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Thursday, December 12, 1985

Agrahayana 21, 1907 (Saka)

LOK SABHA DEBATES

(English Version)

Fourth Session
(Eighth Lok Sabha)



(Vol. XI contains Nos. 11 to 20)

LOK SABHA SECRETARIAT
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LOK SABHA DEBATES

1

LOK SABHA

Thursday, December 12, 1985/
Agrahayana 21, 1907 (Saka)

The Lok Sabha met at Eleven of the
Clock.

[MR. SPEAKER in the Chair]

[Translation]

SHRI BALKAVI BAIRAGI : Today,
you are in a happy mood. (*Interruptions*)

MR. SPEAKER : Was I happy yesterday ?

SHRI BALKAVI BAIRAGI : How
could we feel happy when you were not
in a happy mood during the last two or
three days.

MR. SPEAKER : Today, I am in a
very happy mood. Bairagiji, happiness
depends upon both sides.

SHRI BALKAVI BAIRAGI : But the
persons for whom this is meant are not
present in the House even today.

MR. SPEAKER : They have heard it.
Everything is all right now.

[English]

SHRI M. RAGHUMA REDDY : Sir,
every day the strength of the House is
decreasing.

MR. SPEAKER : I do not know. What
is the problem ?

2

AN. HON. MEMBER : Sir, is it be-
cause of election fever or cold fever ?

MR. SPEAKER : You have to diag-
nose it.

ORAL ANSWERS TO QUESTIONS

[English]

Rail Lines Constructed During Sixth Plan

*348. SHRI CHARANJIT SINGH
WALIA : Will the Minister of TRANS-
PORT be pleased to state :

(a) how many kilometres of Railway
lines have been constructed in India during
the Sixth Five Year Plan ; and

(b) how many kilometres of Railway
lines have been constructed in Punjab dur-
ing the same period?

THE MINISTER OF STATE IN THE
DEPARTMENT OF RAILWAYS (SHRI
MADHAVRAO SCINDIA) : (a) 903 kms.

(b) 5.6 kms.

SHRI CHARANJIT SINGH WALIA :
Sir, the hon. Minister has stated that only
903 kms. of railway line have been con-
structed in India during the Sixth Five Year
Plan and only 5.6 kms. have been con-
structed in Punjab. The mileage of rail
route has increased to 8065 kms. from
1950-51 to 1984-85 and there is an in-
crease of about 4.3% in rail traffic and
3.7% in passenger traffic. There is a
steady increase in freight traffic and
passenger traffic and especially in Punjab
there is a manifold increase in route length
as also passenger and freight traffic. Then,
I do not understand why Punjab is being

discriminated against in the construction of new railway line, more so when the demand for construction of new railway lines has been voiced in the past. The demand for new railway lines between Patiala-Jakkhal-Delhi via Samana and Pathra, between Chandigarh and Patiala and between Chandigarh and Ludhiana, has been raised. I know from the hon. Minister what steps the Government is taking to remove this discrimination and whether there is any proposal to construct new lines in Punjab in the Seventh Five Year Plan and if not, what are the reasons therefor?

SHRI MADHAVRAO SCINDIA : Sir, the railway network in Punjab is considered fairly adequate and keeping in mind the constraint of resource, priority has been given to other items in railway allocations. In support of this statement I would like to give to the hon. Member certain statistics to prove that Punjab has certainly not been neglected and in the interest of the people of Punjab has been kept upper-most in the minds of the Government. In route kilometres, coverage per thousand square kilometres of area, Punjab ranks first among all the States in India.

Whereas the national average is 18.7, the Punjab average is 42.4. As far as route kilometerage per lakh of population is concerned, the national average is 8.9, the Punjab average is 12.74.

Punjab is a very vital State for us, specially for foodgrain movement. The question of neglecting Punjab does not arise. We recognise that it is a dynamic State with dynamic people. That is why, our Prime Minister took a decision to establish a Railway Coach Factory at Kapurthala in Punjab.

As far the other question, the Ludhiana-Chandigarh line survey has been carried out, but it has not been found financially remunerative. Normally, we expect ten per cent return, but the return calculated on this line is 3.22 per cent. Keeping the overall picture in mind, as I said, these new lines are not being given priority, because we feel that whatever system is there, let us bring it to an acceptable

state and only then, we should go in for expanding the system.

SHRI CHARANJIT SINGH WALIA : Before independence, the mileage in Punjab was quite sufficient, but after independence, Punjab has been neglected. You have stated the overall picture, but what are the reasons for neglecting Punjab?

SHRI MADHAVRAO SCINDIA : The contention of the hon. Member is not correct. Punjab has certainly not been neglected. Besides its very good rail network, it has got very good roads also.

SHRI BALWANT SINGH RAMOO-WALIA : His question is with regard to the period after independence.

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : That is not correct.

SHRI JAGANNATH RAO : Koraput-Rayagada railway line and Sambalpur-Talcher line were sanctioned in the 6th Plan on a priority basis. The progress has been very slow. It needs to be expedited.

MR. SPEKER : The question relates to Punjab only. It is not relevant. I can only ask the Minister to answer, if the question pertains to Punjab.

Next question.

Adverse Effect of Diazepam used as Analgesic

*349. **SHRI SHANTI DHARIWAL :** Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government have come across about the adverse effects of medicines containing Diazepam and used as analgesic ;

(b) if so, details thereof ; and

(c) names of countries where compositions containing Diazepam are being marketed?

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

(b) Does not arise.

(c) To the best of knowledge combinations of Diazepam with analgesics are not marketed in any country.

[*Translation*]

SHRI SHANTI DHARIWAL : Mr. Speaker, Sir, the form of my original question has been changed by making changes in it and I was not consulted or my approval was not taken before doing so.

MR. SPEAKER : Sometimes, they have to do trimming.

SHRI SHANTI DHARIWAL : I should have been informed about the changes. In my opinion, the only reason for making changes could be that the hon. Minister was not in a position to reply.

MR. SPEAKER : It is like a case of drug-addiction in the House. It is not so.

