production was reduced to 5.41 million tonnes. Let us not forget that the Sixth Plan target was 8.1 million tonnes and now the target has been reduced by 34 per cent. This is the situation.

Now, Sir, I would refer to 1978-79 Bhilai Steel Plant. Even if we compare the saleable steel in 1978-79 in BSP it was 1846. These figures are in thousands. Now it is 1266. So, from 1978-79 to 1984-85 it is getting reduced. It is not increasing. In Durgapur Steel Plant it was 778. Now, it is 411. It is reduced to half. In Rourkela it was 1042 in 1978-79. It is now reduced to 686. How is this happening? About capacity utilisation of saleable steel in BSP in the year 1982-83 it was 93.5%. Now, it is expected to be 86%. As regards DSP it is 65.6% in 1982-83 and this year it is going to be 44%. In IISCO in 1982-83 it was more. Now, it is going to be 41%. So, we are not able to make use of

the production capacity. There is a total failure.

In the production field Government has completely failed; it has not been able to increase production. They could not do modernisation and adopt new technologies. These are things which are very necessary. If there is delay and if there is prolonged gestation period it costs the nation very much. Government should take note of all these factors. Bhilai expansion took 10 years. Regarding Bokaro, although 17 years are over, still it is not complete. Originally Bhilai expansion programme was estimated to cost Rs. 938 crore; now it is Rs. 2140 crores. Bokaro's original estimate was Rs. 947 crores and now it has gone up to Rs. 1981 crores. This is how we find every year greater and greater escalation and higher costs. Government could not reach the target and fulfil its obligations. Therefore Government should reconsider its stand and take necessary steps in regard to expansion programmes and modernisation. They should lay more stress on on-going programmes. They should adopt latest technologies wherever necessary.

With these words, I conclude. Thank you.

SHRI V. SOBHANADREESWARA  
RAO : I beg to move :

"That the Demand under the Head Department of Steel be reduced to Re. 1."

[Failure to allocate more funds for Visakhapatnam steel project.] (1)

"That the Demand under the Head Department of Steel be reduced to Re. 1"

[Failure to enhance the amount of compensation for the land acquired for Visakhapatnam Steel Project.] (2)

[Translation]

SHRI GIRDHARI LAL VYAS (Bhilwara) : Mr. Deputy Speaker, Sir, I support the Demands for Grants of the Ministry of Steel, Mines and Coal.

I would like to submit that our country needs zinc and lead in huge quantity. A survey has been conducted in this connec-

tion and on that basis large deposits of zinc have been found in my area Rampura-Agucha. These deposits are so large that perhaps these are the biggest reserves in India. Its Percentage is the highest in that area as compared with the other areas. On this ground mining work should be started there at the earliest.

We have been spending Foreign Exchange worth hundreds of crores of rupees on the import of zinc and lead. If we start the work there at the earliest we can save that money and can manage to mine large quantities in India. But you have provided that the mine will be commissioned during the 7th Five Year Plan period and after that one zinc smelter plant will be set up. When will work on these mines start and when will this plant be set up? Nothing has been said in your report. Had a time-limit been fixed that would have been of great benefit to the country.

Moreover you, have decided to set up a zinc Smelter Plant at Chanderia. It is a wrong decision. Chanderia is 80 kms away from Rampura-Agucha. Had this plant been set up in Rampura-Agucha transportation expenses which will be there for years together could have been saved. Because of these transportation expenses, zinc and lead will be costly and this could have been avoided. Earlier also, I had made a request to this effect but no attention had been paid to my suggestion. You had formed a committee which had some German specialists on it. The Committee recommended the setting up of the plant at Chanderia on the plea that there was shortage of water and power in Rampura-Agucha.

Even in Chanderia, the plant you are going to set up will require 60 megawatt of power. If you can manage this at Chanderia, you could have managed the same at the place of producing zinc. In this way you could have saved the transportation expenses on zinc from a distance of upto 80 kms. This matter should, therefore, be reconsidered.

Alongwith this, it was suggested that one more plant near Chanderia and an irrigation project in Ghosura at a cost of about Rs. 18 to 20 crores might be

set up for supplying water to the Chanderia zinc Smelter Plant. I have also suggested that in my district, some 15 to 20 kms away the Bharaich river flows near Nandrai. The water to be brought from Ghosura from a place 40 to 50 kms from Chanderia for which you will have to lay a longer pipeline resulting in more expenditure. As against this a dam on the Bharaich river will be less costly and the length of pipeline will also be small. Thus, the setting up of a plant at Rampura-Agucha will be cheaper. The Committee which was constituted did not go into all these things and I do not know on what grounds they took their decision. I therefore draw the attention of the hon. Minister towards this and request him to reconsider the matter.

The transportation expenses on zinc deposits to the smelter for years together will be two to three times the expenditure incurred on setting up of the smelter plant itself. I, therefore suggest that it will be better if the plant is set up at Rampura-Agucha, instead of Chanderia. My second submission is that this project should be started at the earliest because the production of zinc and lead in our country is as follows.

[English]

“At present the indigenous production of lead and zinc is not sufficient to meet the demand. The existing six lead-zinc mines with an ore production capacity of 8100 tonnes per day and 4 lead-zinc smelters with an installed capacity of 30,000 tonnes per annum of lead and 96,000 tonnes per annum zinc are expected to produce 17,000 tonnes of lead and 57,700 tonnes of zinc during 1984-85”.

[Translation]

It is clear that our total production does not meet the demand.

[English]

“Based on the demand at this growth profile, the working group has projected that there will be a gap between zinc metal production and

[Shri Girdhari Lal Vyas]

demand between 1984-85 and 1989-90. This would be 73,000 tonnes in 1984-85, 62,500 tonnes in 1985-86 and 73,800 tonnes in 1989-90 which will mean increased foreign exchange outflow for import of zinc. The level of demand satisfaction without any new smelter installation in 1984-85, 1985-86 and 1989-90 is expected to be 44%, 54% and 55% respectively for zinc metal. The exploitation of the Rampura-Agucha deposits and the setting up of a smelter which has been proposed for the 7th Plan, is likely to reduce the dependence on imports in the medium term".

[Translation]

The entire picture is before you and this should be given particular attention. I would request you to commission these mines as soon as possible so that the requirements are met. The money which is being spent on other items should be spent for exploitation of these deposits. A zinc smelter plant should be set up to save the amount of Rs. 200 crores which is spent on imports. It is imperative that arrangements to this effect be made soon. A survey has been carried out in an area of 40 to 50 sq. kms. and large deposits of zinc and lead found there. Along with this, a large belt of zinc and lead extends up to places beyond Udaipur and Bhilwara. I think that this is a huge deposit of zinc and lead not only in the country but in the world. That is why I am urging Government to set up a plant at this very place.

Besides, I have to say that the management is not also efficient. Last year it has incurred losses. When there is so much production of zinc, the question of losses should not arise. There has been, of course, some profit this year. When you have monopoly over it and no other company is doing mining work, then the question of loss should not arise. The loss is there due to mismanagement. You should pay special attention towards it. The public sector companies are not run properly because I.A.S. officers are managing them. They live like Rajas and spend lavishly. They do not listen to others. There is\*\* Sahib in the Zinc Smelter. When we

brought to his notice his behaviour with the workers, he refused to talk. He is a man of such type as refuses to talk even to a Member of Parliament. He does not know how to talk in a civilized manner. You have appointed such type of people there. If you appoint such type of people, the public sector companies cannot make any progress.

You have mentioned that the workers and others have been treated well but I would like to draw your attention towards the expenditure incurred on welfare schemes. Crores of rupees have been spent on welfare schemes. This may be looked into properly. This is a discretionary fund but it is spent arbitrarily. This fund is meant for the welfare of the workers and not for big officers. If there is no check on the money spent, then these big companies will go on misappropriating the funds in the name of spending money on the welfare schemes for the workers.

I shall draw your attention towards Hindustan Copper also. When I was first elected to this House in 1980, I had mentioned that some officer at the time of the Janta Party Government sold 35 thousand tonnes of copper in England at Rs. 31,000 per tonne while it could have been sold at Rs. 34,000 per tonne. He misappropriated a sum of Rs. 21 crores. When I tabled a question about that, I was told that the matter was under investigation, but no reply regarding it has been given till today. If you do not take action against the big officers who misappropriate funds, how will the plants in the Public Sector show profit and how will they make progress? I would like that the hon. Minister to tell us what action has been taken by the Government in this regard.

Similarly, I would like to draw the attention of the hon. Minister to the headquarters of the Hindustan Copper located in Calcutta. What is the need of posting big officers in Calcutta when the mines are located in Madhya Pradesh, Rajasthan, Bihar and Andhra Pradesh? How can an officer posted in Calcutta look after the management and keep himself abreast of the developments there? So, I would like to urge that the headquarters should be

\*\* Not recorded.

located at such a place from where the work could be carried on smoothly. After all, there is no particular copper market in Calcutta unlike other parts of the country. If there are some special reasons to retain the headquarters in Calcutta, I have nothing to say, otherwise the headquarters should be shifted to a central place to ensure smooth working of the concern.

Now I would like to draw the attention of the hon. Minister to an officer who had procured machinery worth crores of rupees, which was not required and which is lying unused for the past many years. May I know whether action will be taken against such officers as have procured huge machinery with a view to earn commission? Some stringent action will set an example for others also so that they may not indulge in misappropriation of public funds in future. Surely, this will serve as a deterrent.

When the copper complex was set up, an assurance was given that at least one member of a family whose land had been acquired would be provided with employment. What to speak of providing employment, even the compensation has not been given. No member of any family has been provided with employment by the management. The local people have been ignored in the matter of employment. On the other hand, an officer from outside gives employment to the people of his State. Not only this, the local people are not given jobs in class IV posts even. You should look into all this so that the work goes on smoothly.

Similarly other big projects, i.e., steel plants etc. are also incurring losses to the tune of hundreds of crores of rupees. Today, when small plants are earning profits, your big projects are showing losses. What are the reasons therefor? It should be looked into.

All the companies of Coal India are incurring losses to the tune of crores of rupees. It is not understood how such big losses are being incurred in the public sector. Regarding coal, even our Marxist

brothers say that mafia domination is there. These people despatch coal from the pit-heads without making any payment and your people are in league with them. This should be looked into as to how improvement in the management there can be brought about. We want our public sector to be strong and to be the backbone of the economy of the country, but this is not happening. Public sector companies are being misused for personal benefit. Hundreds of crores of rupees are being misappropriated. Radical changes should be brought about in their working so that the pace of development of the country could be accelerated and the hands of our young Prime Minister Rajiv Gandhi strengthened. This will make the country economically sound and prosperous.

With these words, I support the Demands.

\*SIIRI PURNA CHANDRA MALIK (Durgapur) : Mr. Deputy Speaker, Sir, the demands for grants of the Ministry of Steel, Mines and Coal for 1985-86 have been placed before this House by the hon. Minister incharge of that Ministry. I rise to oppose these demands.

Many members before me have placed their views before this House on these demands. A little while ago, the hon. Member from the Telugu Desam party, through detailed facts and figures, have proved the failure of the Government regarding the coal and steel industry. An hon. Member from the ruling party spoke a short while ago and from his speech also it was clear that the Government have totally failed so far as the coal and steel industry is concerned. Day after day production is suffering. What is the condition of the coal, and steel production today after 37 years of independence! There has been no progress and development of the coal industry. Moreover, coal production is lagging far behind the needbased targets of production fixed by the Government. There is heavy shortfall in production. I will quote the following few figures from chapter 3, Table-1-of the Economic survey, 1984 85 to prove my point :

\* The speech was originally delivered in Bengali.

[Shri Purna Chandra Malik]

	1982-83	1983-84	1984-85
(In million tons)			
Target	133.0	142.0	152.0
Production	130.5	138.2	101.6
		(upto December'84),	

The necessary targets were not fulfilled.

Sir, coal and steel are two vital industries. For setting up any other industry, coal and steel are both essential. Whatever coal is being produced, it is stockpiling at thep it heads for want of transport facilities. Government has very often depended on road transport. In spite of repeated requests no step has been taken for necessary expansion of the railway system. There is a chronic shortage of railway wagons and because of this shortage coal is accumulating at the pit heads and it is not being supplied in time to the various industries where it is badly needed. This is the critical condition today. Sir, in 1984-85 the production of coal has been of the order of 148.5 million tonnes upto 15th February, 1985. But in the same period the coal transported is only 121.36 million tons, resulting in the stockpiling of 27 million tons of coal at the pits. As a result of this production is not increasing. This is our experience. On the one hand there is this chronic shortage of wagons and on the other hand two large wagon manufacturing companies in West Bengal are on the threshold of closure for want of orders for the manufacture of railway wagons. Whatever orders have been placed, delivery is not being taken thereof. The companies are running at a loss. Therefore, if there is no expansion of the railway system, if new wagons are not built and made available, the coal industry can never progress and develop.

Sir, mechanisation is being introduced in the coal industry. As a result of that in this capitalist society today thousands of workers are becoming surplus. In the Eastern Coal field area alone about 10,000 workers have become surplus. Moreover,

due to machanisation the quality of coal is also being adversely affected. Coal and stones are being mined together. When this coal is supplied to various industries and factories, their boilers and other costly machinery are getting damaged due to this poor quality of coal. New projects are not coming up. I come from Durgapur. I know in that extensive area of Gangajal, Mejhia in Bankura lakhs of tons of good quality coal are lying underground. The Kalidaspur project was started but today it is facing closure. In the Madhukunda area in Purulia district lakhs of tons of coal are lying underground. No steps have been taken to exploit them. We have repeatedly given a proposal to construct a railway line from Raniganj to Bankura via Mejhia. If this line is constructed then lakhs and lakhs tons of coal lying in that region can be exploited and the coal industry can gain immensely. The demand for coal in the country can be met. But unfortunately we find that the present Government has no inclination to take up new projects in hand.

What is the condition of the labour and workers in the coal industry today? The wages of the workers have increased somewhat no doubt. But the prices of the essential commodities are also skyrocketing everyday. Immediately after the passing of the general budget we saw that the price of sugar was increased by 40 P. per Kg. overnight, in Delhi the price of milk has been raised by 60 P. per litre at one go! Therefore when the prices are rising all round every day, any increase in wages do not result in any increase in the real income of the workers. Real income actually falls. Their standard of living is falling day by day. There is further, no provision for supply of drinking water in the coal field areas. In West Bengal in the Ranigang, Asansol, Burnpur, Durgapur colliery areas and the Eastern coal field area, the left front Government there is making efforts for the supply of drinking water. But the Central Government has failed to make any arrangement till today for supply of drinking water to the workers of ECL which is under their control. There is no arrangement for proper medical care and treatment of the colliery workers. They are suffering from T.B. They live in un-

healthy and unhygienic houses, proper housing has not been provided to them. Proper facilities for the education of the workers and their children have not been provided. Agreements have been entered into several times with the trade union leaders, for protecting the interests of the workers. But these agreements are not being implemented. About safety measures in the mines, various laws have been made to avoid mishaps and accidents in the mines. But they are not being strictly enforced. As a result of this accidents in the mines are increasing every day. Then Sir, there are frequent landslides over the worked out mines specially in the Raniganj area, huge areas of land are subsiding dragging the villages alongwith it, resulting in heavy casualties. The villagers living in these areas are compelled to leave their villages and hearth and home and to move to other areas. We have again and again represented for filling up those coal pits with sand. But that too is not being done. This is the picture of the coal industry today.

Sir, the Central Industrial Security Force is posted in the coal field areas to protect the property and installations in the collieries. But Sir, this force is being used for suppressing the movements and legitimate agitations of the farmers and workers. We have drawn the attention of the Government to the severe atrocities committed by the CISF on the villagers in a village in the Asansol area. Houses were burnt down. The attention of the Government have been drawn several times, but no action has been taken against the culprits. The members of the CISF, in collusion with smugglers and blackmarketeers are pilfering several truck loads of coal from the collieries. Their duty is to protect the property, but they actively collude in pilferage and in the process pocket huge sums of money. This way they are destroying the coal industry. They are also helping in illegal mining of coal in Bankura, Mejha, Gangajal ghati etc. areas in exchange of huge sums of money. Illegal mines are coming up in those areas overnight. The attention of the Government has been drawn to these malpractices but no action has been taken.

Mr. Deputy Speaker, Sir, now I will say a few things about steel. You know I

have been elected from the Durgapur constituency. I can say that Durgapur, Burnpur and other plants in the area are incurring loss day after day. At the time of independence of our country, the production of steel was of the order of 1.5 million tons, today after 37 years of independence the steel production is only 9 million tons. Look at the socialist countries Sir; in USSR the per capita production of steel is over 200 Kg. But in India it is only 18 Kg. This is the condition of our country! Why is it so? We have been clamouring for modernisation, expansion and extension of the steel units. Assurances have been given by the Government time and again but nothing has been done in this respect. At the time of last Lok Sabha elections, the then Finance Minister, Shri Pranab Mukherjee had said all over West Bengal that Rs. 1200 crores has been given to Durgapur steel plant for modernisation and expansion. Rs. 931 crores has been given to Bhilai and Rs. 611 crores to Rourkela plants. But this amount has not been paid yet. Therefore no modernisation or extension has been possible. Particularly in Burnpur, the age old and obsolete Bessemer process is being used for production of steel. The more efficient and modern L. D. Process has not been introduced till today. There is no oxygen or smelting plant at Burnpur. Sir, our own steel plants are languishing for want of funds but huge amount is being spent by Government for importing steel from foreign countries. This can be seen from the Economic Survey. Every year steel worth Rs. 1100 crores is being imported from abroad. If this huge amount is spent on the extension and modernisation of our own steel plants, then we can be self-sufficient in steel production and need not depend on other countries for supply of steel. The loss of the public sector steel units are mounting year after year. In 1982-83 the amount of loss was Rs. 105.7 crores, in 1983-84 it went up to Rs. 170 crores and today the loss is more than Rs. 200 crores! This is the condition of our steel industry.

Sir, there is an alloy steel plant at Durgapur. For the first phase of its extension Rs. 10 crores were sanctioned, an arc-furnace of 50 tons is lying constructed since 1982. This is not being worked even

[Shri Purna Chandra Malik]

today, because DVC is not supplying the required power. Therefore it could not start production. Rs. 55 crores has been sanctioned for modernisation of alloy steel production, but the funds are not being made available. Therefore, the production is suffering and loss is being incurred.

Sir, this is the gloomy picture before us after 37 years of independence. Why has our country come to this pass? Our country is not wanting in any natural wealth and resources. Lakhs and lakhs tons of coal, iron, copper, manganese, mica and other valuable minerals are lying buried in our soil. We have crores and crores of strong arms to work them. Even then why is our country in this sad plight today? You very well know, Sir, that after our country gained independence those who were at the helm of power and government, took the country on the path of capitalism. That has resulted in this condition today. If we draw a comparison with the Socialist countries, we see that there all the means of production has been socialised, the character of the distribution system has been changed, they too had been socialised. As a result thereof, mechanisation in their country comes as a boon and not as a curse. Mechanisation in those countries do not result in retrenchment of workers, but brings prosperity to them. Whereas in our country, thousands and thousands of workers are falling surplus and losing their jobs as a result of mechanisation of production. In the capitalist system the production process is used for making private profits. Whereas in the socialist countries, the production is for the welfare of the people, the benefit of the people and for meeting the needs of the people. That is the distinction. If I do not have any right to any wealth you cannot expect any duty and responsibility from me. In our country, the farmers, the labourers, the workers who produce the wealth, are the very people who are deprived and exploited. If a person who produces wealth does not have any right on that, you cannot expect any duties or responsibilities from him. That is why the condition of our country is so bad. We are becoming dependent on the multinationals and international monetary organisations. There-

fore we find that our economy day by day is being influenced by the foreign imperialist powers. Sir, this important and vital sector of steel and coal has fallen in this miserable condition today. Every industry needs steel and coal. For production of electricity, fertilizers, cement etc. coal and steel is essential. In fact every sector needs coal and steel. Since this vital sector has been brought to the present sad and miserable plight, I cannot support the demands of the Ministry of Steel, Mines and Coal presented before this House. I oppose these demands.

[*Translation*]

SHRI VISHNU MODI (Ajmer): Mr. Deputy Speaker, Sir, while supporting the Demands for Grants of the Ministry of Steel, Mines, and Coal, I would like to draw the attention of the hon. Minister to the fact that during the Chandragupta Maurya's rule, the Department of Mines used to be a separate department having a separate Minister. Kautilya has written in his 'Arthashastra' that the main source of revenue of a government was mineral wealth. During the British rule and since India got independence, the mineral wealth of India has continuously been exploited. It is my view that since independence, when this Department was added to the Department of Steel, the Steel Department has grown very much in size, but the Department of Mines has not been developed at all. If you look at the budget, you will see that a provision of Rs. 1,800 crores has been made. Out of that amount, only two per cent of the amount has been allocated to the Department of Mines, which comes to only Rs. 327 crores. Our Prime Minister wants to take the country into the 21st century. For this although we can raise resources from our mineral wealth, yet we have not been able to do so. The Hindustan Copper Limited was to have earned a profit of more than one crore rupees last year but it suffered a loss of Rs. 25 crores. I would like to draw your attention towards Hindustan Khetri Project. I belong to an area which is very near to the Khetri Project. Copper is a very important metal, which is being imported. We are suffering loss due to inefficiency and lack of managerial capability. If the inefficiency of a corporation is having adverse effect on the economy of our country, I think we should take steps

to make this corporation earn profit. Copper deposits are also available in the nearby places of Khetri. No attention has been paid towards this aspect since the survey made for this project, as a result of which we are suffering loss. The effluents and waste from this project have polluted the water of the wells in that area. The life of the farmers and the persons of nearby places has become miserable. Care should be taken to ensure that the people of the area are not adversely affected. Hindustan Zinc has earned profit this year. This profit could be increased further if an organisation like Hindustan Zinc had worked with greater efficiency. If proper arrangements are made for the supply of power and a correct estimate is made about the reserves and the latest technology adopted, I think, there could be many-fold increase in the profit of Hindustan Zinc. Speaking of mines and mineral wealth there are many corporations for this purpose. You have also made a provision in the budget for undertaking a survey of mineral wealth and preparing estimates of reserves in these areas. But I would like to ask the hon. Minister whether he is aware that the mineral reserves of the country will be exhausted in a few years. On the one hand, we talk about industrialisation of the country and we are marching towards progress, but on the other hand we do not have any information about the extent of reserves of various minerals in the country at present.

Our area is divided into many parts and there are huge reserves of minerals there. At present we do not have any knowledge about them. Since independence, we have not been able to undertake even their survey. You can leave aside coal and steel, but you would have to ensure supply of flux grade lime-stone which is used in the steel industry. I would like to bring to your notice, the serious problem being faced by the steel industry since the closure of lime-stone mines in Dehra Dun. I would like to draw your attention towards Rajasthan, where lime-stone meant for the steel industry is being used for other purposes at present. Now the question is that unless we have information about the availability of lime-stone as also about the period for which its

reserve would be sufficient and the types of projects based on this, I think the condition in the coming years would be too difficult to be imagined. In such a case we have to depend on foreign countries even for minor things.

So far as the Mines Act is concerned, I would like to submit to you to make it as simple as possible. Under the present Mines Act, the leaseholders or persons owning small deposits of minerals have to face many difficulties. If a State Government are unable to sanction wims for any mining work due to certain reasons, they have to submit the case to the Central Government where the file is kept pending for years together without any decision. In this way, the case is delayed inordinately.

In addition, I would like to speak about the Forest Conservation Act. In my view, the exploitation of the mineral wealth of our country has come to a halt since this Act came into force. If a person has been working on a mine for a period of 20 or 25 years and he needs renewal of the mining licence, a provision should be made that the Forest Conservation Act may not stand in his way in any manner whatsoever. As soon as the State Government recommends his case to the Central Government, he should get the sanction. At present I think there might hardly be a case in which sanction would have been accorded after satisfying the provisions of the Forest Conservation Act. After the enforcement of this Act, the exploitation of minerals has almost come to a halt.

Now I would like to say a few words about rock phosphate which was being imported earlier. G.S.I conducted a survey in our area and other agencies also made a survey, and exploration work was also undertaken. There are huge reserves of rock phosphate in Udaipur and this is being supplied in huge quantity to fertiliser units. It is simply a coincidence that some geologists of the State Government had gone there on a picnic and some local people drew their attention to those deposits. Thereafter they undertook exploratory tests and today we have such huge deposits of rock phosphate that the



[Shri Vishnu Modi]

needs of rock phosphate can be met sufficiently,

I would like to submit that we should formulate a time-bound programme about the minerals which we are importing these days or we would require at present or in the future and thereafter, we should concentrate on exploration work. We are importing rock phosphate but we already have huge deposits of low-grade rock phosphate in Rajasthan, which have not so far been exploited. This should be verified and we should import technology with a little amount of money to produce rock phosphate of that grade and a unit should be set up in the State Sector or the Central Sector. If we undertake the work of exploitation of the rock phosphate available in Rajasthan, I can say with certainty that our country would not have to resort to the import of rock phosphate. But there are certain motives working behind it and some people are interested that rock phosphate of lower grade should not be exploited and no attention should be paid towards this so that their purpose of earning profit through imports could be served.

China clay is an important mineral which is used not only in factories, but also in the pottery industry. With the overall industrial growth in our country the shortage of ceramics is being felt. The reason for this shortage is that we have not been able to properly identify its deposits and beneficiation is not being done properly.

There are only two companies in the South, which have started beneficiation of china clay with the help of the imported technology. There are huge deposits of china clay in Bihar, Rajasthan and Delhi, but nobody has paid attention towards them. I would like to suggest that provision should be made in law to make the exploitation of minerals and their beneficiation easy and the import of technology and equipment therefor convenient so that we could compete with other developed countries of the world in this field.

I want to say a few words about the marble industry also. The marble industry

has been functioning for many years past. But since the diamond technology was imported from Italy in 1980, the marble production in Rajasthan has increased manifold. Marble is not only a mineral but it is also used in flooring and facing work. Excise duty has been levied on it in this budget. There are other stones like Cuddapah stone, Kota stone, and Dhaulpur stone which are also used for flooring and facing. The levying of excise duty on marble alone has created difficulties for this industry I would like to bring it to your notice that due to this, more than one and a half lakh workers have been thrown out of jobs and many factories have closed down. In case you do not take up this matter with the Finance Ministry, the situation in respect of marble, which is an important mineral, may not improve.

Rajasthan is rich in minerals. A base metal project named Beri Project was to be launched there for mining huge deposits of lead and zinc but nothing has been done so far in this connection. Neither the State Government nor the Central Government are trying to do anything in this regard.

Graphite reserves were found in the area which will be ultimately submerged under the Mahi Sagar Dam. The State Government had formed a corporation and the work for the exploitation of this mineral had also been undertaken but I would like to bring it to your notice that when the Mahi Dam will be completed after two years, millions of tonnes of deposits of graphite, which is important for the core sectors, would go waste and its further exploitation will not be possible. Therefore, immediate steps should be taken to extract the graphite deposits that are about to be submerged under the Mahi Sagar Dam before its completion so that the mineral wealth of the country could be utilised.

In Saladipura, Rajasthan, pyrite phosphate mines have been given on lease to P.P.C.L. Corporation. It is a Government of India Corporation but since the time it was given on lease, no work has been done there. We can set up sulphuric acid and even fertilizer factories using this as raw material. There are huge deposits of

this material in that area.

As far as Rampura-Agucha area, which is in Bhilwara, is concerned, it is said to have the biggest lead and zinc reserves in the world, but no provision has been made in this budget in this connection.

I would also like to point out that the Mines Department has been clubbed with the Steel and Coal Department and maybe the hon. Minister and the officers of this Department are not able to find much time to take care of it. During the time of Chandragupta Maurya, there used to be a separate department for minerals and Kautilya has also eulogised minerals in his 'Arthashastra'. Therefore, there is need for a separate Ministry for mines, and the mineral wealth has to be exploited in a planned manner so that we could translate into practice the idea of our Prime Minister of taking India into the 21st century.

\*SHRI A.C.SHANMUGHAM (Vellore): Hon. Mr. Deputy Speaker, Sir, I am grateful to you for giving me this opportunity to welcome the Demands for Grants of the Ministry of Steel, Mines and Coal for 1985-86 on behalf of my party the All India Anna Dravida Munnetra Kazhagam and to make a few suggestions.

At the very outset I would like to refer to the tremendous strides made by Japan among the comity of nations so far as industrial and scientific growth is concerned. You know, Sir, that steel, coal and every other basic raw material is to be imported by Japan. With this handicap, Japan is producing everything and the Japanese products are competing everywhere in the world. Japan has gone ahead of even the most advanced nations of the world. We have to emulate the endeavours of the people of Japan and take our country also to that level.

India is rich in natural resources. Our Chief Minister has mentioned this in a song, 'while everything is available in abundance in India, why should we go abegging abroad?' Iron ore, coal and all other basic raw materials are available in

India. I take this opportunity to suggest that a high-power technical Committee should be constituted and this Committee should undertake extensive tour of the country, assess the available resources and make suitable recommendations for their full exploitation. I am sure that the hon. Minister, known for his talent and experience will get this done.

Sir, coal is the basic input for generating electricity. Thermal power generation is not so complicated as hydel power generation. Tamil Nadu is entirely dependent upon thermal power generation. Whether it is Tuticorin Super Thermal Station, Basic Bridge or Ennore, all these Thermal Stations are dependent on coal supplied from Northern States. In 1976 the coal was available at Rs. 107 per tonne. In 1985 it costs Rs. 400 per tonne. The price of coal is going up at regular intervals because the freight rate is hiked up incessantly, year after year. Tamil Nadu has to generate electricity after overcoming all these hurdles. Our Chief Minister, Puratchi Thalaivar Dr. M.G.R. is committed to translate the ideals of late lamented Prime Minister Shrimati Indira Gandhi. He has ordered the supply of electricity free of charge to people living in huts and hamlets. Similarly, electricity is supplied free to 2.5 lakhs of farmers so that they can produce more foodgrains. During the past 9 years the electricity tariff has not been enhanced. In fact the electricity tariff has gone down from 16 paise per unit to 12 paise a unit. But the price of coal has gone up several times. The wagon supply is erratic. The quality of coal is poor. In these circumstances, I demand from the hon. Minister that 50% subsidy should be given so far as the coal supplied to coal is concerned.

Sir, throughout the country the coal is in short supply. But from the Annual Report of the Ministry it is found that as on 31.3.1985, Rs. 700 crores worth of coal was piled up at the pitheads, compelling the Coal India to reduce production of coal. Sir, this unhappy state of affairs must be ended forthwith and the coal should be transported to all parts of

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\*The speech was originally delivered in Tamil.

[Shri A.C. Shanmugham]

the country on war footing. It is also found that coal worth several crores of rupees is burnt to ashes in several fire accidents. To be specific, the annual loss in this is of the order of Rs. 100 crores. The Hon. Minister should ensure that such a national waste is averted by taking appropriate safeguards. We can overcome the coal scarcity by implementing an effective transport policy and by averting the above mentioned fire accidents.

Coming now to steel, which is in the core sector, it is the basic raw material for industrialisation. Unfortunately, though we have large steel mills, yet supply position has not improved. There is wide gap between demand and supply. There is public sector monopoly in this; no private sector is there to compete. Just 15 days before the Budget, the price of steel was raised by Rs. 2000 per tonne. How can we expect industrial progress in this environment of bottlenecks and handicaps? The apex organisation, SAIL, has become a white elephant. It is reported that this organisation has become the instrument of exploitation in the hands of vested interests. There are so many malpractices and irregularities in the allocation of steel quota. The small industries get step-motherly treatment because they cannot flush out extra money for getting steel. I demand that Steel Authority of India Ltd. must be subjected to a thorough scrutiny and overhaul. The public sector units must be the beacon lights for the country as a whole.

Sir, the hon. Member from Madhya Pradesh was saying that Madhya Pradesh abounds in natural resources, and yet they have to go to Calcutta to get steel. Rourkela, Durgapur and Bhilai Steel Plants are all located far away from Southern States. The small industries in Tamil Nadu and other Southern States have to get steel from these places only. In order to balance the price advantage that the industries located adjacent to these Steel Plants get, the Government is implementing the freight equalisation scheme so far as supply of steel to southern States are concerned. It has appeared in national press that the Government is shortly scrapping this scheme. If this is done, then the small

industries in Southern States will be decimated. I seek the good offices of our hon. Minister in the continuance of freight equalisation scheme in the interest of small industries in southern States.

You know, Sir, that crores of rupees have been invested in Salem Steel Plant. The people of Tamil Nadu were hoping that a full-fledged Steel Plant would be coming up in Salem. They have been taken for a ride. Now this is only a rolling mill. I do not know how this has come about. The Detailed Project Report submitted by Dastur Company states specifically that iron ore available here is of good first grade quality for the manufacture of steel. Instead of melting iron ore, now this plant is rolling the plates obtained from Rourkela. During British regime the iron ore was taken here and after conversion in England a bridge was constructed there. That bridge was named as Salem Bridge. Since the quality of iron ore is good, the hon. Minister should ensure that Salem Steel Plant produces steel rather than rolling the stainless steel sheets.

Even in the allocation of stainless steel sheet, there are malpractices. The bulk purchasers are given larger discount, thus denying the small industries their quota because the entire production is appropriated by bulk producers of stainless steel vessels. This must be set right by the hon. Minister.

The Members from Karnataka have been demanding for years the setting up of steel plant at Vizianagaram. If this plant comes up, then the steel requirements in Andhra Pradesh, Tamil Nadu and Kerala can be had from here. I request the hon. Minister to look into this and do the needful.

Gold is the permanent reserve for our floating currency. The second stage expansion of Kolar Gold fields should be undertaken by the Ministry expeditiously. There may be some initial setbacks and losses. But we should not lose sight of ultimate gains in exploiting this precious metal available in the bowels of earth.

Mr. Deputy Speaker, Sir, in your constituency Dharmapuri according to the

survey of Geological Survey of India gold is available.

MR. DEPUTY SPEAKER : Not in Dharmapuri, but in Krishnagiri Parliamentary Constituency—Maharajakadai. The hon. Member from Krishnagiri is here and he will claim it.

SHRI A.C. SHANMUGHAM : In your Dharmapuri District gold has been found. During your tenure of Deputy Speakership, you kindly ensure that gold available here is exploited fully. You must take it up with the Prime Minister and the Minister concerned. I am saying this in the interest of Tamil Nadu as a whole.

MR. DEPUTY SPEAKER : The hon. Minister is here and he will take care of it.

SHRI K. RAMAMURTHY (Krishnagiri): Already, the Geological Survey of India has completed the survey. The Ministry of Mines has started the excavation and exploration. The project is in operation.

SHRI A. C. SHANMUGHAM : The mines should come up. Even if it is in Dharmapuri District or in Krishnagiri District, the State of Tamil Nadu derives the benefit.

Before I conclude, I find that Shri Tandon is the Chairman of Neiveli Lignite Corporation. He does not know Tamil; this inhibits him from appreciating the problems of workers and others. The public relations are out of his reach. In Vishakhapatnam Steel Plant, someone not knowing Telugu language was appointed as the head. The local people opposed it and now a Telugu-knowing person has been appointed as the Head. I suggest that in the public undertakings located in the States as far as possible the people-knowing the local languages should be appointed as Heads of the organisations.

Before I conclude, I would only refer to the requests of Tamil Nadu Government for the opening of third-mine cut in Neiveli Mines, for the import of one lakh tonnes of coal from Australia and for the approval of the Centre to purchase ships for transporting coal from North to

Tuticorin. I am sure the hon. Minister will look into this and do the needful.

With these words I support the demands for grants of the Ministry.

[English]

DR. P. VALLAL PERUMAN (Chidambaram) : Sir, I wish to say a few words on the Demands for Grants of the Ministry of Steel, Mines and Coal for the year 1985-86.

It is good for the country that we have a pragmatic and experienced Minister of Steel, Mines and Coal in Mr. Vasant Sathe. He is ably assisted by Shri Natwar Singh who had rendered exemplary service to the country.

I will straightway refer to the contradictions which are seen in the working of this Ministry. I will first speak about coal. The Coal India Limited is cutting down its production because of stockpiles of coal at the pit-heads. On the other side, the thermal power stations in the country are not able to reach the optimum level of generation of power because of non-availability of coal. For example, Ennore Thermal Station near Madras is living from hand to mouth in regard to coal supply. It is the normal necessity of Thermal Power Station to have coal stock for one month. But they seem to exist on coal stock for one day. You can imagine how the scarcity of power has become so acute that in Tamilnadu the power cut goes to 60 % in summer months !

Secondly, the washeries in coal mines have become outdated. The coal is not washed properly. The ash content in our coal is so much that power generating equipment gets spoiled. There must be series of endeavours to replace all the existing washeries with modern washeries. The Minister of Coal must ensure early clearance of the stockpile of coal at the pit-heads so that the production is not stopped.

Coming now to Neyveli Lignite Corporation, there is necessity for sanctioning the third mine cut which will help in more generation of power. Last year,

[Dr. P. Vallal Peruman]

profit was more than Rs. 60 crores, So, the NLC is a profitable one. Hon. Minister can give some more funds to that unit. The Tamilnadu State Electricity Board owes to NLC more than Rs. 70 crores for the power supplied to it by NLC. Unless the NLC gets their money from TNSEB, the NLC cannot meet its financial needs for developmental programmes. The hon. Minister must exert his good offices in getting the payment from TNSEB to NLC.

Salem Steel Plant in Tamilnadu is just a fabrication unit. In the distribution of stainless steel of SSP, the needs of small-scale sector are neglected. Only the big consumers get the largest quota. The SSP offers larger discount to bulk buyers. Their system must be changed. The small consumers must be assisted with regular supply of stainless steel.

I have to refer to the proposed scrapping of freight equalisation policy which has been of great help in industrialisation of Southern States. If that is scrapped, the steel prices will escalate and Southern States will be worst hit. I demand that the Steel Minister should not agree to the scrapping of freight equalisation policy.

I would also like to refer to certain specific issues relating to NLC. As NLC falls within my Parliamentary Constituency, I am intimately concerned with them.

In NLC, about 15,000 labourers are working daily on daily wage basis under labour contract system. You will be shocked to know that their daily wage is around Rs. 6/-. Can you think that it is possible to maintain a family with this money?

I clarify that unless the contract labour system is abolished, there will be no improvement in their wage and standard of life.

I suggest that NLC management should enhance their wage at least by 50 %.

Similarly, there are about 300 engineers who have got BE Degree by part-time from

the Diploma. They should be treated on par with Graduate Engineers in NLC.

The long-awaited personnel policy about engineers of NLC management must be announced for the good of the employees. I also take this opportunity to suggest that the posts of Chief Engineers, General Managers and General Chief Engineers should be filled from among the ranks of NLC itself.

14.00 hrs.

[MR. SOMNATH RATH *in the Chair*]

I understand that there are 500 vacancies of Engineers in NLC. All vacancies must be filled up very soon.

I suggest that a National Lignite Development and Finance Corporation be promoted and set up in Neyveli. This Corporation can mobilise public deposits and utilise the money for lignite mines. This body can also utilise the expertise available in the NLC for consultancy purposes.

There is no effective drainage system for Neyveli Mines waste water. If the waste water can be properly channelised, the adjacent lands can be irrigated, and waterlogging which has affected the paddy and sugarcane-growing lands can be avoided. Nearly 2,000 acres are not being cultivated because of this. The Paravandar odai in Valayamadevi Keelpatty should be widened and deepened for using it as drainage and as canal irrigation.

The proposed III Mine's waste water should be properly channelised; the waste water can be stored at Veeranam lake for irrigation purposes.

The NLC has not paid adequate attention to the programme of rehabilitation of displaced farmers and cultivators. The compensation for acquired lands should be on the basis of the current market value in the area.

The NLC should reclaim forest land and wasteland and allot them to the displaced farmers.

There are no proper transport facilities; there is also no teaching institution. The hon. Minister should take necessary steps to make these facilities available there.

SHRI V.S. KRISHNA IYER (Bangalore South): Mr. Deputy-Speaker, Sir, while speaking on the Demands for Grants of the Ministry of Steel, Mines and Coal, I would like to make a few observations.

Steel industry occupies a very crucial place in the industrial development of our country. At this moment we should remember late Pandit Jawaharlal Nehru who had the foresight and who thought that our country could not prosper without the steel industry being developed in the Second Five-Year Plan. From the Second Five-Year Plan onwards, a number of steel plants have been established. Every year there has been expansion in the field of steel industry. But one thing I would like to bring to the notice of the Government here. There has been expansion, but at the same time there has been a shortfall in steel production. When there is expansion, there should be a proportionate increase in production, but unfortunately we see, at least in the past three years, there has been a shortfall in the production of steel. It is really surprising. We should find out the reasons for it. Steel occupies a prime place in the economy of our country. The Steel Authority of India has nearly six units under its control, and all the units are running in loss. If my figures are correct, it made a profit of Rs. 39.7 crores in 1981-82, but it incurred a loss of Rs. 105 crores in 1982-83 and a loss of about Rs. 250 crores in 1983-84. I do not have the latest figure with me; I do not know. I hope the hon. Minister will give us the latest figure....

THE MINISTER OF STATE IN THE DEPARTMENT OF STEEL (SHRI NATWAR SINGH): I will give you the figure later when I reply.

SHRI V.S. KRISHNA IYER: So, it is really surprising. They should find out the reason why we are incurring losses here. Steel industry is a very important industry.

The economy of our country depends on the steel industry. Steel is required for everything. So, the Steel Ministry must find out the reason why we are incurring heavy losses here. At the same time we find that the steel plants in the private sector are doing well. The Tatas are making profits. With their outmoded machines they are making profits whereas we are modernising our plants, we have invested crores of rupees and still if we begin to lose like that, certainly we do not know where we will enter into. It is an important point. I request the hon. Minister to find out the reason why we are incurring losses. I know you have given in the report that the decrease in production is mainly due to in many places power shortage, shortage of coking coal, then transport facilities, particularly, the railways and that you have been appointing co-ordination committees and you have also got a high-power committee at the ministerial level to monitor all these things. With all this there is a shortfall in production.