SHRI SHANTI DHARIWAL : I would like to know from the hon. Minister whether it is a fact that Analgesic drug Dextropropoxyphene is combined with the tranquiliser, Diazepam and sold in the country as pain killer in the name of Proxvon and Butaproxyvon and if so, whether permission for sale of such a combination has been given after adopting set procedure and conducting clinical trials? If so, what are the reports of the clinical trials? Have you got a complete report on its uses and adverse effects?

MR. SPEAKER : Are you too a doctor?

SHRI SHANTI DHARIWAL : No Sir, but I have understood it.

[*English*]

SHRI S. KRISHNA KUMAR : Sir, this particular drug Diazepam or 'compose'

as it is called is a popular anti-anxiety drug or tranquiliser and it is marketed in India in combination with analgesics or pain killers. The answer to the question is to the best of our knowledge it is not marketed in any other country, but it is marketed in our country. While in India Diazepam as a tranquiliser is combined with analgesics, in other countries abroad other tranquilisers from the same chemical series have been combined with analgesics. This drug 'diazepam' seldom interacts adversely with other drugs except for an additive effect for other CNS depressants.

With reference to the question on Dextropropoxyphene, there have been reports from USA that this particular analgesic when taken in high doses, more specially when it is abused with alcohol or other central nervous system depressants like barbiturates can have severe adverse effects. In India several precautionary measures have been taken by the Drug Controller in this connection. The Government is seized of the question of banning this dextropropoxyphene and proposals in this regard are pending before the Drugs Technical Advisory Board.

[*Translation*]

SHRI SHANTI DHARIWAL : Sir, Have the Government received reports to the effect that combination of 'dextropropoxyphene' with 'diazepam' is very harmful and this combination in itself acts as poison especially when the patient has taken alcohol and muscle relaxing drugs? I want to ask the hon. Minister as to why permission for marketing of such a drug combination has been given in the country when it is not being marketed anywhere else in the world? I also want to know whether the Drug Controller of India has written to the State Drug Controllers to ban this drug and if so, what are the result thereof?

[*English*]

SHRI S. KRISHNA KUMAR : This particular drug 'dextropropoxyphene' is not poisonous. It does not cause adverse effects in short courses of therapeutic doses. If it is taken in excess in combination with alcohol and other barbiturates,

only then it is harmful. In fact there are several clinical studies to prove that this particular drug is not harmful when taken in the correct doses. So, the question of banning this drug does not arise. This drug and similar other drugs in combination with analgesics are used all over the world and no country in the world has banned such combination.

[*Translation*]

SHRI SHANTI DHARIWAL : The Drug Controller of India written to the State Drug Controllers to ban this drug. (*Interruptions*)*

[*English*]

MR. SPEAKER : Not allowed.

[*Translation*]

SHRI SHANTI DHARIWAL : His reply is incorrect.

MR. SPEAKER : If it is incorrect, you give me notice under Rule 115.

SHRI SHANTI DHARIWAL : I shall give the notice, I have the reports with me. The Drug Controller of India has written to the State Drug Controllers.

[*English*]

SHRI S. KRISHNA KUMAR : A small correction Sir. The information is incorrect. We have not asked the Drug controller to ban this drug. We have only asked them to be careful in prescribing the drug, because pregnant women should not use these drugs.

PROF. P. J. KURIEN : Several medicines which are harmful to health are banned in other countries. The WHO also gives recommendations about these medicines. But these medicines are in circulation in our country. Is the Minister aware of this fact? If so, how many of such medicines are in circulation in our country and what are the steps that you

are going to take to prevent their circulation?

SHRI S. KRISHNA KUMAR : The World Health Organisation, from time to time intimates the Member-countries when any particular drug is banned in any of the Member-countries. They have intimated the names of 31 such drugs.

In India, 10 of these drugs are not existent and they are not even introduced in India. In case of other 14 drugs, we have banned them. In respect of remaining 7 drugs, we have taken conscious decisions on the basis of the recommendations of the Drugs Advisory Committee that in the Indian situation, these drugs need not be banned at the moment. It is not correct that when the WHO says that particular drugs is banned, it is banned only in some countries. In respect of all these 7 drugs, this is being used in many other countries.

SHRI D.N. REDDY : It is perfectly correct that this drug is harmless when used sparingly by qualified people.

MR. SPEAKER : Where is the Doctor?

SHRI D. N. REDDY : I would like to know, as a matter of fact, I also used sparingly every now and then.

MR. SPEAKER : It is based on your personal experience.

SHRI D.N. REDDY : Yes Sir. Will the Minister aware that the drug is easily available in the market and is being abused more by quacks than by qualified practitioners and also some of patients are being able to get the drug easily in the market? May I request the hon. Minister to take stringent steps to stop this sort of quackery in the country and also the sale of drugs should be controlled? So while this drug is harmless in other ways, but it is harmful when used by quacks and then purchased by ignorant public. Sometimes, it is used for committing suicide also.

SHRI S. KRISHNA KUMAR : Sir, this particular drug comes within Schedule

* Not recorded.

'h' of the Drugs and Cosmetics Act and can be given or dispensed to a patient only on the basis of Doctor's prescription. It cannot be procured by a patient straight from the retail stores.

Sethusamudaram Canal Project

+

*356. SHRI N. DENNIS :
DR. V. RAJESHWARAN :

Will the Minister of TRANSPORT be pleased to state :

(a) whether Government propose to have a second look at the Sethusamudram canal project in Tamil Nadu in view of the prevailing circumstances in the region ; and

(b) if, so, whether the scheme is proposed to be examined by a new committee of experts ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) and (b) No decision as yet has been taken by Govt, on the report of the committee of experts.

SHRI N. DENNIS : This very important project is kept pending on the shelf gathering dust for the past 125 years, since its first proposal in 1860. It was the answer that no decision is taken by the Government. If the feasibility of the scheme and its utility has been testified by several Committee Reports. Now, ships sailing from the West Coast to the East Coast take circuitous route around Sri Lanka. This project is to deepen the shallow Palk Straits lying between India and Sri Lanka. Implementation of this project would shorten the distance, save time and cost, accelerate the improvements of the ports in the South and stimulate economic and industrial development of this region which is a backward area.

So may I know whether the Government would consider the great importance involved in the project and take immediate decision for its early implementation ?

SHRI BANSI LAL : Sir, the decision will be taken as soon as the consultations are over.

SHRI N. DENNIS : This project has vital national, strategic, security and defence importance. A situation may arise when Indian ships may find it difficult to sail from west coast to east coast. Moreover, the Indian ships now have to go round Sri Lanka and Trincomallee. Trincomallee is known as the Eye of the Indian Ocean, where as many as 800 war ships could be hidden unnoticed, which will be a risk at the time of tension in this area. Moreover, because of the tense situation and changed circumstances in that area, this project has to be considered very seriously for implementation.

MR. SPEAKER : Please put the question.

SHRI N. DENNIS : The implementation of this project is necessary. May I know from the hon. Minister whether immediate steps would be taken for the implementation of the project by taking into consideration the national importance involved.

SHRI BANSI LAL : The national importance in this case is disputed. There are views in this case. As soon as the consultation with all the Ministries concerned are over, we will take a decision.

SHRI P. KOLANDAIVELU : Even while Pandit Jawaharlal Nehru was the Prime Minister, he had promised to take up this project ; and after Mr. Nehru, Mrs. Indira Gandhi was there ; and after her, our young dynamic Prime Minister has come. May I know from the hon. Minister—I want a categorical answer from the Minister of Transport—whether he is going to take up this project or not, because it is pending for more than 25 years, It is not a recent programme. It is pending for the last 25 years. Even while I was a Minister in Tamil Nadu, I pressed for it. Even then, you are now saying that an expert committee is going into it ; and you are giving the very same answer. I want a categorical reply.

SHRI BANSI LAL : We are still considering it.

MR. SPEAKER : The hon. Member is

not satisfied with consistency. The Minister's reply is categorically consistent.

Now next question No. 357: Mrs Geeta Mukherji and Mr Gurudas Kamat are not there. Question 358 Dr Chandra Shekhar Tripathi is also not there. Now Mr Raghuma Reddy—Question No. 359.

Cancer due to genetic disorders and environmental pollution

*359. SHRI M. RAGHUMA REDDY : Will the minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government's attention has been drawn to the press report appearing in the 'Times of India' dated 21 August, 1985 wherein it has been stated that genetic disorders and environmental pollution together with certain yet unknown causes can make children susceptible to cancer; and

(b) if so, what steps have been taken by the Government to avoid such threat?

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

(b) Research in cancer is carried on by the Indian Council of Medical Research and the Regional Cancer Centres in the country. Control of Environmental pollution is being coordinated by the Ministry of Environment. To facilitate treatment of cancer, the Ministry of Health and Family Welfare have been sanctioning Central assistance to various institutions @ Rs. 50,000/- per centre for setting up of Early Cancer Detection Centres; and in the Seventh Five Year Plan stress is being laid on the imparting of education regarding prevention of this disease.

SHRI M. RAGHUMA REDDY : Cancer is one of the dangerous diseases. I want to know from the hon. Minister how many research centres were established during the 6th five year plan, and how many they are going to establish during the 7th Plan.

SHRI S. KRISHNA KUMAR : As part of the Cancer Control Programme, we have already set up nine regional Cancer Centres. Three of them were set up in the 5th Plan itself, and six of them afterwards. We do not have any programme at the moment to increase the number of these centres.

PROF. P. J. KURIEN : Are these centres well equipped?

SHRI M. RAGHUMA REDDY : I have yet to put the second supplementary.

PROF. P. J. KURIEN : I am only helping the hon. Member.

MR. SPEAKER : Unsolicited?

SHRI M. RAGHUMA REDDY : Is the government having any proposal to establish a centre in each district headquarters because in rural area, it is very difficult to detect early stages of cancer? The rural poor people are not in a position to go to the State Capitals or Delhi. Is such a proposal there with the government with special request from Andhra Pradesh?

SHRI S. KRISHNA KUMAR : The hon. member would be interested to know that out of Rs. 20 crores set apart for the cancer control programme in the Seventh Plan, Rs. 18.7 crores are proposed to be distributed to the nine centres already in the country. We have plans in addition to these regional cancer centres for medical college and non-medical college institutions being given teletherapy facilities subject to availability of funds. We are going to give assistance for setting up cobalt therapy units to more centres. We have a central assistance scheme for cancer detection centre under which Rs. 50,000/- are given for setting up of ECD Centre. There are each for hospital tumour registries, 27 early detection centres in the country established with assistance from MOH and with WHO assistance. There are 25 post-partem tests pap-smear centres under the Department of Family Welfare, 6 national cancer registries under ICMR.

SHRI M. RAGHUMA REDDY : My request is whether you are going to estab-

lish a centre in each district headquarters; you have not covered that point.

SHRI S. KRISHNA KUMAR : The constraint on resources will not allow us to go beyond what I have stated.

DR. V. VENKATESH : In this ultra modern world, our young, dynamic Prime Minister wants to bring all technologies from outside and start industry in this country. Before committing this, are you going to have any legislation to prevent this pollution hazards, which is causing more cancers in our country?

MR. SPEAKER : He had replied to this yesterday. Not relevant. Irrelevant.

SHRI S. KRISHNA KUMAR : Anti-pollution measures are handled by the nodal Ministry of Environment and also by the Labour Ministry.

New vaccine to control pregnancy

*360. **SHRI SUBHASH YADAV :**

SHRI DHARAM PAL SINGH MALIK

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

(a) whether any new vaccine to control pregnancy has recently been developed in the country;

(b) whether the human trials of this vaccine have also been conducted; and

(c) if so, how far the vaccine has been found successful?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) to (c) Research is being carried out to develop a vaccine for birth control. Human clinical trials are expected to begin early next year.

SHRI DHARAM PAL SINGH MALIK : When the vaccines for birth control are likely to come in the open market for public sale, has the government any plan

to export such vaccines with a view to earn foreign exchange?