In this connection I would like to make a suggestion through you to the government. You should entrust the responsibility to manage the plants to the top executives. You should hold them responsible. You should give them the target for the year. They should be able to achieve the target. Also you should tell that they should make such profits which should be reasonable. A certain percentage of profits they should give. In no circumstances they should be allowed to incur losses. Of course, my experience in my constituency at Bangalore where you have a number of public sector enterprises—I have been in touch with them not after becoming a Member of Parliament, but even before that, and my experience has been that there has been constant interference from the Ministry particularly the bureaucrats. That is why they are not able to run the administration economically and on sound lines. This is a very important factor which applies not only to Steel Ministry but also to the other industries in Public Sector. I think this is very important. There should not be any interference. You fix the responsibility. You tell them, you give them the target you must achieve this target and you tell

[Shri V.S. Krishna Iyer]

them that loss will not be permitted. 'You will be held responsible if you incur any loss.' Also tell them, 'we have invested so much, therefore, we must get so much profits.' This is very essential for an efficient management. I am quite sure that even today we can earn profits. We were earning profits four years back. In 1981-82 we earned profits. ... (*Interruptions*) If what Mr. Dutta is telling me is correct, then I am very happy....

**SHRI AMAL DATTA :** We are told that they are improving.

**SHRI RAM PYARE PANIKA :** They are going to earn Rs. 100 crores profit this year.

**SHRI V.S. KRISHNA IYER :** But in the latest report it is not there.

We are really proud of our steel plants but the people of my State, Karnataka, you know, we are not happy. You know for the last 15 years we have been crying for the establishment of the Vijayanagar Steel Plant. The foundation stone for the plant was laid by the late Prime Minister, Shrimati Indira Gandhi in 1971. We all expected the very next day the work on the plant will start. But it is 15 years since the foundation stone was laid, the plant still remains only on the paper and it has become a dream. You know it is a question of life and death for the people of Karnataka. The industrial development of Karnataka depends upon the Vijayanagar Steel Plant. You know we have got all the infra-structure. We have also acquired thousands of acres of land for establishing the steel plant. We have got everything. The ore is available. Just now my friend from Tamilnadu also advocated our cause. Everything is available there. You have a number of reports from expert committees. All of them have recommended establishment of a steel plant at Vijayanagar. The other day to my question the Minister was pleased to say, 'I will set up the steel plant provided Karnataka can assure me the necessary power.' Now power has been assured to you by the Chief Minister. Now the ball is in your court. Whatever power is

necessary the Government of Karnataka is prepared to supply you. So I would like that in your reply you will declare that you are going to start the Vijayanagar steel plant during the current year. You have also said the other day that you have already recommended a provision of Rs. 420 crores in the Seventh Plan for the steel plant. I am happy. Whatever it is, there should be no more delay, there should be no more albeit, there should be no more pretext for the Government to postpone this matter any further. This is really a vital matter which is agitating the minds of the people of our State for the last 15 years. So I request and urge upon the Government that they should come out with a specific and categorical reply to-day and they should announce the date on which work on the plant will start. Of course, you have changed the technology and we do not mind it. The quantity that is being produced now is 100 per cent less than anticipated. Now, it is 1 million tonnes. Whatever it is the start must be made. In this connection I would like to mention that when a new steel plant is established—whether it is in Karnataka or anywhere else—you should plan for the power generation. Now, captive generators are being installed for various steel plants. You should have thought of Vijayanagar also. At that time during 1971, when the foundation was laid we had plenty of surplus power and this question would not have arisen. Now, we are in difficulty. Even then Karnataka is prepared to sacrifice every comfort for the sake of posterity. Under no circumstances you should postpone this matter and during the reply to the debate I expect a categorical assurance from the hon. Minister on this matter. So far as other things are concerned our Chief Minister has assured that all facilities will be given. In his latest letter also he has given the same assurance.

Another important steel plant in our State is Viswesharayya steel plant. This is a prestigious steel plant founded by the late Engineer statesman, the former Dewan of Mysore, Sir M. Viswesharayya. It is named after him. SAIL has 40 per cent share in it. It is running at a loss due to various reasons like obsolete machinery,

etc. Although all other steel plants are also running at a loss yet we do not want the plant to run at a loss. If the Government of India invests about Rs. 100 crores it can earn profit. We want to save this steel plant. After all Rs. 100 crores is nothing for the Government of India. I therefore request the Government to accept the offer of Karnataka State and take over the project.

I was happy to note from the Report about the wonderful work being done by the research and development organisation of the Steel Ministry. We should give it more encouragement. It is now working on optimisation of technology and has devised the method by which fuel can be saved. It is still on an experimental stage.

Another important project in Karnataka under the Steel Ministry is Kudremukh. Last year you had provided Rs. 18 crores for this project whereas now you have provided only Rs. 11 crores. Instead of increase every year we find here there is reduction.

Lastly, I would like to say a word about steel prices. It seems the increase in steel prices has been at the whims and fancies of the Steel Ministry. There has been sharp increase in steel prices to the tune of 60 to 70 per cent for the past 4 months. What would happen to the common man? When the steel prices increase the prices of almost all articles increase because everything depends on steel. So, I would like to urge upon the Government that whenever they enhance the prices of steel the same should be reasonable.

Sir, I thank you for the opportunity you have given to me and I expect a firm reply from the hon. Minister when he replies to the debate as to when they are going to start work so far as Vijayanagar steel plant is concerned.

**SHRI SHIVENDRA BAHADUR SINGH (Rajnandgaon):** Mr. Chairman, Sir, while speaking on the Demands for the Ministry of Steel, Mines and Coal, first of all, I would like to congratulate the Prime Minister for having clubbed these three Ministries under one Minister. As you know very well, steel is very much connected with coal. In the past, there have been

cases when certain references have been sent to the Ministry of Coal or Steel which concerned one Ministry or the other but the files were not available for months, even, at times, for years. Now, it is under one Minister and I hope, there will be full coordination and the Ministry will work well.

Sir, I would like to restrict myself to the Ministry of Coal because almost 65-70 Members of Parliament are affected by the Ministry of Coal. Just as our friends from the opposite side are concerned with the Coal Department so are we. When any problem comes concerning Coal Department, this being a Central subject every person approaches a Member of Parliament and it is our concern to deal with them directly.

The Department of Coal lacks sufficient planning even at the top level. We have a Chairman but there are lot of posts of Directors which are vacant till today. While on the subject the Government should also look to the cases of repatriation of the officers who essentially belong to coal industry and are currently serving in other organisations in the Ministry of Mines or other Ministries as well.

Sir, with the present impersonal approach of the Ministry many competent officers of proven ability are in search of new pastures. This will not be for the good of the coal industry. It should be stopped immediately. Just to bring one point to the notice of the hon. Ministry in a subsidiary of Coal India, WCL, the Government of Madhya Pradesh is represented by a small officer of the status of Collector of Chindwara. WCL is spread over practically one-third of Madhya Pradesh. Coal industry employs about 8 lakh workers and more than 10 000 executives. This number is going to increase in the years to come. With such heavy percentage of human factor involved it is seen at the corporate level of management there is no Director (Personnel) and perhaps with the Chairman remaining busy with other works the management of personnel and industrial relations division has become a major casualty.

Sir, with crores of worth of purchase of stores by the coal industry there is need for



[Shri Shivendra Bahadur Singh]

change in the existing material management division. Similarly, with huge annual turnover and serving many million consumers the market is also not represented at the Board level of Coal India Ltd. and its subsidiaries.

In this connection I want to give one practical suggestion for the consideration of Government. There should be a Commercial Director to look after the matters at the apex level. The coal mines are in the interior areas. The fate of us, MPs, and MLAs, are decided by these people, the voters. Recently coal in Chirimiri has purposely been set on fire. Thousands of tonnes of coal are being smuggled out under the guise of fire. Even now the fire is going on. There is tremendous air pollution and gases are affecting the lives of the labourers living there.

I would like to bring to the attention of the Minister that the ECL and BCCL are running at a loss while WCL and CCL are running at profits. Why is it so? There must be something wrong with ECL and BCCL. In the case of WCL, blendable coal was available. The CIL which had ample stock of blendable coal requested the Madhya Pradesh Government to utilise that blendable coal. Thereafter, on their assurance, the Madhya Pradesh Government gave six licences for SSI units to make coking coal. There are only six coking coal units in Madhya Pradesh. The entrepreneurs have invested money and have taken financial assistance from the Madhya Pradesh Government. Now, for the last six months they have been closed. They are closed because the blendable coal is required for the Nandan washery. Now, Nandan washery project is a project which is linked with Tamsi project which has not gone into production. If you go through the project report of Nandan washery you will find that Tamsi project should have actually started before the Nandan washery. Government has spent Rs. 50 crores for the washery and it is washing blendable coal instead of coking coal. This blendable coal from the three mines is getting exhausted. This is going to the steel plants and is being used for boilers instead of coking battery to generate steam. Payments are made to WCL for coal equivalent to

steam generation. The money involved in payment is equivalent to that of steam coal. So, the Ministry of Steel should also look into the matter. Many of these six SSI units have closed down for no fault of theirs. The WCL did not inform the Ministry that these mines are blendable coal mines and not coking coal mines. I request the Minister to consider all the points which I have made and give replies to them. Those officers who have given wrong information to the Ministry should be taken to task. When does the Government intend to re-start supply of raw material to these six SSI units which they used to supply earlier? I request the hon. Minister to reply to this point. With these words I conclude. Thank you.

[Translation]

SHRI LALITESHWAR SHAHI (Muzaffarpur) : Sir, I would like to say a few things in respect of the Demands put forth by the Minister of Steel, Mines and Coal. Some days back, he had said in this House that he had a stock of 147 million tonnes of coal and the railways were not lifting it. Yesterday, the Minister of Food and Civil Supplies said that wheat had accumulated so much that he had allowed the private exporters to sell it. Earlier, the Industries Minister had said that if there was shortage of tyres in the country we would import them but he did not want to impose any check on their distribution or sale.

During the last four years, the production of coal has increased. From 114 million tonnes it has increased to 124 million tonnes in the first year, to 130 million tonnes in the second year, to 138 million tonnes in the third year and today it is 147 million tonnes, I would like to know from the hon. Minister why if that be he has introduced permit system in the case of coal? When there is surplus production and the Railways are unable to lift it how is it that there are long queues of trucks and they are made to wait for 20 to 24 hours? Why are you continuing the permit system? If so much quantity of coal has been produced, why are you not abolishing the permit system so that people do not face difficulty?

I would like to point out one more thing. It is the view of the Railway autho-

rities that if coal is not carried in rakes, it will not be economical for them because the rakes return after 11 days and in the case of wagons, when two or four or five wagons are sent somewhere, they return after 17 to 18 days and, therefore, it would not be economical for the Railways to transport coal in wagons. Sir, after all which are the agencies that are supplied with coal in rakes? It can be a steel plant or a power plant or a very big consumer or for that matter a State unit. Does it mean that the industries which require five to seven wagons of coal a month, will not get coal at all? In case they are to be catered to, what are the means contemplated by Government to meet their requirements? About a year and a half back we had heard about the setting up of coal dumps which would cater to the needs of individual industries and consumers. But that project remained only on paper. It was not implemented. Therefore, I would like to know if there is any provision for supplying coal to small industries which are otherwise facing great hardship.

Sir, I would like to mention one or two things more. I have seen that the machinery being used in the coalfields is procured from various countries. On the other hand three to four models of vehicles were developed for road transport and they have come to stay. In the case of tractors also, five to six models have come to stay and people select one of these models for their use. So far as coal mines are concerned, machinery is bought sometimes from Poland, sometimes from Germany or England or Canada or Australia and as they are of a different design and make, whenever the machines are out of order, it is difficult to repair them and they remain unserviceable for ever. Therefore, I would like that when the hon. Minister replies to the Debate, he should state the life of the imported machines and the reasons why this period is so short and the steps proposed by Government to increase their life-span.

As far as employment is concerned, it is said that the coal sector involves heavy investment. This is true. But in spite of this the employment opportunities are decreasing in this sector. As the mechanisation is increasing, the employ-

ment of personnel is decreasing. I would like to ask what the fate of the persons who will be uprooted would be? Coal India gives employment to one person in a family from whom three acres of land has been acquired. But so far as Bihar is concerned the per hand land-average comes to 0.32 acre. If we take that a family consists of five persons, even then they would not have more than one and three quarters of acres of land. As such three acres of land per family is out of question and, therefore, no one would get employment. Though the coal production has increased yet the coal is not reaching the people who need it badly. It shows that there is contradiction in what you say.

So far as steel is concerned, I would like to touch some points. There is Bata Jamda sector in Bihar where the iron-ore mines are functioning since 1920. The third generation of the people who were working in 1920 have taken up work in these mines today. But during the last five to six years, the mining of these mines has slowed down and is now coming to a close. The reason for this state of affairs is that the State Trading Corporation which used to purchase ore from them and sell it to the steel plants in the country has gradually stopped it now. The Corporation complained that it had 62 to 63 per cent of iron content whereas they required more. So, first, the procurement of ore for internal supply was stopped and then later on the export also stopped because all the ports in eastern India are shallow-water ports and ships of one lakh tonnes draught cannot be anchored there. So, transshipment has to be resorted to which could escalate the cost and therefore, it could not be exported. The result is that the tribals of this area who have been engaged in iron ore mining for the past 60 years and whose third generation is working now have been thrown out of employment. The most unfortunate part of this is that when they were unemployed, they started felling trees. We shall be facing the serious consequences thereof soon. The places where there were lush green forests will be converted into a desert soon. During the last six years, thousands of people have been thrown out of employment.

[Shri Laliteshwar Shahi]

On the other hand, a pipe-line has been constructed from Kudremukh Project up to Mangalore and about Rs. 350 crores have been spent on it. The project was completed three years back. But what is the utility of this huge investment? The pipe-line is lying unused because the pelletizing plant could not be set up at Mangalore. So, what is the use of such heavy investment? If we invest at ten different places and are not able to complete even one work then what is the use of such investment? Government should see that when there is paucity of funds, the money is properly utilised and the jobs in hand are completed in time so that earnings could start flowing. There are two steel plants in Bihar—one is the TISCO and the other is Bokaro. But as a bird is unable to get water from the sea, similarly the Steel Authority of India has not conceded the demand for the setting up of a stockyard either at Ranchi or at Muzafrapur in north Bihar even up to this day. They take the plea that the establishment cost is heavy. In that case, they should reduce the establishment cost and not deprive us of the stockyard. Let us have iron even if you have to set up a stockyard of smaller scale.

Sir, I would like to say that when we stand near a railway line, we see wagons loaded with iron-ore proceeding towards Jamshedpur and Bokaro; they are followed by the wagons loaded with coal and then the wagons return by that track loaded with steel produced from that iron ore. We just remain standing there counting the wagons. I would like to ask whether we do not have any share in that iron-ore. Here, I recollect an Urdu couplet :

*Mehfil unki, Saaki Unka,  
Aankhen apni, baaki unka.*

One more thing I want to tell the hon. Minister. He should not take much time in taking administrative decisions. The Canadian International Agency had given two million dollars at zero per cent interest for repayment in 50 years for further developing the Singhbhum Copper Belt so that copper production could be increased. Mr. Chairman, Sir, you will

be surprised to know that for the last two years the scheme has not even been processed. If so much time is taken to dispose of file work, how on earth can the field work be taken in hand? How will the situation improve and how will the work, which you want to do expeditiously, be done? A lot of talk is going on that efforts to dispose of the file work expeditiously are afoot, but this work has not been done in the last two years. Gradually, the situation has come to this pass that the grant is on the verge of lapsing. There are many more things towards which I want to draw your attention but the time is short. I, therefore, conclude by supporting the Demands.

[English]

DR. KRUPASINDHU BHOI (Sambalpur): Mr. Chairman, Sir, first I must congratulate the hon. Prime Minister of India for clubbing the subjects of Coal, Steel and Mines and bringing them under one Ministry. This will go a long way for the Ministry to face the challenge in the Twenty-first century. I do not want to go into the jugglery of statistics about which the hon. Members from the Opposition mentioned that India's per capita consumption of this item is 18 Kg. But we must know where do we stand and after 36 years of independence upto which level we have achieved in this in comparison with the other developing countries, That is the question which we should ask ourselves. Many things have been said about steel production in our country because that is the barometer for gauging the growth of economy in our country. It is all right. Now, upto the Fifth Five Year Plan, Rs. 4,500 crores were invested in the integrated steel plants in the public sector and Rs. 3,700 crores were allocated and that amount must have been spent in the Sixth Plan. In his maiden speech, Mr. Rajiv Gandhi, while advocating the cause of the growth of public sector units, he was enquiring about the cause for slippages and delay for more than 80 months in regard to Bokaro, Bhilai and Rourkela steel plants. If you ask the people in the Steel Ministry the reason for slippages and delay, they would tell us that it is because of the high ash content in the coking coal

available in our country and that is working against the interest of the blast furnace. Then they would tell you about the power failure and they would also tell you about the transportation difficulty through Railway rakes.

Since independence once this department was well managed when Mr. Wadud Khan was the Chairman of the SAIL and at the same time he was the Secretary of the Steel Ministry. So, there was no gap between the decision making and the implementation. At that time there was a criticism about the Durgapur Plant even when the capacity utilisation was more than 80% and it is now having obsolete technology. In the other steel plants, full capacity utilization was there.

I had several times on the floor of the House handed over so many notes to Shri Salve, the then Minister of Steel to reconstitute the SAIL. There should be no mushroom growth of Nigams like Neelachal Ispat Nigam, Vizag Ispat Nigam, Vijayanagar Ispat Nigam etc. If there is one man, you fix the responsibility on him. He would be in a position to take decisions and be responsible for execution. He can then achieve the installed capacity.

Our Research and Development Wing has made tremendous strides in the matter of end use of energy in the blast furnace. Earlier, in blast furnace, the end use of energy was 60%, but now they have developed a process, by which you can use the total energy by recycling the escaped unused energy by the method of electric arc furnaces and gasification and producing power from that. They are going to try this method in Visakhapatnam, Bhilai and Bokaro. In sponge iron, they have already been successful. We must congratulate our research and development wing for this and allocate more funds to them to carry on their task.

In the last Parliament, several times the then Steel Minister had told us that Vijayanagar and Datari steel plants were 'must' and for that reasons, in 1982 two Nigams were constituted, but upto now, the technology to be used has not been

decided. A few days back, in answer to a supplementary put by me, the Minister had told us that the INRED process developed by Swedish firm and the KR process developed by West Germany were being examined and that the Government would then take a decision as to which process would be suitable for us. Whether direct reduction or any other process. But, now we learn from the report of the Ministry that they have already decided on the direct reduction process.

Further, the rated capacity for Vijayanagar Steel Plant will be 1.2 million tonnes of saleable steel, whereas at Datari, according to this report, one lakh tonne of sponge iron and saleable steel will be produced. Why this discrimination? Orissa is such a place in the country, where all types of minerals are available. The iron ore available there has got the highest Fe content, 64 per cent to 68 per cent, and lowest silica content, which is not detrimental for any design parameters and creates problems. The cost of transportation at Datari will be much cheaper than at Vijayanagar Steel Plant, and the cost of production of steel per tonne will be much less at Datari than at Vijayanagar. But even then, discrimination is there as far as Orissa is concerned. In respect of per capita income, Orissa is the second lowest from below. The Prime Minister has told us time and again that the backward areas would be given first preference, and the backward district would be given preference. I would, therefore, urge upon the Minister that there should be no discrimination. In his reply, the Minister must also tell us whether if we switch over to INRED process of Sweden or KR process of West Germany, the technology at Datari would be the same as we utilise for the Vijayanagar Steel Plant. This technology will not use coking coal, it will use non-coking coal only, for production of sponge iron and final production of saleable steel. All the Members from Orissa as also the Orissa people will agitate, if the hon. Minister does not declare in his reply that the Steel Plant at Datari will have the installed capacity of one million tonne of saleable steel.

PROF. N.G. RANGA : But you are not opposed to Vijayanagar Steel Plant,

**DR. KRUPASINDHU BHOI :** No, I am not opposed. But at the same time, I would like to submit that Shri Salve, the then Minister had promised in the Parliament that Rs. 422 crores each for the Dabari Steel Plant and Vijayanagar Steel Plant would be provided for in the 7th Plan.

About mining, Orissa is full of minerals. As my friend, Shri Shahi was elaborating, in Barjamada sector, which is adjacent to Orissa, five million tonnes of iron ore is produced by the small mine owners as also in the public sector. Due to the failure of MMTC to get contract from outside for making supplies, more than 20000 workers are now jobless. They are mostly Adivasis and Harijans. I would urge upon the Minister to use his good offices to tell MMTC that they should lift more than three to four million tonnes as was there in 1974-75.

I would also bring it to the notice of the Hon. Minister that Paradeep port can be compared with the Odessa port of Yugoslavia. The dredging cost at Paradeep port is one-third in comparison to Calcutta and Haldia ports, which cannot accommodate big vessels. The draught which was originally 40 metres is now thirty metres. No money has been provided for dredging and for providing facilities required for this port. No money is coming from the Shipping and Transport Ministry in order that the Paradeep port can accommodate vessels with one lakh DWT. At the time of Bangladesh war, no port could accommodate Vijayanta tank except Paradeep port.

I would urge upon the Minister to have the hinterland of Orissa and Bihar developed properly. For the minerals to be exported through Paradeep port, this would help a lot. He must use his good offices to install another handling plant in Paradeep port. Dredging should also be taken care of there.

There are so many companies under the Department of Mines, but are they keeping up with the dynamism and vision of the hon. Minister? Hindustan Copper made a loss of about Rs. 7 crores in the year 1983-84. It is getting doubled now. BGML made a loss of Rs. 9 crores from

its existence in 1972 till 1983-84. In 1984-85, the loss is Rs. 10 crores. MECL has made a profit of less than Rs. one lakh but under subsidies. I would urge upon the Minister better to close those companies and give more attention to those companies which can have better performance and better execution. In this connection, I would urge upon the Minister that before giving Rs. 32 crores to HCL, he should go in for an in-depth study by some international experts or experts from our Research and Development Wing. Only then, he should recommend for giving this money.

The National Aluminium Company, NALCO, has been progressing very well. Mrs. Indira Gandhi gifted to the nation on 26th January 1980 the largest alumina-aluminium complex in Asia to the country. In 1981, they signed a contract with Pechiney Ltd. of France with equity participation, on turnkey basis. By 2000 A.D. what will be the production of aluminium? How are they going to export aluminium, because aluminium consumption in the world is 5%, but we require 50% of the bulk of aluminium; it is impossible and impracticable that we can adjust all the aluminium that would be produced. In 1982 January, they have revised it and in the name of indigenisation, they have given the consultancy to EIL. They have withdrawn the equity participation. But in 1981 the same Pechiney Limited has signed a contract with Tomago in Australia. They have already installed an aluminium smelter which is producing four lakh tons. The escalation cost is 25 per cent. But in our Plant, the escalation cost in 1981 was 1224 crores and now it has gone to more than 2200 crores. So, the escalation is hundred per cent.

**PROF. N.G. RANGA :** Why? Have they given any reasons?

**DR. KRUPASINDHU BHOI :** I will ask the Minister who are the persons responsible to change this idea. Under the process, potline gestation period was about 9 months. But Pechiney Limited by their own research and development have cut it down to three months. They have achieved their goal and they have

already commissioned a project which is producing aluminium.

I am very happy about the Balco Aluminium Complex because its performance is magnificent. But in the Gandamardan Bauxite Project, which has been opened in my area, for employment opportunities, as Mr. Sahi was complaining, the sons of the soil formula is not being implemented there. No State Government Officer is inducted at the time of the interview. Will the Minister ask the company people that without the presence of the State Government officers, no interview should be conducted. They are injecting poisonous venom into the minds of the people there, by inducting people from outside.

Sir, now I will come to the field of coal production. Mr. Sathe, our Minister, is not happy about the Advisory Council which was formulated in 1981. But no meeting has been held till now. Then regarding the National Council on Steel, they are conducting round table conference to take on the spot decision at the table. Shri Sathe has asked not to retrench labourers. Instead, those labourers should be asked to break the coal into size according to the design parameters of the different industries according to their requirements.

At the same time, it is astonishing that coal is supplied without washing. Nowhere in the world, coal is supplied to different industries without washing. Everywhere washeries have been in existence. Only in India they are doing so. Because of the high ash content, Coal India Limited should be asked to instal washeries. I will urge upon the Minister that instead of diverting his attention to other areas, if he could stop the mafia of Bihar coal people, he will be able to mobilise resources internally, to the extent of Rs. 300 crores per year. Can he take that bold step?

Now, regarding the coal slurry process, they have already started one project. But there should be a mass movement in this direction in the field of coal. To replace fuel for energy, coal-water mixture

process which has been tried already in European countries should be inducted here too to reduce energy consumption for fuel.

Then I would like to mention about Kothagudem. The Kothagudem low temperature carbonisation plant which is a purely indigenous project, is suffering from lack of supply of coal. If it is given adequate supplies, it can produce by-product chemicals for the future needs of the country. We should not see merely the quantity of coal which is extracted in million tonnes. We should also see the calorific value of the coal which can be extracted from the mines. The OMS of labourers is minimum in India, in contrast to other civilized countries. At the same time, compared to other developing countries, it is 0.8 ton. Why is it so? So, industrial relations should be maintained; they should be perfectly peaceful: One Union: one industry; one coal mine: one union. That should be the type of participation of miners and workers in management. It will be a welcome structure.

Last but not the least, I will urge upon the Minister of Steel who is sitting here, that he should have a re-look at the days when Mr. Wadood Khan was there. There was no mushroom growth of steel industry in our country; 50% is the contribution from the public sector. We will achieve, by the end of 1999, the goal of 75% of saleable steel, and of different types of alloy steel which we are importing. Diversification is a must. Only then we can prove that our parameters of living standards have increased.

14.57 hrs.

SHRI NARAYAN CHOUBEY (Midnapore): I have a few suggestions to give to the hon. Minister: I would like to mention first, that while there is surplus of coal—it is being told that millions and millions of tonnes of coal are at the pit-head, and stocks are lying—at Midnapore i.e. in my constituency, there is no coal for a month now, because there are certain difficulties. People who have taken the contract of dumps are not taking coal; and this problem has not been resolved.

[Shri Narayan Choubey]

So, the prices of coal in the entire area has gone too high, when we are suffering from a sufficient, and even more than sufficient, stocks of coal at the pit-head.

We know the slogan : 'Produce or Perish'. But now in the area of coal, it seems the slogan is : 'Produce and Perish'.

PROF. N.G. RANGA (Guntur) : And burn it away.

SHRI NARAYAN CHOUBEY : That is so. Already, orders have been given to bring down the production of coal. Since the Railway Ministry has failed to give sufficient number of wagons to carry coal to different areas, stockpiles of coal are coming out at the pit-heads, and they cannot be carried. Naturally, the slogan now is to bring down production.

We are being told that we are at the fag end of the 20th century, and we should be prepared to enter the 21st century. I do not know whether in the area of coal, we are going into the 19th century from the 20th century. Otherwise, why this funny order has been given, to bring down production ? Why don't you make use of our available wagons and available trucks to carry coal soon ? That should be the first priority. Not that we bring down production. This is my first submission.

My second submission is that there is a very bad system, at least in Bihar colliery areas called Delivery Slip Orders. That is at the root of big corruption. Officers of Coal India know these things in detail. What happens is that persons who are favourites are given the D.O. Slips. They collect coal at the rate of Rs. 240/- per tonne at the pit-head itself. They sell it at Rs. 500/- or Rs. 800/- per tonne. Even in a State like Bihar where there is sufficient coal, due to this system of D.O. slips, price of coal in many areas has gone up to as high as Rs. 1,000/- per tonne. I will request the hon. Minister to enquire into this, and pass orders saying that this bogus D.O. slip system, which favours the favourites, should come to an end in the colliery areas.

I do not know why Mr. Sathe is not here. Mr Sathe has written a very good book. It has come out during 1984, and is called, "Towards Social Revolution". In this book, at page 84, Mr. Sathe has come to a conclusion and says :

"On the basis of the foregoing data, the estimated black money figure for the year 1981-82 is Rs. 54,000 crores".

It is Mr. Sathe's book, not from anybody else. Now I give a specific example how big thefts took place. I will give one instance in a colliery. I request the Minister to make an enquiry into it. Some two years back in the Churi Colliery near Ranchi in Bihar, it was found that 25 wagons full of coal were being sent to Bhatinda from where they will go to Pakistan. The matter was reported to the police by our AITUC. They seized that coal. I think since 1983 that coal is still with the police. Nobody claims that coal. CCL says that coal is not theirs. All the collieries are nationalised. Where from coal comes ? Our leader wrote to late Shrimati Indira Gandhi. She ordered an enquiry. On 16.2.1985, Shri Vasant Sathe went to Ranchi. Again our people met him and reported this matter. One full rake was going to Pakistan. It was checked by the Bihar Police. Then it was said that the CBI was going to make an enquiry. Then SP, CBI is being pressurised so that no effort can be made for making an enquiry. The Coal India Chairman and other people are sitting here. What are they doing ? I want a categorical answer from this government, the government which will never tolerate corruption, the government which will fight blackmoney. What are they going to do in this particular case which I have mentioned just now ?

Regarding labour, a national coal wage agreement was entered into dated 11.11.1983. It was not implemented fully; it has not been implemented regarding housing, potable water, social security, etc. A sub-committee was formed but they never met. It was supposed to give its recommendations within six months. A Joint Bipartite Committee was formed for implementing the agreement but was not allowed to even sit at the instance of

the Chairman, Coal India. For that purpose, 48 hours strike took place on June 5 and 6. When the strike took place, the Chairman became vindictive. He ordered to cut eight days wages for one day strike. The workers went to the court and got injunction against the executive order. I request the hon. Minister to see that the entire industrial relation in the coal area should be again brought on the proper wheels. You should call a meeting of all the trade unions. Now, due to the grace of the Chairman, Coal India, only INTUC people are being pampered, no other T.U. organisation is being called at the pithead. I request that this thing should be remedied by the new Minister; and when you have come perhaps you will be able to do it.

For Bokaro Steel, coal was supposed to come from Dugda Coal Washery. Rs. 8 crores were spent, but still this colliery is a myth, is a dream. Now, we are supposed to go to cold mill and start production of 4M tons in Bokaro. Actually, we have reached this thing, but I do not know why on paper you are saying that your production is 2.5 million tonnes.

The captive power plants were supposed to come to Bokaro. Why have they not been put into operation? Why was not sufficient quantity of oxygen made available for this Bokaro Steel Plant. Similarly, in Dalli Rajhara near Bhilai Steel Plant, about 10,000 workers are working in the mining.

Sir, you kindly hear this. All these ten thousand workers are getting the same pay and allowances as the departmental labourers. But still they are not departmentalised. The contractors are given Rs. 17 50 per tonne. I do not know what for they are given that money. It simply raises the cost of production. I think the contractors are least concerned to give you proper production. They simply think that they are producing so much and they are getting the money. I suggest that those workers must be departmentalised.

Bhilai steel plant is expanding, its capacity is now 4 million tonnes. But 5,800 HSCIL workers are sitting idle. I do not know why private workers should be

employed here when much number of workers sit idle.

I request the hon. Minister to look into the points I have raised. Of course, we need steel, we need coal. But if you can stop the private collieries it will be good. As Dr. Krupasindhu Bhoi stated, if you can control the mafia-gangs in collieries all the benefits can be had. I hope that you will be successful in your efforts.

MR. CHAIRMAN : Shri Shanti Dhariwal.

PROF. N.G. RANGA : Today you are constructive.

SHRIMATI GFETA MUKHERJEE : We are always constructive.

[Translation]

SHRI SHANTI DHARIWAL (Kota) : Mr. Chairman, Sir, supporting the Demands for Grants of the Ministry of Steel, Mines and Coal, I would like to submit to the hon. Minister that steel, mines and coal are the backbone of the economy of the country. Around Rs. 4,000 crores worth of authorised capital has been invested in the steel plants. In the details of profit and loss for 1983-84, a net loss of Rs. 214.53 crores has been shown, whereas in 1982-83, the net loss was Rs. 105.76 crores, which means the loss has doubled this year.

In spite of the investment of crores of rupees by the public exchequer, the factories are continuously incurring losses. Whenever the attention of Government is drawn towards this, the Chairmen of the factories come out with the excuse that shortage of power and inferior quality of coal was responsible for the losses and thus try to throw their responsibility on others. Further, they want that these losses should be written off.

I would like to ask the hon. Minister whether this power and coal problem has not become more serious than that of mismanagement, corruption and low productivity. Does not this shortage of power and coal affect the private sector also? Their production capacity did not go down and



[Shri Shanti Dhariwal]

was estimated at 99 per cent in 1983-84 and 92 per cent in 1984-85 whereas it remained at 63 per cent in the public undertakings.

It is surprising that though in Government documents, availability of steel melting capacity and rolling capacity has been shown as being more than the domestic demand and the production of raw steel in all the steel plants has been shown as 60 per cent, we have to import 1.5 to 2 million tonnes of it.

In India its per capita consumption is 14 kg. whereas in China it is 40 kg. The targets fixed in the Fifth Five Year Plan have not so far been achieved. In spite of such a large cost, why is the performance so low?

The steel plants in the public sector have been incurring huge losses. There was a news in the press that in 1984-85 SAIL has earned a profit of Rs. 20 crores but is it not a fact that the Government declared an interest-holiday and withheld payment of Rs. 90 crore interest so that these undertakings could be shown to have earned profit? Is it also not a fact that every year there is an operational loss of Rs. 150 crores? We should be honest in preparing our accounts and should not show as profit the amount given by the Government as relief and exemption. Further, this situation has come about when efforts to reduce the losses of SAIL were made by increasing twice the prices of steel, in June, 1984 and February 1985, which resulted in more profit to Tatas than to SAIL. This repeated increase in the prices has affected the general price level and the cost of the Government projects and the consumer as well.

Sir, one more thing which I would like to submit is that in the Indian steel plants, the energy cost as compared to the international standards is twice and, at places, even thrice. This we shall have to reduce. Most of the plants have become 20 to 25 years old. Tatas have spent hundreds of crores of rupees on the modernisation of their plant and consequently they have started earning huge profits. We should also modernise our plants. Government will have to take a decision in this respect

at the earliest because the cost is increasing every day.

Sir, how is it that Japan, a small country, which imports iron and coal from us and bears the transport cost for carrying these raw materials for a distance of 8,000 kms, gives salary to her workers four times more than that paid by us here and also, sells steel to us at 35 per cent less than the price prevailing here. We shall have to look into it seriously.

A few years back, in a survey of Bokaro Steel Plant, it was said that as against the 32000 workers employed there, 9000 workers should have been employed. The then hon. Minister had told us that Government did not set up plants merely for earning profit but also for giving employment. This means that to achieve one aim we can bear huge losses. We should not do this. We should employ workers only to the desired extent. Only then we would be able to improve our economy.

Sir, one more request I want to make. Japan, Taiwan and Korea sell stainless steel coil at the rate of Rs. 15,000 per tonne, which is sold by the Salem Steel Plant at the rate of Rs. 42,000 per tonne and even then a loss of Rs. 200 crores per year has to be suffered. Unless some solution is found for all these ills and till the inefficiency in the plants continues, Government will have to bear the losses. Because of this the small scale industries will not get the material in time and the prices, too, will have to be paid at higher rates. This also hinders competition in the export markets. Along with increasing the production, we should also bring the prices of raw material to the level of international prices.

Now, I would like to give certain suggestions to the hon. Minister. First, in these factories and plants, professional managers should be appointed and the managers of the private institutions should also be given chance here. Why is it that the plants in the public sector are incurring losses whereas the private plants are earning profits? Therefore, I feel that the professional managers of the private plants should be encouraged to come to the plants in the public sector.

Further, I suggest that to save foreign exchange, we should import only critical items and all other items, for which we have technical knowhow available here, should be manufactured indigenously. The 110 per cent duty imposed on hot rolled stainless steel coils should be scrapped so that the monopoly of certain producers is ended. I also suggest that result-oriented managers should be encouraged and they should know that in case of mismanagement they will be punished.

I suggest that for power and coal, the private sector should be encouraged so that the shortage of these items could be removed. Immediate steps should be taken to check indisciplined, irregular and inefficient managers and workers and they should be punished also. The profits of the public sector undertakings in production should be periodically compared with those of the private sector so that the shortcomings could be removed. Capacity utilisation should be improved at every stage. Coal, fuel and neptha should be used economically. The members of the Board of Directors and efficient administrators of big plants in the private sector, who are well versed with the needs of the industry should be appointed in the public sector.

With these words, I support the Demands for Grants and submit that a short while ago Shri Vishnu Modi talking about mines had mentioned in this House that since the enforcement of the Forest Act, the mining operations had suffered. I come from Kota constituency where sand-stone mines exist. These mines are facing a serious crisis. Notices have been served and mining operations have stopped resulting in unemployment of thousands of workers. Through you, I would request the hon. Minister that at least in the matter of mining, the Forest Act should not come in the way and such arrangements should be made as may prohibit the enforcement of this Act at places where good quality minerals are available.

**SHRI YOGESHWAR PRASAD (Chaitra):** Mr. Chairman, Sir, I support the Demands for Grants presented by the Minister of Steel, Mines and Coal. The hon. Minister has been entrusted with a heavy responsibility for the country's deve-

lopment and these three departments are such as can pave the way for the development of the country. The development and prosperity of a country is revealed by the per capita production of steel and how it is being used. I feel the steel being produced in our country is hardly one fifth of our requirement. We can meet our requirement of steel with the sources already available with us. If our public sector steel plants at Bhilai, Rourkela and Durgapur and the steel plants in the private sector work efficiently, the indigenous demand for steel can be easily met. I would like to draw the attention of the Minister towards certain important points. Our Minister is a very efficient and dynamic person and he is trying very hard to ensure the country's development. 15 years have passed since the nationalisation of coal mines, but there is still shortage of coal which has been adversely affecting the steel production in our country. Our production of steel is not satisfactory. It is regrettable that our country has to import rails worth Rs. 25 crores whereas this requirement had been met previously by the Bhilai Steel Plant and TISCO. The hon. Minister should pay attention towards it.

Mr. Chairman, Sir, I would like to draw the attention of the hon. Minister towards what had been said by Gladstone in regard to coal. He had said :

[*English*]

"Prime Minister should sit on a sack of coal."

[*Translation*]

I am of the firm view that coal plays a very very important role in a country's development. If its role is ignored, we would be harming our own interests. We have read a press report and are very happy that C.I.L. has earned a profit of Rs. 25 crores during 1984-85 as against a loss of more than Rs 200 crores in 1983-84. This rate of profit is not a new one. During 1982-83, we had earned a profit of Rs. 39 crores. The hon. Prime Minister has also said that the requirement of coal is not being met at present. 15 years have passed since nationalisation of coal mines, but still we have to import

[Shri Yogeshwar Prasad]

coking coal. It shows our inefficiency. The extent of foreign exchange being spent on importing coal can easily be imagined.

Mr. Chairman, Sir, in C.I.L., only Bharat Coking Coal can produce coking coal. Our daily requirement of coking coal is 55,000 tonnes, whereas our daily production is only 45,000 tonnes. In the entire country, the coal production is 21 million tonnes, out of which 16 million tonnes are coking coal and the remaining 5 million tonnes are non-coking coal. Mr. Chairman, Sir, I shall be failing in my duty if I do not bring the facts to the notice of the hon. Minister through you. Bharat Coking Coal is a company which can produce coking coal, which is used in producing steel. The C.I.L. had closed down their coal ovens in 1983 and the production of hard coke was stopped. As a result thereof, ovens in the private sector have started producing more hard coke. The reason being that the coking coal directly or indirectly continued to reach the private sector and they continued to produce hard coke. Keeping this in view, Government have proposed to commission the closed oven again. Now, the situation is that the private sector companies have been earning profit by selling hard coke in black market to the tune of Rs. 200 to 300 per tonne. The exploitation of workers is also there. Government should take immediate steps to stop this exploitation.

Mr. Chairman, Sir, I would like to say one thing more. In the coal washing process, the slurry is thrown away without being put to any use. The private companies lift this slurry and use it for the production of hard coke. Hard coke produced by us contains 25 per cent ash-content. Whereas hard coke produced by the private companies contain 10 to 15 per cent ash-content. In this way, the private companies have been earning huge profits from a raw material obtained almost free.

I had drawn your attention towards coal washeries earlier also. The condition of all coal washeries is very bad. There, most of the good quality coal is shown as middlings. This is done in connivance with the officials there. Government

should pay attention towards it. Low quality coal can be utilised for other purposes, but it will be of no use for producing coking coal. We have come to know that there is a huge stock of such coal in Bilaspur in the western coal fields, but they are facing transport difficulties. There are no means of communications and transport. M.E.C. has done a lot at Balunath of Palamau District in Bihar. It has made an intensive search as a result of which we have come to know that there are rich deposits, of such coal there. If it is exploited, the quantity available will be sufficient to meet all the requirements. I demand that mining of coal at Balunath should be undertaken immediately.

Mr. Chairman, Sir, the expenditure being incurred so far on the welfare of coal mine workers is being curtailed. Unless the living conditions of coal-mine workers are improved, their efficiency cannot be increased and we cannot expect more work from them. Even today, a large number of coalmine workers do not have residential quarters. Heaps of garbage, and open drains can be seen in front of their *jhompris* and their children take their meals at the same place, due to which they easily become victims to diseases like Silicosis and pneumo Koniosis. Thousands of workers are suffering from these diseases today.

There was a convention in our area that after the retirement of a worker, his heir used to get employment. But now this matter has been referred to court. I would like to submit that it is the right of a worker that after his retirement, his heir should get employment. The hon. Minister should look into it and try to restore their right.

The condition of the farmers is very pitiable at the places where illegal mining takes place. The ponds and wells of the farmers located near the mines get dried up. You know that this water is utilised in the mines. But no compensation is paid to the farmers. The farmers and their cattle have to face shortage of water. I would like to say that Government should take concrete steps to remove the shortage of water there.