SHRI S. KRISHNA KUMAR : While recognising the need for continuing research in our effort to introduce a contraceptive vaccine, I would like to tell the hon. member that the procedure is very cumbersome and it will take a long period of time and we are in the preliminary stage. It is expected that 5-10 years will probably elapse before we can do all the stages on animals and humans, different phase study before we can hope to introduce this vaccine.

SHRI DHARAM PAL SINGH MALIK : Do the government propose to constitute a study group and envisage a national debate and have a national plan to meet the alarming situation of arising population in the country?

SHRI S. KRISHNA KUMAR : This is too a general question. The Ministry of Family Welfare is already assisted in this regard by a national council for health and family welfare. We have also a national population council and our formal and information brain trust is advising us in this regard.

SHRI A. CHARLES : There are number of herbs available all over the hill areas and it is a fact that some of them are locally used in a very crude manner for the control of pregnancy.

SHRI P. KOLANDAIVELU : He knows it.

SHRI A. CHARLES : Those who are wise, they know it.

But unfortunately, due care is not given to the research and development of those herbal medicines. May I know from the Minister whether a programme will be chalked out for research on the herbal medicines so that it may be used on a massive scale for family planning programmes?

SHRI S. KRISHNA KUMAR : The Ministry of Health and Family Welfare are conscious of the need to utilise the indigen-

ous systems of medicine and their potential for contraception. We have given grants and are assisting the Council of Indigenous Systems of Medicines in Ayurvedic and Unani medicines. At the moment various plans and schemes were advanced but out of the plans which are advanced and the various claims made, only two sources, namely, 'Isapagin' which is a common laxative in Ayurveda, and another 'Isapgul' and another plant namely BANJAURI from Bihar have been established as being useful in controlling fertility.

SHRI A. CHARLES : What about further research?

MR. SPEAKER : That is all right now. Yes, Dr. Bhoi? But please do not try to make it an elaborate question. Put a very simple question, only on contraceptives.

DR. KRUPASINDHU BHOI : In reply to one supplementaty the hon. Minister said that the samples of pregnancy vaccine will available in the market in the next few days and in the next supplementary he replied that it will take up to five or six months. I would like to know from the hon. Minister categorically what is the name of the vaccine, in which research laboratory these tests are going on and what are the types of animals, rabbits and others which are used and what is the percentage of success. At the same time in Ayurvedic and Unani medicines, till now has any progress been made?

MR. SPEAKER : Do not elaborate.

[*Translation*]

This was what I was afraid of; if you divert your question to birth control, it may give rise to other questions.

[*English*]

DR. KRUPASINDHU BHOI : I want to know whether the hon. Minister and his Ministry would like to look to the problem,—I am simplifying—to give assistance to the research institutions in the country which are in the voluntary sectors and cumbersome procedure should be curtailed.

SHRI S. KRISHNA KUMAR : The first prototype vaccine developed in New Delhi under the leadership of our eminent immunologist Dr. Talwar is Beta-sub unit of the HCG linked to tetanus toxoid and that is the name of the vaccine. We are trying to speed up the various trials for the introduction of the vaccine and the human trials are expected to start early in 1986.

As I said earlier, we have a scheme for promoting indigenous medicines and their potential for development of new methods of contraception.

MR. SPEAKER : Shrimati Jayanti Patnaik. Absent.

Shri Satyagopal Misra—Absent,

Shri Sanat Kumar Mandal.—Absent.

Shri Bholanath Sen—Absent.

Shrimati Kishori Sinha—Absent.

Shri K. Kunjambu.

Air-India Income on Gulf Sector

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*365. **SHRI K. KUNJAMBU :**
PROF. P.J. KURIEN :

Will the Minister of TRANSPORT be pleased to state :

(a) the total income of Air-India on the Gulf-sector during 1985 ;

(b) how does it compare with the earnings from this sector last year ;

(c) whether Government have looked into the complaint of Gulf-passengers that the fare in that sector is very high ;

(d) if so, the steps taken in this regard ; and

(e) the fare being charged in this sector by other airlines ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) and (b) The operating revenue of Air India from

India-Gulf sector during the period January, 1985 to September, 1985 was Rs.253.52 crores ; during the corresponding period in 1984 it was Rs.233.11 crores.

(c) and (d) Some representations have been received regarding the fares on the India-Gulf sector. However, the fares being charged now are I.A.T.A./Government approved fares and all airlines, including Air India have to charge these fares.

(e) No definite information is available in this regard. However, it is a fact that some airlines do undercut the fares to increase their share of the market.

SHRI K. KUNJAMBU : How best is the fare in the Gulf sector compared with the other sectors where Air India is operating ?

SHRI JAGDISH TYTLER : The airfare is controlled by IATA and all the airlines have to agree on this. There are certain airlines which are undercutting. But we are controlled by the IATA.

SARI K. KUNJAMBU : What are the main points in the representations received from the Gulf passengers and what steps have been taken by the Government in this regard ?

SHRI JAGDISH TYTLER : We have not received any representation from the Gulf passengers.

SHRI K. KUNJAMBU : So many representations have been made.

PROF. P.J. KURIEN : I am sorry to say that the Minister is not true to facts when he says that representations were not received. So many representations were given on the subject. I myself have written to the Government about this. The Trivendrum-Gulf sector is operated by Air India only. It is a monopoly of Air India. But you are charging from the Trivendrum-Gulf passengers the same amount as is charged from Gulf-Bombay-Trivendrum passengers whereas the distance and the time of flight in Trivendrum-Gulf sector is much less than in Gulf-Bombay-Trivendrum sector. So when they travel much

less distance, the time taken by the flight is much less, operational expenses of Air India are much less and when it is a monopoly affair of Air India, why Air India is charging more from Trivendrum-Gulf passengers? This anomaly has been pointed out to the Government many a time in the House and a number of representations have been made. These passengers are poor skilled workers who go for earning their livelihood...

MR. SPEAKER : Please put your question.