A lot of discussion has already taken place in regard to corruption and this evil comes up for discussion time and again. Just now, an hon. Member was saying that corruption was rampant in Bihar, but I would like to say that there is no place where corrupt practices are not followed. A profit of Rs. 6 lakhs is earned daily by illegal mining in the Eastern Coal Fields. Chapapur colliery is the biggest example where illegal mining is going on and where dozens of workers were killed because of the caving in of the mine. This matter has been hushed up, as if no incident has taken place.

In May, 1983, a news item had appeared in *the Statesman* in respect of Logabadi Colliery. The rejected coal stocked there was dispatched to Durgapur and other places. This is the biggest example of corruption.

The Durgapur Plant is being expanded. I would like to know the expenditure to be incurred thereon. What will be its capacity and how many workers will be employed in it? I would request the hon. Minister to give information about all these things.

I have drawn your attention towards certain issues. I am sure you will pay attention to them and try to curb the corruption which is rampant.

SHRI RAM PYARE PANIKA (Roberts-ganj) : Mr. Chairman, Sir, I am very grateful to you for permitting me to speak. Sir, Shri Narayan Choubey has just concluded his speech. I would like to say something about coal first. He has not paid attention towards the achievements made in the coal sector after 1980. You will remember that during the Janata Party regime, the production of coal was about 90 million tonnes in 1979 and after 1980 the production of coal started increasing continuously and today it has reached 147.6 or 146.7 million tonnes. Mr. Patel is present here. We want to remind him that during the three years of Janata regime, trains were cancelled, the power houses faced difficulties in getting coal and the consumers and other government sectors also faced acute difficulties in getting coal. The Key-sector industries became crippled and their prod-

uction went down steeply. But when our Government came to power again in 1980, special attention was paid towards the key-sector industries, particularly coal, power, steel, cement and transportation. The production of coal was augmented. It is a matter of happiness that we have achieved the targets fixed by us. When coal was made available, production in all the sectors, whether it be cement, or steel or other sectors, increased.

Shri Narayan Choubey made mention of the distribution system. I would like to say that the prices of coal have come down due to the policy adopted in regard to the movement of coal during the last two to three years. The malpractices committed in the movement of coal by trucks have been put to an end to.

If corrupt practices are adopted in respect of coal, this Ministry is not responsible for that. It is the State Government which is responsible for that, because they handle the supply of coal. Who will get how much coal has to be decided by the state government. On their recommendation, Coal India has to issue permit to them. Coal India has done commendable work during the last two to three years.

I would also like to say that the number of strikes in Coal India during the last two to three years was 268. This year, this number has come down to about 63 or 64. This shows that an atmosphere has been created there which is conducive to increased production. Also a sense of discipline has been inculcated among the employees. That is why the production of coal has increased and today about 30 million tonnes of coal are lying at the pit-heads.

I would also like to say that the hon. Minister held a high level meeting at which the Minister of Power and the Railway Minister were also present. Even now the government have to make available the railway wagons because if trucks are again utilized for transporting coal, you will not be able to check the mafia gang and eradicate the corruption rampant in the movement of coal and the prices, which have been controlled to some extent, will start rising again.

[Shri Ram Pyare Panika]

I would like to say two or three things more in this regard. Many reforms have been effected but something should be done for the employees' welfare, such as the provision of residential accommodation for them as has also been mentioned by Shri Narayan Choubey just now. Under the Agreement reached in 1983, much has been done but houses are not being provided because Coal India has got no separate unit for building houses. So, I want that a Civil Engineering Unit should be set up on the lines of the one existing in other departments, which may construct houses and look after their maintenance. The work of the construction of houses is given on contract basis and it is not completed. It has been the desire of Coal India for a long time that houses should be built for the workers of Singrauli Coal Field but the contractor leaves the work incomplete. Hence, I suggest that a Civil Engineering Cell may be set up in Coal India in order to equip them with house construction facilities. I would also like to point out that the atmosphere in the open cast mines of coal is polluted. Today, there is need for increasing hospital facilities there, such as at the central hospital at Singrauli. It is in Uttar Pradesh. Keeping in view the norms of production and administration, etc., a proposal for setting up of a company for the Central Coal Fields has been under consideration for long. It has not been possible to give a practical shape to this proposal. So far, you have appointed a Director only. Hence, I demand that a company may be set up there. I appreciate that a Project officer has been given the rank of G.M. vesting in him greater power. It has resulted in creating a sense of relief in the people. Now they will not have to go to far off places in search of work. Besides, the school facilities provided there are not adequate. These facilities should also be expanded in proportion to the expansion of work in the coal field.

I would like to say one thing more. Civil engineers working in mines and mechanical engineers working in open cast mines have not so far been given an opportunity to work in the administration. None of them has either been made a Managing Director or Project Officer. This policy has to be

changed. There is great resentment among these people because they do 60 per cent of the work in the open cast mines. You should give them an opportunity to work in the administration.

Besides, I would like to say that the setting up of coal yards is a successful experiment. I want that more coal yards should be set up in the interest of consumers so that the corruption rampant in this field could be eradicated.

The same arrangements for the supply of coal, as have been made in respect of brick-kilns, should be made in other places also where coal is required. Coal should be supplied from the nearest point. There are coal mines in Mirzapur and Sidhi also. We do not understand why Coal India allots the coal required in Mirzapur and Sidhi from other points. I think it will be better if the people of Mirzapur are supplied with coal from the Mirzapur coal mines.

Sir, mention was made about S.A.I.L. It is true that SAIL is one of the four top public sector undertakings, i.e. Indian Oil, F.C.I., O.N.G.C. and SAIL. We are very happy to know from the note of the Chairman that SAIL is likely to earn a profit of Rs. 20 crores this year as against the loss of Rs. 14 crores last year. We want to congratulate the Minister for this. During 1985-86, you have made a projection of earning a profit of Rs. 100 crores. It is true that barring one or two projects, the production has not increased much, but in other fields such as capacity utilisation and new technology, you have made progress. It is commendable. After studying the report, I was surprised to know that electricity and coal were not made available to this sector. Sir, power to some extent is generated by these companies also. There has been record production of lignite this year. It is a matter of happiness that this corporation has earned a profit of Rs. 263 to 264 crores. Hence, I want that attention should be paid towards the generation of captive power. You do not depend upon the Minister of Energy because he has to ensure power to agriculture and other sectors also. He is under great pressure for this. Hence, you should pay attention

towards captive power. I think the Minister of Energy will issue you more and more licences so that you may not experience any difficulty in this regard. We are surprised to note the figures of the production of Aluminium in Hindalco and BALCO. The Madhya Pradesh Government received money from the Central Government for generating power and supplying it to the Aluminium factory, but they did not supply power to it. Now, the time has come to pay more attention towards the production of Aluminium and non-ferrous metals, because these are imported from abroad. You should complete the plan for establishing power houses for this. We have always given you cooperation in the matter of acquisition of land, whether it be for the setting up of power plant or of any other plant. The setting up of a chalk project was under consideration. The Minister of Energy is present here. I would like to tell him that when a new coal mine is commissioned, it is not linked with a power station in time. Anpara Project in the State Sector is the largest in Asia. The Chalk Project meant for it could be commissioned this year after many efforts. Three years ago, an agreement in regard to acquisition of land for this project was reached. The local farmers say that they will not accept compensation at the rate prevalent in 1982. You will have to consider this point.

Now I would like to say something about recreation. A demand was made for the construction of a cinema hall in the Singrauli coal field area. I got a cinema hall constructed there after meeting the District Officer. In the meantime, Coal India acquired the land. But now, although a cinema hall has already been constructed there yet they say that they will not allow it to function. I would request the hon. Minister to direct the officers and employees to allow the cinema hall to function there so that the people living in forest area could have a place of recreation. With these words, I conclude and hope that this Ministry will march ahead in the coal and steel sectors.

**SHRI MANVENDRA SINGH**  
(Mathura) : Mr. Chairman, Sir, I rise to support the Demands for Grants of the

Ministry of Steel, Mines and Coal. India is a vast and developing country and she has a very huge population. Industrial progress is also taking place at a very rapid pace. India has completed 37 years of her independence. There has been rapid industrial growth during all these years. In the pre-independence era, the industrial development of India was negligible. Big industries have been established in our country today. If we look towards the Defence Sector, we find that equipments being utilised in defence including ships are being manufactured indigenously. The production of coal and minerals in the country has not been to the desired level. The Government organisations dealing with coal and minerals in the country are incurring losses to the tune of crores of rupees. Ultimately, the people have to bear the loss, which is very unfortunate. Due to lack of production and lack of proper arrangements for transport, many industries are facing difficulties. Time and again it is noticed that due to lack of coal supply, there has been shortage of power generation. I represent the District Mathura in U.P. There are a large number of glass industries in Ferozabad and nearby areas. The bangle industry and the brick industry have made a lot of progress in U.P. It has been noticed that due to shortage of coal and fuel, these industries have suffered a great loss and now they are being closed down. This has resulted not only in loss of production, but lakhs of workers are being adversely affected. This has retarded the further industrial development. I would like to urge Government to make basic changes in the transport and distribution system as also in the production of coal, minerals and steel to obviate adverse effects on these industries. There should be close co-ordination among them. When we look towards their problems, we find that the transport and distribution sectors blame each other that there is lack of transport facilities and shortage of wagons or such other things as a result of which raw materials could not be supplied.

15.45 hrs.

[MR. DEPUTY SPEAKER *in the Chair*]

I would also like to submit that we are grateful to the Central Government that

[Shri Manvendra Singh]

due to their fresh efforts, new deposits of minerals have been found and there has been growth in the mineral wealth of the country. Government should make more efforts to explore the new and untapped deposits of mineral wealth.

Trade Union organisations and the contractors, in collusion with corrupt officials, have created chaotic conditions and they are working arbitrarily. With a view to increase the production of coal, it is quite essential that the coal mine areas are cleared of criminals, mafia elements and their accomplices.

I would also like to submit that able and honest officers should be appointed in the coal mine areas so that the production capacity could increase and there could be proper supervision.

Production of iron ore in iron ore mines, most of which are in the Public Sector, is less than the target. Due to Government monopoly, there have often been heavy increases in steel prices. By checking wasteful expenditure in the iron ore mines and Steel Plants as also by increasing production, the steel prices should be reduced. Relief should be provided to the consumers by reducing the production cost of various minerals in these sectors. Stringent action should be taken against the officers of these mineral units which are continuously incurring losses so that these units could run efficiently and people could get rid of such inefficient officers.

It is a matter of great pleasure that the Prime Minister, Shri Rajiv Gandhi, has paid special attention towards this matter and as a result thereof there has been an improvement in the production and distribution of minerals.

I would also like to express my thanks to the hon. Minister, Shri Kunwar Natwar Singhji, who has assured the people in a recent press statement that the situation would be improved within a year and we would move towards earning profits. We hope that profit would be earned this year itself.

I represent Mathura constituency. I would, therefore, request the hon. Minister

that a small steel plant may be established at Mathura so that unemployed persons could get maximum opportunities of employment.

There is a refinery at Mathura which is affecting Taj Mahal adversely from the environmental point of view. The board has, therefore, put a restriction in the establishment of such industries, as may adversely affect Taj, within a radius of 100 kms. But I would like to say that such industries as may not have adverse effect must be established there so that the maximum number of people could get employment.

A geological survey of Mathura area should also be undertaken and it should be found out if exploitation of mineral resources there is in the national interest. Mining work should be undertaken there also.

With these words, I conclude my speech.

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15.52 hrs.

STATEMENT RE : CERTAIN DECISIONS  
TAKEN BY GOVERNMENT TO  
RESTORE NORMALCY IN PUNJAB

[English]

THE MINISTER OF HOME AFFAIRS (SHRI S.B. CHAVAN) : The House has discussed the situation in Punjab on several occasions, from the point of view of resolving the issues in the wider perspective of preserving the nation's integrity and strengthening the unity of our people. Hon'ble Members are aware of the series of steps taken by the Government to restore normalcy.

2. It is in this context that I rise to announce some further decisions taken by the Government to this end. The Government will hold a judicial inquiry into allegations in regard to the incidents of organized violence in Delhi following the assassination of the late Prime Minister, Shrimati Indira Gandhi. A sitting Judge of the Supreme Court will head the Commission of Inquiry.

3. This House is aware of the circumstances in which the activities of the All India Sikh Students Federation were banned. Some of its office bearers had indulged in actions detrimental to the unity and integrity of India. We understand that the majority of Sikh students represented by the Federation are eager to play their part in the building of a strong and united India and we have therefore, decided to lift the ban.

4. Special courts were set up for expeditious trial of persons accused of various offences. The Government have been reviewing cases of persons held in detention, and many such persons have already been released. Consequent on the latest review, further releases are being made. The whole situation will be kept under constant review.

5. I hope and trust that all concerned with the unity and integrity of India will bend all their energies to find a way out of the present situation. So, much is at stake. So much, therefore, is demanded of us all.

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DEMANDS FOR GRANTS  
(GENERAL), 1985-86

Ministry of Steel, Mines and Coal—*contd.*

[English]

SHRI AMAL DATTA (Diamond Harbour): A number of hon. Members before me have spoken of the production of steel and coal in any country being the index of the country's progress. There is unanimity also in the view that India is not producing the amount of steel which is required and which is warranted by India's economic development to-day.

Going through the statistics which have been presented in the Annual Report of the Steel Ministry, it seems that in all the integrated steel plants which include one plant only in the private sector, we have a capacity of 11.4 million tonnes now which is going to be increased to 14.5 million tonnes when the current expansion and modernisation programmes are completed.

Yet out of this 11.4 million tonnes we are able to produce only 7.48 million tonnes. That is not the end of the story. Out of this 7.48 million tonnes—this figure is for 11 months only—we have not been able to sell one million tonnes of steel although an equal quantity we had to import from abroad. That means a very serious mis-matching of production. The product that we require to be produced by the steel industry is not being produced. We are producing something else. There may be two reasons for that. First, may be originally the production was planned in a certain way which is no longer required. It has to be updated. Second, the production planning although somewhat in error becomes worse by the fact that some of the steel plants are trying to increase their production by going in for heavier sections so that they produce more and can say that we have achieved 60 to 70 per cent capacity of production. If they try to produce the right type of items which will be sold in the market their production figures will be less. On account of these reasons we are unable to sell 1 million tonnes of steel whereas on the other hand we are importing 1 million tonnes.

One can say that some of these items are of very high grade steel which our integrated steel plants are not yet able to produce but we have a capacity of nearly 5 million tonnes in the mini steel plants. The mini steel plants are used all over the world not for the purpose of producing ordinary steel but for the purpose of producing special alloy and other kind of steel. If we know what our market requires why cannot we get our mini steel plants produce the steel which is needed. Either we have not done proper demand survey or if we have an idea what the market wants at least we have not made any effort to see that our steel units produce right type of material which the country requires.

Sir, the growth of the steel industry has been misreable. Everybody has agreed that we require much more steel. What has been our growth? From 1 million tonnes of steel before the Second Plan started we will be reaching a level of 14 million tonnes after expansion



[Shri Amal Datta]

programmes are completed. That is in the big integrated plant sector. We have another 5 million tonnes capacity in the mini steel sector. During the Second Plan when we started the integrated steel plants the planners envisaged 75 million tonnes of steel production in 2000 AD whereas by that year we will be producing 20 million tonnes as now envisaged. That will be our installed capacity. Even if we are able to produce that much shall we be able to sell all of it at the present price. The price has been enhanced to such an extent that we are pressing ourselves out of market. Our engineering industry is suffering because with this kind of prices they are not able to compete in the world market. It is necessary to see what is the reason for this high cost of steel in the country. Is it because of higher cost of energy or other factors?

Sir, all the countries have been able to ensure that the amount of coal required in steel making goes down. Have we been able to do that? What is the coke ratio, namely, the amount of coke required to produce one ton of steel?

16.00 hrs.

It is 800 to 1,000 KG of coke in this country whereas in Japan, Korea and other countries it is only 450 to 500 KG., just half of what is required in India. Now this has not happened in one day in those countries. It has happened over a period of time. We should have gone on continuously improving our steel mills so that the amount of coke used comes down and down. But we have done nothing, since we put up the integrated steel plants in the late 50s and in the 60s. In 70s we put up the Bokaro steel plant. By that time we should have known that in the world over, steel plants are designed to use much less coke. But we have not taken advantage of that. And now we are at a stage where we require certain very high amounts to be spent on modernisation. This is what is happening. We not only have to expand the capacity of the steel plants to be able to sell the steel, but, we will have also to bring down the price—if not in absolute terms, at least in comparative terms—so that with the increase in prices generally the price of

steel also does not increase any more. Already it has increased quite enough for this country to suffer all along the line. The whole gamut of industries are suffering. They have to survive and expand if we are to compete in the world market.

Speaking about steel and coming from West Bengal, I cannot but mention about the harm that freight equalisation policy has done to that part of the country. Not only West Bengal, but other States like Bihar and Orissa are also affected by this. This freight equalisation policy started from the late 50s. But it is not helping the eastern region. If you want to distribute iron and steel all over the country at the same price, you can do so, we have no objection. But you should ensure cotton, limestone and other commodities to us at the same price at which they are sold at the place where they are grown or mined. But that idea was not accepted by the Government. Ultimately we have been forced to demand that this freight equalisation policy must be altogether given up. We request the hon. Railway Minister to see that this freight equalisation policy is ended so as to help the eastern part of our country. In Howrah and Calcutta, at the applicable rate, the freight of one tonne of steel would be Rs. 90 whereas under the freight equalisation policy, Rs. 490 per tonne has to be paid for steel. In some parts of the country freight equalisation means giving a subsidy to the freight which would otherwise have to be paid. This freight equalisation policy should go. We request that decision on this should be taken as quickly as possible.

16.03 hrs.

[SHRI VAKKOM PURUSHOTHAMAN  
in the Chair]

Many people have stated that they congratulate the Prime Minister for bringing together all the three departments namely, Steel, Mines and Coal. It has been said that lot of constraints will be removed and so on. Many people have congratulated the two Ministers as being very dynamic. I just reserve my congratulations till a later date because I believe that the proof of the pudding is in the eating. Some years

later I hope to be able to congratulate the Ministers as well as the Prime Minister for this decision. I will do so if improvements are shown.

Incidentally I may mention that while we have been able to increase our production from one million tonnes in 1955-56 to about 8 million tonnes now, we have been just stagnating between 8 to 10 million tonnes for the last few years. But China, during this period, increased its steel production from below one million tonnes to nearly 40 million tonnes. Our achievement has been nowhere near that of China.

Now achieving the targets does not depend on whether the Prime Minister puts all the three subjects under one Ministry and the Minister in charge being dynamic. We have to see the system under which we are operating them. That system has to change. There is no accountability, there is no system of proper accounting even. We do not care what is the raw material consumed in our steel industry compared to what is consumed in the steel industries in other countries and we do not try to bring down the consumption of inputs. Not that process as are unknown to us, they are very much known to us. But we do not see that these are actually implemented. Why do we not do that? We do not do it because there is no accountability. When the General Manager finds that there is going to be a loss, they just come to the Ministry and say that the price of steel has to be increased. Now, the price of steel is increased and automatically either the loss is minimised or there is profit as in this year. Now, having increased the price of steel in February on an average of Rs. 600 per tonne, there has been a gain, in the value of steel lying in stockyard, there is, about one million tonnes of steel in stocks whose value has gone up Rs. 60 crores and because of this SAIL was able to show a profit of Rs. 25 crores or so as published in the newspapers. The Minister should be able to give the correct picture as to whether this is due to good and efficient working or due to increase in price of steel which was lying in stock.

Sir, the hon. Minister has said somewhere—I am referring to Mr. Sathe—that we have to introduce 'Tisco culture' in our steel industry. I have an objection to this kind of expression 'Tisco culture' because introduction of a private sector culture in the public sector is not a correct approach. I did not expect from the Minister who is known to be a supporter of public sector such a statement. If Tisco has good accounting and good management, they ought to be introduced in the public sector, but Tisco like other private enterprises have something more than that which I do not want to be introduced in the public sector. I do not want these cultures to be introduced in the public sector.

In the field of coal, one or two things I want to mention. Sir, recently royalty on oil has been increased. Now, oil is a product of nature for which nobody can take credit. But, nevertheless, the State Govt. is barred from making use of it, it has to be paid compensation in the form of royalty. The royalty on oil has gone up, nearly three times. It has been increased from Rs. 61 per tonne to Rs. 185 per tonne. Now, the increase in royalty on coal in ten years is Rs. 1.50 per tonne although the price of coal has gone up from Rs. 30 per tonne to more than Rs. 300 per tonne. We have made a demand for increase in royalty on coal and I would request the hon. Minister to look into this matter and see what he can do. Being an advocate of public sector, I would also request him that he should see that there is workers' participation in the management at all levels, not merely inducting one worker in the Board of Directors which will meet once in two months or three months, but at all levels in Joint Works Committees, Production Planning Committees, Personnel Planning Committees, Perspective Planning Committees and also in Financial Control Committees so that rampant corruption which is responsible today for loss in coal and steel can be eliminated completely.