PROF. P.J. KURIEN : I am pleading on behalf of thousands of poor passengers. Will the Minister examine this anomaly. Whether other sectors are making loss and the Trivendrum-Gulf sector is making profit and this profit is because you are overcharging them—charging much more than what you are charging in other sectors? When it is your monopoly, why do you charge more, why do you speak of IATA?

SHRI JAGDISH TYTLER : All fares are controlled by IATA.

PROF. P.J. KURIEN : Here it is your monopoly.

SHRI JAGDISH TYTLER : Even then the fares are controlled by IATA.

PROF. P.J. KURIEN : Let them examine whether there is an anomaly.

MR. SPEAKER : No debate.

SHRI E. AYYAPU REDDY : Sir, now that the international flights from Gulf countries are being extended to Hyderabad, does the Government expect higher income from the traffic to Gulf countries, and also what are the number of flights which they are expecting every week or proposing to have every week to Hyderabad? Will the hon. Minister think of extending it to at least four flights from Hyderabad every week?

MR. SPEAKER : How can he tell? You have to give another notice for this. He cannot just tell offhand how much will he get...

(Interruptions)

SHRI E. AYYAPU REDDY : Or at least he should answer about extending it to at least four flights per week from Hyderabad... (*Interruptions*).

MR. SPEAKER : No, no. Are you prepared for that? I do not think so.

SHRI JAGDISH TYTLER : Sir, I would like to answer the hon. Member that we are starting an international flight to Hyderabad which is arriving at Hyderabad on the 20th early morning. If we get enough traffic, naturally we would like to increase the number of flights to Hyderabad.

SHRI T. BASHEER : Sir, the hon. Minister has said that the fares are decided by IATA. Actually, there have been complaints regarding the exorbitant fare hikes in Gulf sector, that is, from Trivendrum to Gulf countries. Recently, last month also, they have increased it further. I can give the figures also but since the time is not permitting, I am not doing so. I would like to know from the hon. Minister whether IATA is unilaterally deciding these fares or they do it in consultation with the countries concerned.

SHRI JAGDISH TYTLER : All the member countries sit together and they decide the fares.

SHRI T. BASHEER : In this case whether.....(*Interruptions*).

MR. SPEAKER : That is all right.

SHRI S. JAIPAL REDDY : Sir, by what time does the Minister hope to declare Hyderabad Airport as an international airport? In case of indefinite delay, will the Minister be kindly able to explain the reasons and difficulties for the same?

SHRI JAGDISH TYTLER : I had initially also said that we can start international flights from any airport in the country. There are only four international airports in our country, that is, Delhi, Bombay, Calcutta and Madras. Since we are starting the international flight to Hyderabad on the 19th, that is the day

the international flights will start serving the international traffic.

SHRI S. JAIPAL REDDY : I put different question, Sir.

[*Translation*]

MR. SPEAKER : You should be concerned with the substance rather than the source.

[*English*]

MR. SPEAKER :

Shri Srikanth Datta	— Absent
Shri Nityananda Mishra	— Absent
Shri Amar Roypradhan	— He has taken a leave of absence.
Shri Ananta Prasad Sethi	— Absent
Shri Jagannath Prasad	— Absent
Prof. Madhu Dandavate	— Absent
Shri Braja Mohan Mohanty	— Absent
Shri Shyam Lal Yadav	— Absent
Shrimati Geeta Mukherjee	— Absent
Shri Gurudas Kamat	— Absent
Dr. Chandra Shekhar Tripathi	— Absent
Shrimati Jayanti Patnaik	— Absent
Shri Satyagopal Misra	— Absent
Shri Sanat Kumar Mandal	— Absent
Shri Bholanath Sen	— Absent
Shrimati Kishori Sinha	— Absent
Shri Srikanth Datta	— Absent
Shri Nityananda Mishra	— Absent

WRITTEN ANSWERS TO QUESTIONS

[English]

Medical Assistance to Flood and Cyclonic
Affected Areas

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

(a) whether Government have provided
medical assistance to the recent flood and
cyclonic affected areas in different parts of
the country ; and

(b) if so, the details thereof and the
details of medical assistance so far provid-
ed to the affected areas, State-wise ?

THE DEPUTY MINISTER IN THE
DEPARTMENT OF FAMILY WELFARE
(SHRI S. KRISHNA KUMAR) : (a) and
(b) A statement is given below.

Statement

*During the year 1985-86, the following
medical assistance has been rendered to
the flood and cyclone-affected areas in the
country so far*

TAMIL NADU

- (a) Anti-cholera Vaccines ... 10 lakhs
doses
- (b) Anti-typhoid Vaccines ... 1 lakh
doses

PUNJAB

- (a) Anti-cholera Vaccines ... 3,15,000
ml.
- (b) T.A. Vaccine ... 25,000
ml.
- (c) Concentrated Anti-
snake Venom Serum
(liquid) ... 1,000
ml.
- (d) Concentrated Anti-
snake Venom Serum. ... 2,000
ml.

BIHAR

- Anti-cholera Vaccine
(Concentrated) ... 4,70,000
ml.

MANIPUR

- (a) Anti-cholera Vaccine ... 1,25,000
- (b) T.A. Vaccine ... 30,000
ml.

MAHARASHTRA

- T.T. Vaccine ... 5,00,000
doses

UTTAR PRADESH

- (a) Concentrated Anti-
snake (Venom Serum)
(liquid) ... 10,000
ml.
- (b) Concentrated Anti-
snake Venom Serum
(Dry). ... 20,000
ml.

ORISSA

- Anti-cholera vaccines ... 4 lakh
doses.

Inter-Caste Marriages for Reduction in
Severity of a Blood Disease

*351. SHRI ANANTA PRASAD
SETHI : Will the Minister of HEALTH
AND FAMILY WELFARE be pleased to
state :

(a) whether inter-caste and inter-comm-
unity marriages lessen the severity of a
blood disease whose victims hardly survive
their teens ;

(b) whether the victims of Thalassaemia
need frequent blood transfusions as their
haemoglobin content is low and it is also
a risky undertaking as frequent transfusion
of blood without plasma and white cells
can deposit iron in the body affecting the
patient's heart, liver, pancreas and darken
the skin; and

(c) if so, the reaction of Government in this regard?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMNR) : (a) The incidence of Thalassaemia is dependent upon the carrier status of the marriage partner.

(b) Yes, Sir.

(c) Pre-marital genetic counselling followed by avoidance of marriage among carriers is the only method to prevent this disease. Alternate method is to implement a programme of screening by antenatal diagnosis for women at risk of having affected foetuses and use of therapeutic abortion in appropriate cases. The Indian Council of Medical Research has set up a Centre for the latter purpose at Bombay.

[*Translation*]

New Trains on Delhi-Shamli Saharanpur Line

*352. SHRI JAGANNATH PRASAD : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government are considering introducing some new express passenger trains on Delhi-Shamli-Saharanpur Railway Line on Northern Railway;

(b) if so, the time by which these trains are proposed to be introduced; and

(c) if not; the reasons therefor?

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

(b) Does not arise.

(c) Mainly due to shortage of coaches and terminal facilities in Delhi area.

[*English*]

Setting up National Water Grid

*353. PROF. MADHU DANDAVATE: Will the Minister of WATER RESOURCES be pleased to state :

(a) whether a suggestion has been made that Government should pursue expeditiously the policy of setting up national water grid as a long term solution to provide adequate water supply to various States ; and

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

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) and (b) Proposals for linking different river systems have been made from time to time and the broad techno-economic aspects of the proposals have been examined. Keeping in view the national perspective for water resources development outlined in 1980, studies and investigations with regard to inter-linking of peninsular rivers have been taken up.

Loss Incurred by D.T.C.

*354. SARI BRAJAMOHAN MOHANIY : Will the Minister of TRANSPORT be pleased to state :

(a) whether the Delhi Transport Corporation has incurred a loss of more than 60 crores during the year 1984-85 ;

(b) the Seventh Plan Projection of the Delhi Transport Corporation; and

(c) the details thereof?

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

(b) and (c) Against an approved outlay of Rs. 100 crores during the VII Plan Period a sum of Rs. 70.90 crores pertain to acquisition of 2825 buses (1118 on replacement account and 1707 on additions account). The balance amount of Rs. 29.10 crores is planned to be spent on infrastructural facilities such as for construction of new Depots, new nodal Points/terminals, bus-que shelters and development of facilities in the existing workshops and other infrastructure.

[*Translation*]

Ticketless Travellers

*355. SHRI SHYAM LAL YADAV : Will the Minister of TRANSPORT be pleased to state :

(a) the number of ticketless travellers apprehended during June to September 1985; and

(b) whether Government are considering to give some special training to guards and booking clerks with a view to check this menace?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) 16.52 lakhs.

(b) No, Sir.

[*English*]

Construction and Operation of Inland Container Depots in Private Sector

*357. SHRIMATI GEETA MUKHERJEE :
SHRI GURUDAS KAMAT :

Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that the Indian Railways have asked the private sector to take over construction and operation of inland container depots;

(b) if so, the reasons thereof; and

(c) whether the Tatas are going to set up inland container depots?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) It has been decided to invite outside parties including those in public and private sector to operate Inland Container Depots on suitable terms and conditions.

(b) To relieve the pressure on the limited plan resources allocated to the Railways and thereby increase their availability for various other important needs.

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

[*Translation*]

Serving Liquor in Air-India Planes

*358. DR. CHANDRA SHEKHAR TRIPATHI : Will the Minister of TRANSPORT be pleased to state :

(a) the reasons for which liquor is served openly to VIPs in Air-India planes ;

(b) whether Government propose to impose restriction on it in the context of the prohibition policy of the Government ; and

(c) if so, by what time and if not, the reasons therefor?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) Air India follows the practice of serving free liquor to its first class/business class passengers, like other international carriers.

(b) and (c) No, Sir. Since this practice is followed by all major airlines, it is not proposed to restrict the practice. Such a step may divert the high-fare paying passengers of Air India to other airlines, leading to decline of traffic and consequent loss of revenue to Air India.

[*English*]

Modernisation of Major Ports During the Seventh Plan

*361. SHRIMATI JAYANTI PATNAIK : Will the Minister of TRANSPORT be pleased to state:

(a) whether Government have a proposal to modernise some major ports during the Seventh Plan period;

amount earmarked for the above purpose?

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

(b) if so, the details thereof and the

(b) A statement is given below.

Statement

Schemes Costing Rs- 2 Crores or More Included in 7th Plan

(Rs. in crores)

Port	Scheme	Estimated cost	Outlay in 7th Plan
CALCUTTA	I. ADDITION		
	1. Container handling facilities Phase-II	3.50	0.90
HALDIA	I. MODERNISATION		
	1. Strengthening of existing Oil Jetty	3.50	3.50
	2. Construction of Roads in Dock Area	2.00	0.60
	II. ADDITION		
	1. Second Oil Jetty including tugs.	31.45	31.32
	2. Additional General Cargo Berth	9.00	7.00
	3. Augmentation of existing container terminal	10.00	2.50
BOMBAY	4. Residential quarters at Chiranjibpur	5.00	1.75
	I. MODERNISATION		
	1. Improved Oil and Chemical handling facilities at Pir Pau;		
	(a) Replacement of Pir Pau Jetty	15.00	15.00
	(b) Construction of RCC Trestle	6.50	6.50
2. Improved oil handling facilities at Bucher Islands	3.10	3.10	
3. Modernisation of existing docks	30.00	7.00	