[Translation]

\*SHRI R. JEEVARATHINAM (Arakonam): Mr. Chairman, Sir, I rise to

\*The speech was originally delivered in Tamil.

[Shri R. Jeevarathinam]

say a few words on the Demands for Grants of the Ministry of Steel, Mines and Coal for 1985-86.

Steel is the basic raw material for the industrial development of the country and that is why steel production is in the Public sector. Only when steel is in the core sector, we will be able to capture the commanding heights of the economy. In full realisation of this imperative necessity, the former Prime Minister Pandit Jawaharlal Nehru established steel mills in public sector in different parts of the country. After him, we have not been able to put up such large steel mills. Now there has been population explosion. There is continuous demand for steel in public sector enterprises and also in private sector industries. I would like to request the hon. Prime Minister and the hon. Minister of Steel, Mines and Coal that bearing in mind the growing requirement of steel, large steel mills should be set up in the country. When this is undertaken, it must be ensured that the requirement of Tamil Nadu and other Southern States is given due consideration. Surveys should be undertaken there and such large steel mills should be set up there.

I am sure that the hon. Minister would look into this and do the needful in this regard.

Sir, the Neiveli Lignite Corporation is functioning profitably. In 1985-86, this Corporation is expected to generate Rs. 70 crores internally. If this target is to be achieved, then all uneconomic and wasteful expenditure should be curbed. If this is not done, then the lignite price will have to be raised; alternatively, the arrears of payment to the tune of Rs. 100 crores due from Tamil Nadu State Electricity Board should be collected vigorously. At any rate, I suggest that the price of lignite should not be enhanced. Similarly, the electricity tariff should also not be hiked up.

I would like to refer to another important problem. The Neiveli Lignite Corporation has acquired 128 hectares of land so far, and 42 hectares of land are yet to

be acquired. Unfortunately, a purposeful rehabilitation programme has not been implemented for the benefit of people whose land has been acquired. They are suffering in the absence of livelihood. I want that the hon. Minister should look into this and implement a rehabilitation programme for the good of these people. The prevailing market price of land must be paid to those whose land will now be taken over, besides providing them alternative livelihood. There is one Paravanar Canal. This should be strengthened and widened so that the waste water can be taken through this canal for irrigation purposes. In the interest of generating more electricity, the Government of Tamil Nadu have sought the approval of the Ministry for third mine-cut in Neiveli. I request that approval should be given for third mine-cut in Neiveli.

Thousands of workers here are under labour contract system. They are being exploited. They get the daily wage of Rs. 5 or Rs. 6/-. I take this opportunity to suggest that the Neiveli Lignite Corporation should allocate separate funds for the welfare of workers and their wages should also be raised.

You know, Sir, that coal has to come by sea from northern collieries to Tuticorin Super Thermal Power Station. There is inordinate delay in the transportation of coal by sea. The situation has worsened to the extent that the coal has to be rushed to the Power Station for that day's requirement. At least one month's stock of coal should be available with Thermal Power Stations. Unfortunately even the day's requirement of coal is not available. This hampers the generation of power. I wish that the hon. Minister bestows his personal attention in this regard and ensure that power generation is not hampered for want of coal. Similarly, the requirement of coal for Ennore Thermal Station should also be met adequately and expeditiously and for this purpose effective coordination must be established with the Railway Ministry. There is another reason also for referring to this aspect. It is authoritatively learnt that Coal India is reducing its production of coal because of the growing stock-pile

of coal at the pit-heads, running to several lakhs of tonnes. When there is coal scarcity in different parts of the country, we should not cut down coal production. We should have a proper plan for the movement of coal to the required centres of production. The Coal India should undertake a purposeful supply management programme, instead of cutting down coal production.

The large steel mills are located in northern States. The industries located in the adjacent areas are able to get steel at comparatively lesser prices than those industries located in southern States, where the coal has to reach through wagons. In order to give advantage of price of steel to industries in Southern States, the Government is implementing the freight equalisation scheme. Concessional freight rates are given for this purpose. It is understood through authentic sources that freight equalisation scheme is being scrapped. If this is done, then the small industries in Southern States will be decimated. I seek the good offices of the Minister of Steel for the continuance of freight equalisation scheme for the survival of small industries in South. I also suggest setting up of steel stock yard in Tamil Nadu for ensuring regular supply of steel to rolling mills in Tamil Nadu and adjoining States.

According to 1985-86 Annual Report of the Ministry, substantial stocks of coal are on stock. When this is the prevailing position, permission has been given to the Government of Tamil Nadu for the import of a lakh tonne of coal from Australia. This is primarily due to inadequate transport facilities. The Railway Board and the Department of Coal should work in unison in national interest and ensure that the requirement of coal in Tamil Nadu is supplied without interruptions.

With these words I conclude my speech.

\*SHRI C.K. KUPPUSWAMY (Coimbatore): Mr. Chairman, Sir, I thank you very much for giving me this opportunity

to participate in the discussion on the Demands for Grants of the Ministry of Steel, Mines and Coal for 1985-86.

My parliamentary constituency, Coimbatore, is the industrial hub of Tamil Nadu. In Coimbatore District, several lakhs of workers are working in industrial units and textile mills. There are several hundreds of small foundries in Coimbatore. The basic input requirement for these foundries is steel and coal. Unfortunately, there is no assured supply of steel and coal for them. Their production is impeded several times because of non-availability of steel and coal. Hence I take this opportunity to request the hon. Minister of Steel, Mines and Coal that adequate quantities of steel and coal should be supplied to Coimbatore. In order to ensure this, I suggest that a coal stock-yard and a steel stock-yard should be set up in Coimbatore. Then only there will be uninterrupted supply of steel and coal to the foundries and other engineering units in Coimbatore.

I would refer to the black granite mines in Dharmapuri, Salem and other adjoining districts. This black granite is in great demand in foreign countries. Unlike the marble, which is in white, granite stones are available in multiple colours also. We have been earning foreign exchange by the export of black granite stones. Several lakhs of workers are eking their livelihood in these mines. Unfortunately, the Government of Tamil Nadu have closed these mines. The workers are struggling for survival. The country is losing valuable foreign exchange. I demand that the Central Government should take over these black granite mines and give livelihood to lakhs of workers.

As I would not like to repeat the points raised by other hon. Members, I conclude my speech by stressing once again the urgent necessity for setting up a coal stock-yard and steel stock-yard in Coimbatore for ensuring supply of coal and steel to foundries and other engineering units in Coimbatore.

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\* The speech was originally delivered in Tamil.

## [Translation]

**SHRI LAL VIJAY PRATAP SINGH** (Sarguja): Mr. Chairman, Sir, I rise to support the demands for grants relating to the ministry of Steel, Mines and Coal. Our country is a developing country and with a view to speed up the pace of development further, it is necessary that all the departments under this Ministry be provided with adequate funds.

In this connection if we look towards, the Ministry of Steel, we find that it is a Ministry which has to serve every major and minor industry in the country. Steel is required in every sphere of industrial field whether it be the motor car industry, the Aircraft industry, the Railway Coach or wagon manufacturing unit, or the spare parts manufacturing units or any other units. Steel, has, therefore, got an important place in the developmental phase of our country. It is a matter for happiness that effective steps have been taken in this direction.

If we look towards our past, we find that there used to be only one or two big steel plants in which steel was produced. One of them was the Tata Iron and Steel Company and the other one was the Indian Iron and Steel Company and they produced 10 million tonnes and 3 million tonnes respectively. Fortunately we have made tremendous progress in this direction and we have been able to meet most of our requirements of steel with the steel produced within the Country, but it is a matter of concern that a huge quantity of costly steel is still imported by us from the foreign countries. A large quantity of such steel is produced in the country for which there is no proper market. I would like to draw the attention of the hon. Minister towards this and request that we should lay emphasis on production of such steel which is consumed more in our country.

So far as provisions under various heads of this Ministry are concerned, I would like to say that despite limited resources and financial constraints, commendable efforts have been made by him. It is also commendable that suitable allocations have been made for Bokaro, Bhilai, Rourkela, Durgapur and other steel plants.

Regarding Mines Department, I would like to say that the allocations made in the budget for this year are proper and are less-as compared with these made last year whenever there is lesser need. This effort is also to be appreciated, because in the national perspective it becomes necessary to make allocations only in public interest.

So far as the coal industry is concerned I represent a district where there are a large number of collieries. In my view there is need for streamlining of this industry.

Mr. Chairman, Sir, if we look towards the past we find that there was stagnation in the production of coal and every year approximately 100 million tonnes of coal was exploited, but it is a commendable thing that we have taken a lot of steps to increase the production of coal and now, we have achieved a capacity of extracting 147 million tonnes of coal. Mr. Chairman, Sir, most humbly, I want to draw the attention of hon. Minister to some important issues. Due to paucity of time, I do not want to go into the statistics. I am helpless in that, but I would certainly say that in spite of the huge production of coal in our area, the local people are not supplied with coal. I would like to request the hon. Minister to make some arrangement in this regard. Another point has been made here emphatically with regard to coal that the people sell their permits to another person at double or treble the price and thus misuse them. I want that the hon. Minister should take some effective steps to check this malpractice.

Mr. Chairman, Sir, now I want to draw the attention of hon. Minister, to some serious issues. As you know, a huge quantity of coal is produced around our Sarguja area, but due to lack of coordination between the Railways and the Department of Coal, I find that a large quantity of coal either remains untransported or it catches fire. I want that the hon. Minister should pay sufficient attention to this aspect also and take effective steps. We should develop such a system that whatever coal is produced is put to use or is consumed.

It is also a matter of concern for us that we cannot produce enough coking coal in our country. This is unfortunate for the country. We should produce enough coking coal indigenously and should make efforts to remove the difficulties being faced in its production.

Mr. Chairman, Sir, another important thing which I want to say through you is that our technology has not been developed to the extent it ought to have been. For instance, the proposal for Russian and Czech technology for utilizing slurry was discussed and there was a proposal to import this technology from there. We should pay attention to all these things. Today, our coal industry is very vital for Madhya Pradesh. It should make further progress and contribute to the progress of the entire country.

So far as the question of employment is concerned, corruption is still rampant in this respect and we must remove it. While we do a lot for providing employment, we have to ensure that employment opportunities in every field in our area are properly managed. For that purpose, you can coopt public representatives as members in the management. There is a need to evolve a system under which no official in the Government could indulge in corruption.

There is a question of payment of compensation to the people in our State. From these demands, it is seen that a big amount has been sought for the payment of compensation. But, unfortunately a large section of the people is deprived of compensation. The land of some people cannot be transferred to W.C.L. only because of their being Adivasis. There is some legal hitch in it. As a result of this, they are deprived of employment opportunities also under the rules of W.C.L. I want to draw the attention of the hon. Minister to this also. The rest of the things, I leave to the hon. Minister.

**DR. CHANDRA SHEKHAR TRIPATHI (Khalilabad):** Mr. Chairman, Sir, I rise to support the Demands for Grants of the Ministry of Steel, Mines and Coal.

Undoubtedly, steel is the foundation of industries and no success can be achieved in developing countries in the matter of industrialisation without steel. The Central Government have set up many industries in this sector in the past years and also acquired many companies in 1980. These companies have not utilized their full capacities to meet the needs of the country.

It is reported that due to shortage of power and coal and difficulties in rail transportation, production in Rourkela and Bokaro steel plants has been adversely affected.

I would like to congratulate the hon. Minister of Steel and Mines on maintaining liaison this year with the authorities like, Coal India, Damodar Valley Corporation, State Electricity Boards and the Railways responsible for supplying major inputs, with a view to solving the problems relating to supply of inputs.

It is heartening that as per the figures published by the Directorate General of Commercial Intelligence and Statistics, about 28 lakh tonnes of steel valued at Rs. 1009.9 crores were imported during the year 1981-82 whereas during 1983-84, only 5.7 lakh tonnes of steel valued at Rs. 249.56 crores were imported.

I am of the view that if these steel companies utilize their full production capacity, perhaps there will be no need for import and thus a huge amount of foreign exchange will be saved.

All Public Sector Companies are continuously incurring losses worth crores of rupees. It includes all big companies, in which a large amount of foreign capital has been invested, such as, to Bhilai Steel Plant, Durgapur Steel Plant, Raurkela Steel Plant, Bokaro Steel Plant, etc. I am sorry that I have to draw the attention of the hon. Minister towards falling production in prestigious steel plants of Bhilai, Durgapur and Raurkela, as the total production in these plants this year has been 54.12 lakh tonnes of steel ingots as against 60.55 lakh tonnes last year. Although, this production is 101 per cent of this year's target, yet it is 11 per cent less as

[Dr. Chandra Shekhar Tripathi]

compared to last year's production which is not justified at all.

Sir, similarly, in the Bird Group of companies, the Orissa Mineral Development Corporation Limited incurred a loss of Rs. 20.84 lakhs in 1984. Kalanpur Development Company Limited incurred a loss of Rs. 23.08 lakhs, Scott and Sexby Limited Rs. 22.95 lakhs, Kumardubai Fire Clay and Silicia Works Ltd. Rs. 139.31 lakhs, Bisara Store Lime Company Ltd. Rs. 56.46 lakhs, and Stern Investment Limited incurred a loss of Rs. 3.08 lakhs, whereas the Tata Iron and Steel Company, a private sector company has reported a profit of Rs. 18.96 crores for the period April to September, 1984.

Sir, the big industries of public sector enjoying all facilities and having monopoly are continuously incurring losses to the tune of crores of rupees and the process of levying taxes on the common people to make up for this loss does not seem to be justified, because it will certainly lead to inflation and rise in prices. I want that the hon. Minister should give special attention to salvage the public sector from this loss, so that the economy of the country could be strengthened. Therefore, my suggestion is that Government should at once stop all royal extravagancy, such as officers staying in five star hotels, holding meetings there, making payment of telephone bills to the tune of lakhs of rupees, frequent foreign jaunts and the expenditure being incurred in providing luxuries to the officers. It would be better to establish a direct link between production and amenities,

I also find that during the year under review, 1,481 accidents were reported in these companies of which 23 were fatal. Safety measures in these companies should be strengthened to reduce the number of accidents to the minimum.

Sir, it is the intention of our Prime Minister, Shri Rajiv Gandhi that regional imbalances should be removed in the field of development. I am sorry to point out that a step-motherly treatment has been meted out to Uttar Pradesh in this Budget. I want that the hon. Minister should

announce the setting up of a heavy Steel Industry in Uttar Pradesh, which is the biggest State of the country and make efforts to see that a situation of industrial unrest which could adversely affect the production does not arise in the current as well as coming years.

Sir, tin-plated brass utensils of Muradabad are famous throughout the country and a large quantity of these utensils is also exported which earns foreign exchange for the country. The manufacturers there do not get timely supply of coal at present and consequently they are forced to buy coal at very high prices due to which their units are on the verge of closure. I would request the hon. Minister to take effective steps in this regard so that the utensil industry is not forced to close down and the people engaged in it are not deprived of their livelihood and the amount of foreign exchange being earned therefrom maintained,

With these suggestions, I once again support the demands for grants of the Ministry of Steel, Mines and Coal.

[English]

SHRI K.RAMAMURTHY (Krishnagiri): Mr. Chairman, Sir, I rise to support the Demands for Grants under the control of the Ministry of Steel, Mines and Coal. I am joining with my other colleagues in congratulating the hon. Prime Minister for clubbing these three major Departments in one Ministry to facilitate in removing the bottlenecks and constraints for the smooth functioning of these three Departments. These three Departments are very vital and are a live wire for our country's progress. I also congratulate the new Ministers who have taken over charge of these vital sectors of our economy.

First of all, I would like to say about steel. As Shri Amal Datta has pointed out, we had begun our steel production with one million tonne. Now we have increased the production stage by stage and nearing self-sufficiency. This is not a small achievement and we should thank the broader vision of our late Panditji for his involvement in the public sector.

and for establishing these huge steel plants in the country. Though the production has increased, it is not to the extent of the installed capacity. I request the Minister to concentrate on this vital point and see how far these public sector steel units have achieved their installed capacity.

Somebody here has referred to TISCO. TISCO is in private sector and they do not have any special job to do, whereas the public sector undertakings are to do social justice to the country, they have to fulfil some social obligations. For this purpose, we have earmarked certain categories of items to be produced in some public sector steel mills and certain other categories for other mills, though by doing this we may incur losses also. If we allow the public sector steel plants to have their own way of profit-making, then some of the essential steel items will not be available to the vital sectors of the country. So, we cannot compare these public sector steel plants with TISCO. That is the argument I want to put forth. TISCO may go in for some special items of steel which are going to earn profit for them but we cannot earmark those sort of things for our public sector steel plants. If profit motive alone is the consideration, then, I am afraid, we may not be able to supply the essential steel items to the vital sectors like defence production etc.

Secondly, I must congratulate the workers and the management of the Salem Steel Plant and also the Steel Authority of India Ltd. for having achieved the production target and for earning Rs. one crore as profit. This is not a small achievement. Why I am referring to this is because as per the project report, the Salem Steel Plant was not at all expected to earn this profit at this stage. But it has not only achieved the target but also made a profit of Rs. 1 crore. I would request the hon. Minister Shri Vasant Sathe to take this into account because we have turned the table. Now we are demanding a second Senzimir mill at the cost of Rs. 50 crores. So far the Salem Steel Plant has been producing 32,000 tonnes per annum and if you invest another Rs. 50 crores for the expansion of the Salem Steel Plant, the production will be doubled. The Govern-

ment should at least consider it in this light.

Some of my friends here have mentioned that the Salem Steel Plant was envisaged as an integrated steel plant, but now it has resulted into a steel rolling mill. This is partly true. Therefore, in order to brush away this type of impression, I would request the Hon. Minister to come forward and announce the second senzimir mill for the Salem Steel Plant which is going to double its production. It will cost only Rs. 50 crores.

Another point which I would like to mention here is that after every three or four years the National Joint Negotiating Committee of the Steel industry is having bipartite negotiations and they are arriving at an agreement. Previously the decision-making power was at the hands of the Steel Authority of India Limited, but I now find that this power has been taken away by the Government. In such a situation the bipartite negotiations will have no use at all. Therefore, this power should be reverted back to the SAIL enabling them to arrive at agreement in the matter of workers' demands.

With regard to mines, the difficulty now is that the mine leasing is being vested with the State Governments. There are two types of minerals in the mines—minor minerals and major minerals. As far as the major minerals are concerned, the Government of India is giving the power for renewal of licences or of licensing of mines to the State Governments. The State Governments are not adopting uniform policy in this matter. For example, in Tamil Nadu, a cement industry which has applied for renewal of licences for its lime-stone mines, has been given only three year's extension. In such a situation how will the cement industry be able to run smoothly? Therefore, the policies should be uniform. The Government of India should come forward and notify some of the major industries which involve major minerals and such industries should be given at least twenty years of licensing or for renewal of licences. They are not even differentiating between the public sector and the private sector undertakings. The State Government takes it as a tool to



[Shri K. Ramamurthy]

threaten the industrialists for some extraneous and political reasons and they victimise these people whenever they want to do so. This question must be taken into account and the Government of India should come forward and advise all the State Governments that the renewal of licences or issue of licences should be not less than a period of twenty years at least for major industries.

Now I come to another point about the licensing of minerals and metals in and around the large industries. The State Government is giving licences to small holders of mines ranging between two acres and four acres. As a result there is a mushroom growth of small licence holders. In such a situation how will the large scale industries thrive? They are not able to have enough mineral resources or deposits as a result of this system. I had raised this point in the Seventh Lok Sabha and the then Industry Minister, Mr. Tiwary had assured that wherever there are major industries, fresh licences to the small mine owners will not be given in and around twenty kilometres of such industries. But in Tamil Nadu, particularly in the cement industry, I find that the Tamil Nadu Government is giving mushroom licenses to small mine owners. The result is that the cement industry is now at the verge of closure there, because the industry is facing acute shortage of raw materials. This is an important point and the Ministry should be seized of the situation.

Next I come to the coal mines. As has been demanded by my colleagues here, the Neiveli Lignite Corporation, which is another public sector unit is earning a profit, thanks to the Central Government for having sanctioned the second mine cut in Neiveli. And now exploration is going on for the third and fourth mine cut. This is very vital. You know, even in the month of January the people of Tamil Nadu are facing 50 per cent of the power cut. That affects the industrial growth, that affects even the basic structure of our living. NLC is the only source of power for us, apart from the thermal and other hydel projects. This Neiveli Lignite Corporation is the only

source of energy for Tamil Nadu for overcoming the bad power situation in Tamil Nadu. So, the third and fourth mine cut should be sanctioned by the Government of India in respect of this Neiveli Lignite Corporation.

There are two points regarding Neiveli Lignite Corporation. In NLC whatever power they have generated, that is being linked to the National Grid. Even though the NLC is situated in Tamil Nadu, Tamil Nadu is given lower priority. What I insist is that the entire power generated by the NLC should be given to Tamil Nadu. I am not talking from the parochial point of view. But in view of the shortage of power in Tamil Nadu, that should be done.

Another point is that the cost of the unit of power supplied to Tamil Nadu is very high. That will suck the blood of the Tamil Nadu Government. So, there must be reduction in the price per unit of power supplied to Tamil Nadu.