	4. New navigational aids for main harbour channel	4.00	4.00
	2. ADDITION		
	1. Procurement of 9 nos rubber tyred container yard cranes	14.58	14.58
	2. Procurement of 2 Nos. quay side container cranes	13.55	13.55
	3. RCC tracks for transtainer cranes and Paving of transtainer yards at Timber pond	4.20	4.20
MADRAS	I. ADDITION		
	1. Extension of container berth	30.00	20.00
	2. Procurement of two Nos. Transfer cranes	4.00	4.00
COCHIN	I. ADDITION		
	1. Procurement of container handling equipments	15.00	13.00
	2. Payment for CSL tug	2.80	2.80
	3. Procurement of one tug	5.50	1.10
VISAKHAPATNAM	I. MODERNISATION		
	1. Extension & improvement of port Railway system	2.00	0.50
	II. ADDITION		
	1. Construction of coal berth	14.00	5.00
	2. Upgradation/iron ore handling facilities to handle 1,70,000 DWT	25.00	8.00
KANDLA	I. ADDITION		
	1. Seventh Cargo berth	22.00	5.00
	2. Facilities to handle POL products at Vadinar	27.00	3.00
MORMUGAO	I. ADDITION		
	1. Additional Barge unloading jetty	5.50	5.50
	2. Additional General cargo berth	14.00	7.32

NEW MANGALORE I. MODERNISATION

1. Development and improvement of road network system	2.00	2.00
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TUTICORIN

I. ADDITION

1. Construction of one jetty at Tuticorin	11.00	4.00
2. Procurement of 30 T. BP Tug	5.30	5.35

PARADIP

I. ADDITION

1. Construction of Roads, culverts one bridge	2.50	2.50
2. Coal handling facilities	10.00	5.00

II. MODERNISATION

1. Electrical installation inside port area	2.00	2.00
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Modernisation of Kharagpur Railway Workshop

Plant, Unit Exchange Spares and essential Civil Engineering works to eliminate production bottlenecks due to inadequate plant layouts.

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

(a) the plan and programme of his Ministry to modernise the Kharagpur Railway Workshop; and

(b) the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Modernisation of Kharagpur Workshop has been planned in phases. Phase—I of the plan launched in 1981-82 is nearing completion. Phase—II of the plan is now being undertaken.

(b) (i) Phase—I of the Modernisation Plan of Kharagpur Workshop was included in the Railway Budget in 1981-82. The present estimated cost of the project is about Rs. 13.27 crores. The project catered to provision of modern Machinery &

(ii) Phase—II of the Project has been included in the Railway Budget 1984-85 at a cost of about Rs. 26.11 crores. The project provides for provision of modern Machinery & Plant, Unit Exchange Spares and Civil Engineering works, in the context of changed product-mix of activities of the workshop. Infrastructural facilities are planned to be created for Periodical overhaul of Electric Locomotives and Electrical Multiple Unit Stock.

Terms set by foreign Airlines to operate from Calcutta

*363. SHRI SANAT KUMAR MANDAL : SHRI BHOLANATH SEN :

Will the Minister of TRANSPORT be pleased to state :

(a) whether a number of international carriers are willing to fly to Calcutta if the Union Government give them permission to operate onwards to Singapore or other destinations in the Far East;

(b) whether some of the foreign Airlines view Calcutta as a viable stop-over point en route to destinations in the Far East, especially Singapore;

(c) if so, whether Government have considered the terms set by the Airlines for Calcutta halt; and

(d) the decision taken in the matter?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) Government of India have received, from only one airlines, namely Singapore Airlines, a request for introducing direct air services between Singapore and Calcutta.

(b) Only Balkan airlines (Bulgarian Airlines) had evinced interest in operating to Far East especially Bangkok via Calcutta.

(c) and (d) An air services agreement was concluded between India and Bulgaria as a result of which the Balkan airlines was authorised to operate on the route Sofia-Abu Dhabi-Calcutta-Bangkok. But the Balkan airlines has not indicated the date from which it will start operating to/through Calcutta.

Offers from leading companies to own wagons

*364. SHRIMATI KISHORI SINHA : Will the Minister of TRANSPORT be pleased to state :

(a) whether Railways have received offers from several leading companies to own wagons on behalf of bulk consumers to help them meet the scarcity of wagons; and

(b) if so, when a decision is likely to be taken on the offers received?

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

(b) In about 3 months time.

[*Translation*]

Funds for acquisition of wagons

*366. SHRI SRIKANTA DATTA NARASIMHARAJA WADIYAR : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government are aware of the shortage of wagons in the country;

(b) whether any estimate has been made of the total requirement of wagons in the Seventh Plan;

(c) if so, the number of wagons proposed to be acquired in the above plan period;

(d) the funds earmarked for that purpose; and

(e) the details thereof?

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

(b) The total requirement of wagons during the Seventh Plan period has been estimated as around 96,000 wagons in terms of four-wheeler units.

(c) 96,000 wagons in terms of four-wheeler units.

(d) and (e) Approximately, Rs. 2,000 crores for wagons, out of a total provision of Rs. 4290 crores for procurement of rolling stock.

[*English*]

Training and coaching facilities for games

*367. SHRI NITYANANDA MISHRA : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Union Government have taken steps for the extension of training and coaching facilities for various games and sports in different States;

(b) if so, the names of the States where such facilities have been made available; and

(c) the details of the steps taken in this regard in the State of Orissa?

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

(a) to (c) Although 'Sports' is a State subject under the Constitution of India, the Central Government has in operation certain schemes for extending training and Coaching facilities for games in different States. The more important among them are mentioned below :

1. The Netaji Subhash National Institute of Sports (NSNIS) which functions under the Society for National Institutes of Physical Education and Sports (SNIPES) operated the National Coaching Scheme under which 25 Regional Coaching Centres in different States provide an opportunity to young men, women and children to undergo training and coaching.
2. Under the scheme of SNIPES Field Stations in Universities implemented by NSNIS, 33 SNIPES Field Stations have been set up in a number of Universities in various States to encourage College and University students to take part in sports and to undergo coaching.

3. The Sports Authority of India has launched a scheme of Sport Talent Search Contest which envisages selection of 150 to 200 boys and girls in the age group of 10-12 years for admission to schools to be adopted by the Sports Authority of India, in various States, for providing sports coaching in addition to academic studies.
4. Grants to State Sports Councils for organising, inter-alia, annual coaching camps at State level. The scheme is operated by the Department of Youth Affairs and Sports.
5. Under the scheme of Nehru Yuvak Kendras operated by the Department of Youth Affairs and Sports, 210 Nehru Yuvak Kendras in different States cater to various activities relating to youth including promotion of sports by coaching and training the rural young.