Another point which I would like to mention is about my constituency. The Geological Survey of India has already surveyed the area of Chigargunta and Mallappa-konda. These are the two places in Andhra Pradesh. The gold mine is situated in the trijunction of Karnataka, Andhra and Tamil Nadu. Now, for want of gold reserve deposits, the Kolar Gold field is facing depletion of the deposits of gold. From Andhra and Tamil Nadu they can take whatever deposits are available in that area for temporarily melting in the Kolar Gold field, which should be allowed. The melting area is situated in Karnataka, the mine is situated in between Tamil Nadu and Andhra. In this respect some justice should be done to Tamil Nadu by constructing the colonies, by constructing the quarters, by building a township at Veppanapalli in the Tamil Nadu, which is hardly two or three kilometers from the gold mine. So, I demand that exploration of gold deposits in my constituency should be expended and production should start immediately.

Another point is, there were some zinc deposits in Mamandur which were explored

by the Geological Survey of India. It was discovered that there were some zinc deposits in Mamandur in the Chingleput district. But it was abandoned afterwards. So, I insist that further exploration of zinc deposits in and around Mamandur area in Chingleput district of Tamil Nadu should be undertaken since there is ample scope of availability of huge zinc deposits.

With this, I support the Demands for Grants.

[Translation]

SHRI SALAHUDDIN (Godda) : Mr. Chairman, Sir, I fully support the Demands for Grants in respect of Ministry of Steel, Mines and Coal. At the same time, I would like to highlight certain points connected therewith.

[English]

Steel and mineral resources are the basic requirements for the all-around development of the country.

[Translation]

History of steel begins from 1907 when Jamshedji Tata set up a steel plant at a place named Sakshi in 1907. I would like to tell that at that time London Stock Exchange had refused to purchase shares of Tata Company. This roused patriotic sentiments in the Indian people and they purchased complete shares of the company overnight. I want that national sentiments should become a moving force behind Indian industries but along with it the interests of the workers should also be taken care of. The living conditions of coal mine workers are pitiable. It appears as if they are living in hell. Their houses neither have the facilities of privacy nor even of ventilation. Only one door is provided in them which serves the purpose of ventilation also.

I would also like to point out that there is great difference in the prices of coal at mines and in market. The prices of coal increase manifold after reaching the market. I, therefore, request the Minister of Coal to bring radical changes in the coal distribution system so that the gap between the

prices of coal at mines and those prevailing in market can be minimised.

I come from Santhal Pargana. It is tribal area and number of adivasis there is very large. In 1973, when coal industry was nationalised, 30 to 40 collieries were nationalised at that time. There was a company named O.P. Santhalia. It was also nationalised in 1973, but it is unfortunate that they could not be commissioned from 1973 till date and the workers of that company were rendered jobless. Hence, I would request the hon. Minister that arrangements should be made to commission these 30 to 40 collieries and the workers rendered jobless should be provided employment. It is a great injustice to them. If O.P. Santhalia Company was not in a position to work, it should not have been nationalised. When it has been nationalised, it becomes your duty to provide employment to those workers, who were rendered jobless. Besides, I would like to point out that these collieries are located near the railway line and 'A' grade coal is produced in them. Keeping in view the facts that they produce 'A' grade coal, they are located near the railway line and they were nationalised in 1973, why they are not being commissioned? These collieries are located in Santhal Pargana, where Santhals live. These people are being exploited and are being subjected to injustice by not commissioning the collieries. I would like to know from the hon. Minister what steps have been taken to open these collieries. Similarly, special attention should be paid towards Jayanta Colliery and Vaiskapi Colliery, which are located in Deoghar district, and arrangements should be made to open them early.

I highly appreciate the steps taken by government for the development of steel and coal industries. These industries have played a historical and glorious role in the development of the country.

With these words I conclude and thank you for allowing me to speak.

\*SHRI HARIHAR SOREN (Keonjhar) : Mr. Chairman, Sir, I rise to support the demands for Grants in respect of the Mini-

\*The speech was originally delivered in Oriya.

[Shri Harihar Soren]

stry of Steel, Mines and Coal. The departments like steel, mines and coal are very important. When allocation of funds is made for these departments, it should be in keeping with the various programmes to be undertaken by these departments. I have gone through the demand documents and found that the amount allocated to this department is highly insufficient. The various development programmes proposed to be taken up by these departments cannot be completed with this amount of allocation.

Many hon. members have given a number of suggestions for the improvement of the performance of our public sector steel plants. While speaking on the demands, I would like to draw the attention of the hon. Minister towards some very urgent issues pertaining to my State. I hope the hon. Minister will attend to those problems and do the needful.

Sir, we have got a public sector steel plant at Rourkela in Orissa. Many people from all over Orissa and outside are working in that steel plant. But the number of employees from Scheduled Castes and Scheduled tribes is very small. I urge upon the Minister to provide more employment to ST and SC candidates in that plant. At least the posts reserved for scheduled castes and scheduled tribes should be filled up by candidates belonging to these communities. Sometimes on the plea of non-availability of candidates from SC & ST the reserved posts are filled up by general candidates. This practice must be stopped forthwith.

When the establishment of the steel plant was taken up, many people living at Rourkela had to vacate their land. They had been living there for many generations. But they were displaced due to the location of the steel plant at that place. At that time an agreement was reached between the steel plant authority and the affected people. Under the agreement the affected people were to be provided jobs in that steel plant. But it is regrettable that this agreement has not been implemented. I request the Minister to see that at least one person from each affected family is

provided suitable employment in that steel plant. Necessary directive should be sent to the steel authority of India Ltd., to take some early steps in this regard.

Sir, Govt. of India had taken up the programme of modernisation and expansion of steel plants during the 6th Plan. Funds had been provided to different public sector steel plants for this purpose. The expansion of Rourkela steel plant was also taken up. But the expansion programme has not been completed so far. The further expansion of Rourkela steel plant is very necessary. It should be started very soon. There is also greater need for the modernisation of Rourkela steel plant. Immediate measures should be taken to modernise it. I hope that the modernisation programme will be completed by the end of the 7th Plan. Proper fund allocation should be made for this purpose.

New, I would like to speak a few words about the second steel plant proposed to be set up in Orissa. Daitari was selected as an ideal place for the establishment of steel plant. All sorts of infrastructural facilities are readily available there. The people of Orissa have been demanding the setting up of the second steel plant at that place. The Government of Orissa have pursued this matter at the Union Minister's level on different occasions. If a steel plant is set up at Daitari, it will provide employment to many unemployed educated youths of the State of Orissa. The local people most of whom are SC & ST will get suitable employment in that proposed steel plant. Therefore, I appeal to the Minister to expedite the implementation of this proposal.

Then I would like to say something about mines. As you are aware, Orissa is rich in minerals. Large number of iron ore, manganese, bauxite, graphite, chrome ore, and mica mines are located in Orissa. The mining industry plays a vital role in the economy of the State.

I come from Keonjhar district, in Orissa. This district has a number of iron ore and manganese mines. High grade iron ore, mainly of export quality is

available in this district. But due to lack of proper rail transport facility the mine-owners and other transporting authorities are facing serious difficulties in transporting the ore to Paradip port for export purposes. Thousands of tons of iron ore mined from different mines and brought to Banspani are accumulating at the pit heads. On completion of the construction of Jakhapura-Banspani railway line, the iron ore and other minerals can be transported to Paradip port by rail on shorter distance. The transport cost of Mineral and Metals Trading Corporation can be reduced. Therefore, it is necessary to complete the construction of Jakhapura-Banspani rail link. I request the Minister of Steel, Mines & Coal to establish proper coordination with the Ministry of Railways and see that this railway project is completed at an early date.

Secondly, I suggest to the Minister of Steel Mines & Coal to keep proper contact with the Minister of Commerce who can contribute a lot for the development of the iron mines located in Keonjhar, Mayurbhanj and Sundergarh districts in Orissa. Sir, the iron ore available in these districts is in great demand in the international market. MMTC is the sole channelising agency for exporting iron ore. As the iron ore available in these districts is in great demand in iron ore importing countries, the MMTC should increase the procurement of iron ore for export purpose from those mines. This will be possible, if proper coordination is established between the department of mines and MMTC.

17.02 hrs.

[MR. DEPUTY SPEAKER *in the Chair.*]

Sir, many iron ore mines have closed down in Badampahar, Goru Mahishani and Suleipat areas in Mayurbhanj district, Orissa. Thousands of workers, most of whom are SC & ST engaged in those mines have been thrown out of employment due to the closure of those mines. Therefore, I request the Minister to open those mines once again.

I would like to draw the attention of the Minister to another important problem,

That is regarding the problem of non-captive mines in Orissa and Bihar. The public sector steel plants were procuring iron ore from those mines. But since the last two years they have reduced the off take of iron ore. The decline in the off take of iron ore by the public sector steel plants from their non-captive mines has caused a great uncertainty in the functioning of those mines. This has resulted in large scale retrenchment of workers who were earning their daily bread from those mines. So, I request the Minister of Steel, Mines & Coal to direct the public sector to increase off take of iron ore from their non-captive mines.

My speech will remain incomplete if I do not speak about the coal mines in Orissa. There are many coal mines located in Talcher, in Dhenkanal district and Ib valley areas in Sambalpur district. Besides, the recent exploration has revealed huge deposits of coal near Gopalpur in Sundergarh district. The Talcher Coal mines are under the control of Central Coal Field, Ranchi whereas the Ib valley coal fields are managed by western coal field, Nagpur. Proper attention has not been given to the development of the coal mines located in Orissa as those mines are under the administrative control of two different coal companies. For the development of the coal mines in Orissa, it is very much essential to bring all those coal mines under the administrative control of one subsidiary company of Coal India Ltd. Its head office should be established at Bhubaneswar.

Lastly, a word about gold mines in Keonjhar. The Geological Survey of India had undertaken survey in some parts of Keonjhar and found deposits of gold near Telkoi. I request the hon. Minister for the exploitation of gold deposits discovered in that area.

Sir, thank you very much for having given me the opportunity to take part in the discussion on the demands for grants pertaining to the Ministry of Steel, Mines and Coal. Once again, I support the demands wholeheartedly and conclude my speech,

[English]

**SHRI KAMAL NATH (Chhindwara) :** Sir, we are discussing today Demands for Grants of a very crucial Department and I will come straight to the point. I will confine myself mainly to the coal sector in which, I have been involving and applying myself for the last several years.

There has been in the past on the floor of this House, in the press and otherwise, reports about pithead accumulation of coal. This is because of shortage of wagons or due to some other reasons. Now it is said that it has disappeared. I do not want to talk about pithead accumulation of coal. I want to talk about pithead accumulation of stones and rubbish which I have seen myself is a part of the stocks of the various coal companies. This is personal assessment. This is not based on figures or statements which have been made. This is based on what I have personally seen in my own district. In my own district, I have seen that the stock figures of coal are not represented only by coal but there is a substantial amount of stones, rubbish, and boulders which have nothing to do with coal. Now, if this is not coal, let us recognise the fact and let us say that this is not coal, and that we have made a mistake. If our facts, our accounts, our stock position, is wrong, let us recognise this fact. Let us not continue beating the same drum that this is coal because certainly we can see what coal is. I can recognise what coal is and coal is not stones and rubbish and garbage. No amount of persuasion, no amount of statements by the Government, by the Minister on the floor of this House or on any forum, is going to convert stones and garbage into coal. This is a point to which we must apply ourselves and the Government must apply themselves.

For the last five years, to show increased production, we have shown increased stones, increased rubbish and increased garbage. Let us admit that we have made a mistake in measurement and let us correct our stocks of coal. It is very important that we do this.

The next point is that the procedures and patterns and methods we follow in mining are so antique that workshops have to be put up to manufacture spare parts to deal with the antique methods of mining! There is some collaboration with the British or the Germans for mining, but it is only in a small way that it is being done, and nothing more happens. About these antique methods of mining, we have to do something. We have to get on to the modern methods of mining and get the maximum yield not only from every human being but also from every rupee also. We have to get the maximum mileage from every rupee and the maximum mileage from every man-hour in a coal-field. We are not getting the maximum mileage from any outlay whether it is man-hour outlay or rupee outlay. It is imperative that we must get the maximum mileage. I think, the Government should make an effort to have a phased programme of modernisation of the coal-mining process. We are going down to 2000, 3000, 4000, 5000 feet. All the lifts which are being used—I have used them myself—are antique. If they were abroad, they would be put in a museum. These are not safe for the workmen; these are good for nobody. We have to make a phased programme and do it in five years or even more. We may not be able to do it overnight. There is the constraint of resources; I understand. But let us say that we are going to do it in the next five years: these mines we are taking up this year, these mines we are taking up in the next year, these we will be taking up in the Seventh Plan, let us say that these we will take up even in the Eighth Plan—there is no harm. But let us make at least a phased programme, let us give ourselves a direction, let us give those people in the coal mines a direction. Let them know that there will be some light at the end of the tunnel, that some time, they themselves may not see it but at least their children will see modern methods of mining.

Over the years a very strange and anomalous situation has developed. There is a thing called 'indicated reserves'. In the

statistics we see 'indicated reserves'. Then we see another thing called 'prospected reserves'. We have the Mineral Exploration Corporation, we have the CMPDI doing boring. What does 'indicated reserves' mean? It means, to my knowledge reserves found by sample tests. We have got some of the most phenomenal and substantial indicated reserves, and these indicated reserves remain only indicated reserves. They are not converted into prospected reserves. The extent to which they are converted to know reserves or prospected reserves is the extent of production annually. Every year, year after year, we are in the same situation. That means, if we have 'X' amount of prospected reserves, the figure 'X' remains constant. We must at least know what we have. We must get close to knowing what we have. For that, all our indicated reserves, whether they have been found by GSI or any other authority, must be converted into prospected reserves, so that we as a nation know that these are our coal reserves. In the future, in the Twenty-first Century, every country will be dependent upon its energy surplus. And coal is going to be one of the major sources of energy. Let us establish that we have one of the highest or the largest per capita energy reserves in the world. But we cannot establish this; even if we take oil into consideration, even if we take the nuclear power into consideration, we cannot establish this until the time we have done prospecting to prove that our indicated reserves are, in fact, reserves which are mineable reserves, which can be converted. It is very important because all economic strategy, whether it be of the World Bank or any other international institution over the next two decades will depend upon the energy surplus of a nation, will depend on the per capita consumption of energy, will depend on the per capita surplus of energy in a country. So, it is imperative that we act on this now and we make a cohesive plan. I got this done in my district five years ago; the Mineral Exploration Corporation did the boring.

Now they are coming out with some results. These results are given to the coal company concerned. Unfortunately, the coal company concerned takes the results, store them up and they put it in

some mines. It accumulates white ants. I do not know what happens. But it is not converted into prospected and known reserves. It is not converted into figures which can lead to production or into producible mines..

SHRI AMAL DATTA : When we go into the 21st century, perhaps the recovery method will improve.

SHRI KAMAL NATH : I am talking of prospecting. We have to correct this method we have been following. We have to change our own pattern. We have to change our own style and this system of only prospecting a small quantity year to year is erroneous. We must have prospecting and we must be able to establish our proved reserves and not depend entirely on indicated reserves.

Then there is the linkage of various mines. Every mine is linked either to a thermal station or to a production outlay. Whether it goes to the bazaar or whether it goes to a thermal station, this linkage is not the Gita or the Bible. This linkage cannot be a static concept. There is a Linkage Committee of the Government of India. This Linkage Committee is continuously at work on this process of linking and de-linking and re-linking because today, for example, the Koradi thermal station is linked to various coal mines. It is not necessary that it should be so for the next 20 years. There are new mines which are being started and new coal is being found. So we have to find the most economical source and the most economical route of energy. So the linkage has to be a continuous process. What is happening is that once the linkage is done and once a thermal station is linked to a particular coal mine, in perpetuity it remains so linked. Just to cite an example, coal from Chhindwara goes to Gujarat and all the way it goes to Ropar in Punjab. Then whereas coal for Koradi which can come from Kamptee which is just 20 km. away, the coal from Kamptee goes 200 km. away. But for Koradi it comes from 100 km away. This is an absurd situation. We are thereby straining our transport resources. To start with it is uneconomical. We have to have a total review of the linkage of coal mines with the thermal

[Shri Kamal Nath]

stations in the light of new coal beams found and in the light of new production etc.

There is a lot of property which the coal mines when taken over were being used but not being used now. There is a lot of buildings and houses of the various coal companies which are not used at all. My suggestion in this regard would be that they may be handed over to the State Government. Let the State Government convert them into more useful things. There are bungalows and big buildings which are not used by the coal companies. There is an enormous expenditure incurred by the coal companies on these bungalows and buildings for maintenance. They are not used at all. Either the coal companies can start a college or they can open a hospital or they can utilise them for opening schools. They do not start anything because they have no transportation facilities. There is no bus service or it is too isolated. That being the case, the coal companies can perhaps hand these over to the State Government and the State Government can put them to a better use. Some sort of a commercial arrangement can be worked out.

There has been the talk of mafia-mafia in the coal belt. There is and we recognise this. Then there are also coal fields which have not had any historic mafia, but the growth of mafia is taking place. Where the mafia is being crushed—in the Eastern Coal Fields and in the Central Coal Fields it has only been diverted to places where there was no mafia.

So, we have to see that these mafia activities do not get diverted to areas like Madhya Pradesh or Maharashtra. This problem was in Bengal and Bihar. Bengal and Bihar mafia is transferring itself to Maharashtra and Madhya Pradesh. How does it start? It starts because of wrong procedures adopted like selling coal from the pit heads. So, the mafia takes control of it. I have sat and discussed myself at the coal-fields with the managers there. They are totally threatened. So, we have to think of changing our policy. Mafia is only a law and order problem. We have to change the procedures of marketing and

transportation so that mafia cannot come into grips with this.

MR. DEPUTY SPEAKER : Please conclude.

SHRI KAMAL NATH : Sir, a word about employment. I have brought it up in various communications with the Ministry. Employment today in Coal Department is given only, wholly and solely if money is paid. I have a personal experience about it. A villager came to me from my constituency and said that he wanted a job. I asked the concerned officers in the coal-field to help him. I got a reply from the manager saying that there are certain procedures and that he does not fulfil or comply with such and such thing. That man came to me and said if I could give him Rs. 3000/- I will get a job. He don't need my letter. I gave him Rs. 3,000/- and he got a job. This relates to Kanhan and Pench area. A police case was started. An inquiry was held by the government. Two officers of Western Coal Fields were arrested. What has happened? Nothing. So, this is a very serious situation that when the government and the peoples' representatives on the one hand want to ensure that this does not happen all this effort gets negated because no one today gets a job in the Coal Department without paying money. In conclusion I would like to say that we must ensure that this type of corruption does not take place.

SHRI MOOL CHAND DAGA (Pali) : Mr. Deputy Speaker, Sir,

'The Steel Authority of India has increased steel prices between Rs. 750 to Rs. 1100 a tonne because the losses for the year 1982-83 on a sale of Rs. 3100 crore were over Rs. 300 crores, in spite of 5 increases in the last six years, that is, from Rs. 3,000 to Rs. 5,000 and now it is over Rs. 6,000. Coal India has increased the prices nine times between 1975 to 1983 on turnover of Rs. 1600 crores. There is a loss of Rs. 190 crores.

The biggest sufferer of any price increase are the small scale industries as they have a number of commitments at fixed prices and they also hold no stocks

for want of funds. If TISCO can earn profits and pay a dividend of 20 per cent we are surprised as to what is wrong with other public giants. The only remedy is to make them 'public' instead of bureaucratic, to control the price spiral and mounting losses, year after year'.

[Translation]

The money of the country is being squandered. But why is this happening? The Chairman of the Authority says :

[English]

The main reasons why the public sector steel industry cannot reduce its costs are (i) excessive manning : the steel plants in India carry three to four times as many men as the plants in the western countries or in South Korea do for their operations ; (ii) arrears of modernisation and technological updating are enormous ; (iii) the public sector steel plants not being vertically integrated like Tata Steel, have little control over their costs as the prices of coal and energy are the result of administrative decisions by external sources.

[Translation]

What are the reasons for this loss and who is accountable for this? Nobody is accountable. Which of the steel plants in the country among Bokaro, Rourkela, etc. is earning profit? No plant is earning profit. You are not making improvement in the functioning of existing plants. On the other hand you want to set up new plants. But who is responsible for this loss?

Same is the position in coal sector :

[English]

At the 52nd annual general meeting of the Industries and Commerce Association, Dhanbad, held on March 29, at the Association Hall, Mr. P. K. Agarwalla observed in his presidential address that 'the nationalised coal sector has failed in its duty for which it was established. It has failed to give suitable types of coal to the iron and steel industry of the country,

resulting in the import of coal, at huge cost. It has failed to keep the prices under control, as can be seen from the astronomical increase in the price, from time to time. I feel that such an increase in the price cannot be justified'.

[Translation]

So, the conditions in coal sector are also not good. You do not maintain any coordination. Coal authorities will say that railway wagons are not made available and steel authorities will talk about shortage of power. You make huge investment in setting up of these big projects. Thereafter, who is going to listen such things from you.

Same is the condition in mines. You are not following the safety rules in mines properly. A large number of workers have been affected by not observing the safety rules. Just now, a mention has been made about mafia gang and theft of coal. Thermal Power Station people say that coal supplied to them is sub-standard. Coal is not supplied to them in time because there is no coordination between one Ministry and the other. The situation in steel and coal sectors is deteriorating day by day. You claim that you are making strenuous efforts. If you go into the prices of coal you will see that they have increased manifold after nationalisation of coal mines. Due to these circumstances, a large number of forests have been denuded for firewood purposes. Had the coal been within the easy reach of the consumer, the forests would have been saved. You are responsible for this. Hence, I want that while giving the reply, you should cover all the points raised in the debate. You should also enumerate the steps proposed to be taken to ensure proper implementation of safety rules to protect the workers.

With these words I conclude.

[English]

MR. DEPUTY-SPEAKER : There are a few more Members yet to speak. Now, the Minister of State in the Department of Steel is going to intervene. Afterwards, they can speak.



THE MINISTER OF STATE IN THE DEPARTMENT OF STEEL (SHRI K. NATWAR SINGH) : Mr. Deputy-Speaker, Sir, one should be grateful for small mercies.

[*Translation*]

SHRI DAL CHANDER JAIN (Damoh) : Mr. Deputy Speaker, Sir, will it serve any purpose if the Members speak after the Minister has replied ?

[*English*]

MR. DEPUTY SPEAKER : He is only intervening in the debate. Final reply to the debate will be given by Mr. Sathe tomorrow.

SHRI K. NATWAR SINGH : I am merely intervening with regard to the steel sector. A detailed reply to the debate will be given by my distinguished senior colleague, Shri Vasant Sathe, some time tomorrow and he will deal with all the aspects that have been raised here. So, Sir, one should be grateful for small mercies. Our distinguished colleague from West Bengal has said that he would reserve his congratulations in regard to the performance of Mr. Sathe and myself. We are grateful to him that he has not outright condemned us. That is a very good gesture.

SHRI AMAL DATTA : Why do you say so ? I have said that people have praised you unnecessarily, but I said that I would reserve my praise. This kind of remark is not called for from you.

SHRI K. NATWAR SINGH : I have not said that you have condemned us. I am merely saying that I appreciate your reserving congratulations. Do you think that my saying so is wrong ? Mr. Deputy-Speaker, Sir, we have heard with very great respect the speeches made by the hon. Members and the interest that they have taken in the working of the Ministry is very heart-warming. Before I deal with some of the important questions raised here, I will, with your permission and the permission of the House, make a few preliminary remarks.

This is the first time after many years that the House had had an opportunity of discussing the Demands for Grants to

the Department of Steel. I welcome this as it gives us an opportunity to benefit from the views of the hon. Members on this vital sector. I am aware that the performance of the steel sector in the past has left room for improvement. SAIL incurred substantial losses in 1982-83 and 1983-84. There were a number of reasons for this. Input costs rose faster than prices, and in 1983-84 stocks of steel with the plants rose to extremely high levels as a result of which they had to curtail production.

However, I am happy to inform the House that in 1984-85 SAIL expects to make a profit. The exact amount would be known when the accounts are finalised. This has been achieved partly through more realistic pricing, partly through improved technical performance and better working capital management. The first quarter of this year from January to March, 1985 has shown a ten per cent increase in production over the first three months of 1984. For the year as a whole, 1984-85 has shown an improvement in SAIL's production and capacity utilisation. Production in 1984-85 was 5.3 million tonnes for SAIL including IISCO which showed a growth of 11 per cent over last year. Capacity utilisation was 73 per cent as compared to 66 per cent in 1983-84. There was also an improvement in the technological performance of the plants also and a significant reduction in the coke rate was achieved in 1984-85.

This is only a small beginning. We are fully aware of the problems which affect the integrated steel plants in this country and we have already initiated steps to deal with them. Hon. Members are aware that we had called a Steel Round Table meeting to provide a forum for consulting experts on all aspects of the steel industry, in particular, on the steps that are necessary for improving the performance of our steel plants. As a follow-up, we have appointed five Action Groups to give us specific suggestions for being taken up for implementation on a priority basis. We expect to get their reports within the next few months.

SHRI AMAL DATTA : Sir, let him lay these papers on the Table; he is reading.

**SHRI K. NATWAR SINGH :** If you want, I can, but I am referring to these notes, because I wanted to be accurate. There are so many facts and figures.

For the next year, we plan to increase steel production in SAIL plants by 13 per cent to 5.96 million tonnes and to raise capacity utilisation from 73 per cent to 79 per cent. Bhilai and Bokaro are expected to reach a capacity utilisation of 89 per cent and 87 per cent respectively. We are also paying greater attention to the improvement of raw material inputs and better techno-economic performance of the plants.

As Members are aware, three out of the five public sector steel plants are old and need modernisation. We have drawn up schemes for modernisation of Rourkela, Durgapur and IISCO. A decision on the investment in respect of these schemes would be taken as soon as the 7th Plan allocations are known. These schemes will lead to an increase in production from these plants, bring down costs and improve their profitability.

However, we do not intend to depend only on modernisation for improvement of the performance of these plants. We are proposing to take steps to introduce more effective accountability for performance at all levels so that good work can be suitably rewarded and bad performance appropriately dealt with. The gospel of accountability involves the right to hire and fire. This creates its own perils in our democratic system. However, I am quite clear that unless accountability can be effectively introduced and managers given the freedom to manage, it will not be possible to bring a substantive improvement in the performance of the steel industry. This is a matter to which we are addressing ourselves on a priority basis.

As important as introduction of a proper system of accountability is the issue of management labour relations. I am happy to say that industrial relations in the steel sector have been extremely cordial over the last few years.

The National Joint Council for Steel has proved to be an effective forum for discussions and resolutions of issues pertaining to management labour relations. One of the significant developments in the functioning of this Council has been the joint commitment to improve productivity in the steel plants. The Joint Committees have actually been examining the working of different plants with a view to bring about improvements in productivity. We have received the fullest support from national level trade union leaders in our efforts to improve the working of the steel industry and steps have been initiated with their cooperation to bring about improvements through reduction of restrictive practices and so on.

The overall availability of finished steel during 1984-85 was 9.25 million tonnes. Of this, 7 million tonnes was contributed by the main producers and the balance by secondary producers such as mini-steel plants, rerollers and imports. In 1985-86, we expect this to increase to 9.92 million tonnes and by the end of the 7th Plan, the availability of finished steel will rise to 13 million tonnes. Of the additional production during the 7th Plan, SAIL including IISCO will be contributing as much as 2.5 million tonnes. The mini-steel plants contribute a little over 2 million tonnes of saleable steel production and can certainly do more if they are assured of adequate supply of power. Certain concessions have been given to them by way of lower excise duty etc. so as to enable them to improve their production and contribution to the national kitty.

In an industry like steel, research and development plays an important role in reducing costs and increasing productivity. This is particularly important considering the problems that we face in the quality of coking coal supplied to steel plants. We are in the process of implementing a scheme for partial briquetting of coal in Bhilai and for coal dust injection. Both of these will help in the conservation of coking coal. We are also planning to undertake pilot projects for the production of steel through the KR and INRED processes both of which are based on non-coking coal and low consumption of power.

[Shri Natwar Singh]

Apart from improvement in the production process and the conservation of coking coal, SAIL has also developed new types of steel which enabled us to reduce imports.

I am confident that steel will continue to play a dominant role in the industrialisation of this country. Now, Sir, I will take up some of the important points that have been raised by hon. members.

[Translation]

SHRI DAL CHANDER JAIN : The hon. Minister may kindly let us know the reason for steep rise in prices of iron.

SHRI K. NATWAR SINGH : If you allow me to speak, I shall state the position in regard to the prices of iron also.

[English]

During 1984-85, the main producers had to increase steel prices twice. Part of the increase went to the Engineering Goods Export Assistance Fund, the JPC Fund and for the freight equalisation fund. The producers were forced to increase prices on account of the fact that they were not recovering the increases in their costs of production. In 1984-85, the cost of coking coal had increased 18 per cent over the previous year, similarly the cost of boiler coal and purchased power had gone up by 12 per cent and 10 per cent respectively. Members will appreciate that no core industry can remain healthy if it does not cover its cost of production. The present steel prices cover the present costs of production and will enable the steel industry to grow from strength to strength.

Now Sir, the impact on the wholesale prices index is expected to be 0.4 per cent. We do not visualise a price rise in steel for the the next twelve months, unless something very unexpected occurs in economic terms which would compel JPC to consider a rise. But our expectation is that another price rise is unlikely during the next twelve months.

Now with regard to the price that is prevailing in the country, I agree that it is high. But in answering a question sometime back, I had mentioned that it compares fairly well with the price of steel in other countries, specially in the industrialised countries.

Sir, with regard to Visakhapatnam Steel Plant, Shri Murthy has raised some questions about the displaced persons.

Now, the figures are as follows : The total employment potential in the plant is around 12,000 because the plant is going to be very modern, and we have labour saving devices. The total number of displaced families is 25,000. You will appreciate that employment to all these families is not possible, though we will do our very best to accommodate as many as we can.

PROF. N. G. RANGA (Guntur) : In how many years will you do it ?

SHRI K. NATWAR SINGH : As of today, it is expected that by the end of the decade the plant may be nearing completion. It may take a year or two extra. We are having a meeting shortly after this, this evening with the Prime Minister to discuss matters relating to the plant.

The number of contract labour varies between 25,000 and 30,000 during the year. DPS' employment is around 4,000 to 5,000. The hon. Member has also mentioned the question of land. He said that 75,000 acres were being acquired. If I may respectfully say so, he said...

SHRI S. M. BHATTAM : I said 5,000 to 10,000 acres.

SHRI K. NATWAR SINGH : Did you say so ? I will correct it. The land requirement for the original project was 27,455 acres. On review, this is being brought down to 23,638 acres. The figures for the other three plants are : Bhilai 33,771 acres; Bokaro 30,984 acres and Rourkela 32,568 acres. Private land to be acquired—14,035 acres. We have already acquired 12,503 acres. The balance to be

acquired is 1,532 acres. The remaining 9,600 acres is Government land.

With regard to production and imports, one hon. Member had a comment, and he said that SAIL was producing the wrong type of steel which led to a stock of one million tonnes with SAIL, while large amounts of imports were taking place. I am afraid his calculations are not based on facts. As on 1-4-1983, SAIL had only a stock of about half a million tonnes, despite a much higher production over the previous year. These stocks are a bare minimum for the country, and are evidence of the fact that SAIL's production has been oriented to the market needs, and imports have not been excessive, because if excessive imports had taken place, there would have been a much higher stock with SAIL.

Now, a point was raised about the distribution policy of the Salem Steel Plant. The distribution policy of the Salem Steel Plant is not inequitable to any category of buyers, and it follows the normal commercial practice of allowing higher discounts for greater off-take. The discount varies from 1% to 5%, depending upon the quantity of monthly off-take. Similar discounts are offered to other producers of stainless steel also. So, no exceptions are made at Salem.

The objective of the discount scheme is to retain the customers and encourage them to buy large quantities from the Salem Steel Plant. As a result of this scheme which was introduced in September 1983, the stocks of finished products have come down, while sales have gone up considerably.

Now, with regard to the observations made by hon. Members on Vijaynagar and Daitari, my senior colleague when he speaks tomorrow, will be dealing with them at considerable length. All I want to say is that with regard to both these plants, the commitment of the Government and its basic position on them remains unaltered. The difficulty is with regard to the resource, with regard to finance and to supply of power. I do not want to go into the dis-

cussion that took place the other day here with regard to the supply of power; but our experience with successive Karnataka Governments has not been particularly happy. Even for Kudremukh, sufficient supply has not been made available; and if you want figures, I have the figures with me. Even though Government of India had financed Chakra Diversion scheme to the extent of Rs. 68 crores, there were severe power cuts last year. In 1983-84, 84-85 and even today we have been informed that only six million units of power per month will be available against the requirement of double the quantity. Similarly, for the Bhadravati Plant there is a power shortage from 25 per cent to 50 per cent. Nevertheless, will we do our best to get the necessary funds in the Seventh Plan for these two projects.

A question was raised about the employment of Scheduled Castes and Scheduled Tribes. If hon. Members go through the figures given in the Report, they will find that every possible care has been taken to cater to that requirement. As far as possible, jobs are made available to them.

An hon. Member mentioned that there was wasteful expenditure in some areas of the steel industry. I am grateful to him to mention this. Although he spoke in terms of crores of rupees, I may say so, it is an exaggeration. Wherever we find that there is excessive expenditure, I personally look into it. As soon as I took charge of this Ministry, I issued an office order that there would be no travel from 1st January to 1st June unless it is absolutely essential. And foreign trips have been reduced to the minimum. Similarly, expenditure in various plants has been curtailed to the minimum.

**SHRI JAGANNATH PATTHAIK** (Kalahandi) : Pandit Jawaharlal Nehru rightly described our steel plants as the modern temples of India. In the modern era, this is the basic unit on which our economy largely depends.

Many Members have given many valuable suggestions. I only want to draw the attention of the Minister to the fact that we are importing about 15 grades of different steel. At present all the design

[Shri Jagannath Pattnaik]

parameters of these different grades of steel are at our command because the Ranchi Research Laboratory and other national laboratories have devised a new technology. So, we should diversify production in our steel factories and we should produce all these grades of steel instead of importing them from abroad.

In my State of Orissa, there is the Rourkela Steel Plant. Most of the time it is running on loss. Its capacity is not being utilised fully. All the time the explanation of the management is that it is due to lack of power, high ash content of coal and difficulty in getting railway wagons. Its capacity has been reduced to 65 per cent in ingot steel. Some of these difficulties might be there. But the main reason behind this loss is leakage. Secondly, there are cooperatives formed by the trade unions. Instead of giving contract to them, they are giving contract to the private contractors. With the result on the one side, we are incurring losses and on the other, labour is not getting the benefit because the lion's share is taken by the intermediary. So, this should be looked into.

So far as coal is concerned, as you know, Sir, in my State, that is Orissa, the largest deposits of coal are available in the Ib River Valley. New deposits of coal are being found in Talcher and Ib River Valley. There is a big deposit of coal in a place known as Gopalpur. So, I would urge upon the Minister to take up the matter with the Department of Power to instal a super thermal power station there which will be of great service to the nation and which will help in industrial and economic development of the country.

In many districts of Orissa like Kalahandi, there are many deposits of bauxite and other rich minerals. So, the Geological Survey of India should take up all those areas so that many new areas for bauxite and other rich minerals may be available.

With these words I support the Demands.

SHRI SRIBALLAV PANIGRAHI  
(Deogarh) : Mr. Deputy-Speaker, Sir, I

rise to support the Demands for Grants under the control of the Ministry of Steel, Mines and Coal as presented by the concerned Minister. It is an important Ministry as it is directly connected with the development of the nation. Pandit Jawaharlal Nehru, our first Prime Minister and the architect of the modern India, had rightly realised and felt the importance of steel in the nation-building task and also for the economy of the country wedded to democratic socialism, and he decided to have steel mills in public sector with foreign collaborations. But, Sir, I am constrained to observe that the health of the steel mills in the public sector is not very sound, rather their functioning is very much unsatisfactory. The picture is very dismal. The Demand of the Steel Department is being discussed in this august House today when to me it seems that the things are in a mess so far as this industry is concerned. Very recently we have experienced a spell of rise in prices of steel. If I remember correctly, within a short spell of last six years, the prices of steel have been revised upwards three times. In 1979, the price was somewhat around Rs. 2,000 per tonne but today it is nearabout Rs. 6,000 per tonne. When the price of steel, which is of utmost importance to the nation building task, goes up, naturally it has its impact in different fields. So, the state of affairs prevailing in the steel mills is definitely a challenge to the Government and particularly to our Minister and the Minister of State in the Department of Steel. Of course, it is gratifying that they are taking some reformatory measures to bring the functioning of the steel plants back on the right track. About the production cost of steel, our Minister of State, a little earlier, tried to justify the action of the authority concerned. But I do not think it is fully convincing. I do not mean to say that it is absolutely not convincing but it is not fully convincing.

It is rather intriguing a mystery to that when production cost of steel in public sector undertaking goes up very high the production cost of the TISCO, a private sector undertaking does not go up. Is it going up proportionately? The hon. Minister should reply it was not so.

I congratulate our Minister for taking so many measures to improve the health of the steel plants, but much is still to be done. It is a challenge to him and to the Government. As I said earlier, Pandit Nehru had great expectations from the steel plants; and as we are wedded to democratic socialism if public undertakings behave erratically and bear huge losses what will happen to the economy of the country? This is the fundamental point. Therefore, this has to be taken note of by the Government and by the Minister very seriously. Many reasons have been enumerated by many speakers for the ills in the industry. First of all what is lacking is the sense of belonging on the part of the managers of the steel plant and the ideal relationship that should exist between the management and the workers in many of the projects is not found there. Of course, the Minister said for the last two years this relationship has been cordial. It might be that there may not have been major strikes, but with regard to the Rourkela and some other Steel plants I dare say that their relations cannot be called satisfactory and cordial and there is scope for improvement.

Again in regard to the pilferage, I think it is a common knowledge that there is a large-scale theft going on in every steel plant day in and day out, whether it is Rourkela, or Bhilai, or Bokaro, or any other steel plant. I am not exaggerating it but I know it is being done somewhat in connivance with some people in authority there. This has got to be checked ruthlessly. The sense of belonging has to be fostered in the management and the workers which is very important and necessary for the overall improvement of the working of our steel plants.

Now, I come to the genuine demands of my State-Orissa. I would first like to speak about the establishment of a new steel mill at Daitari.

This has been a dream for the people of Orissa and I do not know when it will be translated into action. With a token provision of Rs. one crore only in the Budget how long the people of Orissa can wait? Orissa, as I have said in this House on earlier occasion is a State rotting in

poverty although God has given her abundant natural resources. This is again a challenge not only to the Orissa leadership, but also to the national leadership. The foundation stone of this project has been laid much before. But in fact it is not at all progressing and the hon. Minister while answering a question in this House some days before was telling that power crisis is there. Of course, power crisis is there not only in Orissa, but almost every where in India. We are passing through acute power shortage in many states and that cannot be the reason to delay the working of the project. We have to have some captive power plants in such circumstances. We must have an integrated approach to the development programme not of coal or steel in isolation, but steel plants and other things together. Enough of coal is there in Orissa as the previous speaker, mentioned. Huge coal deposits are there in Orissa in Ib valley of Sambhalpur district and Talcher area of Dhankenal. Coal has been found in more than 200 metres depth and width in the valley recently. Such huge coal reserve is something unique in the whole of the world. A super thermal power station should be set up both in Ib in Sambhalpur district and Talcher in Dhankenal district. Besides we can have captive power stations in the steel plants. In Orissa there should not be one steel plant only; it can rightly justify establishment and setting up of two more steel plants. Today we are discussing this demand when steel is not available in many places and that is why I say it is a challenge to the Government. In many towns including my native place Sambhalpur town steel is not available. Because there is non-availability of steel many re-rolling mills have stopped functioning, as I understand that is, the Hiraud re-rolling mill, a unit of IDC, has stopped functioning because of non-supply of steel from the Rourkela Steel Plant. This is the plight. Now, I request the hon. Minister, through you, Sir, that expeditious and concrete steps should be taken for starting the work in right earnest with regard to the new steel plant at Daitari in Orissa.

MR. DEPUTY-SPEAKER : Please conclude. Already you have taken 12 minutes.

**SHRI SRIBALLAV PANIGRAHI :** You insisted that I should speak even after 6 P.M. That is why I am continuing my speech.

**MR. DEPUTY-SPEAKER :** Even then, time allotted to you is only 10 minutes. So, try to wind up.

**SHRI SRIBALLAV PANIGRAHI :** About coal, I have one point to make. Although we have huge deposits of coal, in two areas Ib in Sambhalpur district and Talcher in Dhankenal district, Ib is controlled by the Western Coalfields Division from Nagpur. The headquarters of the Western Coalfields is located at Nagpur. So, it controls Ib coalfields from Nagpur. Similarly Talcher is controlled by the Central Coalfields with headquarters at Ranchi. The result is that local people do not get employment and even when the coalfield is being expanded, adequate compensation is not being paid to those whose lands are being acquired. So, I request that a separate coal Division should be formed with these two coalfields taken together with its headquarters in Orissa for the proper functioning of the coal fields and the development of the area.

Another thing is, nearly NELCO is coming up and the rate of compensation for the land acquired for this project is higher than our coalfield rate. Therefore, adequate compensation should be paid to those whose land is being acquired by the Coal India Authority keeping the NELCO rate in view.

Local employment should also be ensured to the inhabitants of the area. Otherwise, dissatisfaction would be mounting up there.

Before I conclude, I would request the hon. Minister, through you Mr. Deputy-Speaker that there are lot of mines and coal-fields in Orissa. The work in many areas is yet to be begun. I would request the Minister to get the work expedited.

**MR. DEPUTY-SPEAKER :** The House stands adjourned to re-assemble at 11.00 A.M. tomorrow.

18. 11 hrs.

*The Lok Sabha then adjourned till Eleven of the Clock on Friday, April 12, 1985/Chaitra 22, 1907 (Saka).*