In addition, Government propose to launch a scheme for setting up Sports Hostels attached to Regional Coaching Centres of the Netaji Subhas National Institute of Sports, to enable non-students and even employed persons of some standard to have facilities for improving their performance in sports and games. This will be a scheme of SNIPES operated by Netaji Subhash National Institute of Sports.

The State-wise break-up of Regional Coaching Centres, SNIPES Field Stations and Nehru Yuvak Kendras is as under :—

Name of State/ Union Territory	Number of Nehru Yuvak Kendras	Number of Regional Coaching Centres	Number of SNIPES field Stations
Andhra Pradesh	14	1	1
Assam	8	1	1
Arunachal Pradesh	2	—	—

1	2	3	4
Andaman & Nicobar Islands	2	—	—
Bihar	13	1	1
Chandigarh	1	1	1
Delhi	3	1	1
Gujarat	6	1	1
Goa, Daman & Diu	2	1	—
Harayana	5	1	1
Himanchal Pradesh	8	1	1
Jammu & Kashmir	1	1	1
Karnataka	12	1	3
Kerala	8	1	3
Lakshdweep	1	—	—
Madhya Pradesh	15	1	3
Maharashtra	3	1	2
Manipur	5	1	1
Meghalaya	2	1	1
Mizoram	1	1	—
Nagaland	3	—	—
Orissa	10	1	1
Pondicherry	2	—	—
Punjab	12	1	2
Rajasthan	17	1	2
Sikkim	1	1	—
Tamilnadu	10	1	2
Tripura	2	1	—
Uttar Pradesh	32	1	3
West Bengal	8	1	1
Dadra and Nagar Haveli	1	—	—
Total :	210	25	33

One Regional Coaching Centre at Cuttack and one SNIPES Field Station at Utkal University (Bhubaneswar) are already functioning in the State of Orissa. Besides, 10 Nehru Yuvak Kendras viz., Balangir, Dhenkanal, Koraput, Sambalpur, Sundergarh, Berhampur, Keonjhar, Baripada, Bhawanipatna and Phulbani to which 13 SN NSNIS Sports coaches are attached are also meeting the needs of the rural people in Orissa.

New railway projects of West Bengal during Seventh Five Year Plan

3560. SHRI ANIL BASU : Will the Minister of TRANSPORT be pleased to state :

(a) whether the Prime Minister and the Railway Minister had assured that no new railway project in West Bengal had been cancelled;

(b) when the West Bengal Railway Projects are expected to be taken up for construction;

(c) whether the projects have been included in the Seventh Five Year Plan; and

(d) if not, reasons therefor?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) There is no record available to show that any such general assurance was given.

(b) No time frame can be given, as taking up of new projects would depend on the availability of resources, which are under severe strain at present.

(c) and (d) The on-going projects will be progressed to the extent funds can be made available, on year to year basis, during the 7th Plan.

Indo-Bangladesh Pact on Health

3561. SHRI MURLIDHAR MANE : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is a fact that Indo-Bang-

ladesh pact on health has been signed in September 1985 ; and

(b) if so, the details thereof ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) and (b) An agreement was signed on the "Administrative arrangements for the Health control of Sea, Air and Land Traffic" on the 9th September, 1985 between India and Bangladesh.

The aims of this agreement, under Article 92 of the International Health Regulations, are to create a "common area" for the Health Control of International Traffic between the countries, to facilitate health control, to make more effective the measures to prevent the importation of disease, to facilitate travel and to provide facilities for "single point check."

The agreement provides for exchange of information about Sea and Airports of the respective countries, epidemiological, situation, change in policy affecting administration on International Health Regulations and requirements of General Health measures applicable to all ships/aircrafts coming from outside the excepted areas in the two countries.

Revised rent of sub-ordinate quarters in South Eastern Railway

3562. SHRI BASUDEB ACHARIA : Will the Minister of TRANSPORT be pleased to state :

(a) whether the rent for sub-ordinate quarters occupied by Gazetted Officers was revised @ Rs. 5.54 per 100 sq. ft. with effect from 1 August, 1976 in South Eastern Railway ;

(b) whether such rent should have been revised with effect from 1 August, 1981 ;

(c) if so, whether the revision has been made ; and

(d) if not, the reasons thereof ?

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

(c) and (d) The review is pending as there has been delay in collection of relevant data. The collection of data is now almost complete and the review is likely to be finalised early.

National Memorial for Dr. B.R. Ambedkar

3563. SHRI ANADI CHARAN DAS : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether it is a fact that the house located at 1, Tilak Marg was the official residence of late Dr. B.R. Ambedkar as the Free India's first Law Minister and the chief architect of Indian Constitution ;

(b) if so, whether Government has ever considered any proposal to convert this house as a memorial to Dr. Ambedkar ;

(c) whether Government are aware of a recent statement to the Press by the aged widow of Dr. Ambedkar as to how she has been preserving so long the personal effects of Dr. Ambedkar in the hope that Union Government would take charge of them as objects of historical significance by creating a national memorial for him in Delhi ;

(d) if so, whether Government propose to consider to convert the house at 1, Tilak Marg as a national memorial ; and

(e) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI): (a) According to available information this was a requisitioned house allotted to late Dr. B.R. Ambedkar.

(b) No, Sir.

(c) No, Sir.

(d) and (e) This house was derequisitioned in 1979 and, therefore, its conver-

sion into a national memorial does not arise.

Global Tenders for Metro Railway Project

3565. SHRI AMAL DATTA : Will the Minister of TRANSPORT be pleased to state :

(a) whether any global tenders have been issued for any part of the Metro Railway Project, if so, the details of such tenders including the scope, and value and the party to whom awarded ; and

(b) what conditions if any, are incorporated in such global tenders to ensure that indigenous technology wherever available gets a fair chance ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS, (SHRI MADHAVRAO SCINDIA): (a) Yes, Sir. Global tenders for supply of equipments as indicated below have been called :—

- (i) M/S. Toyo Menka Kaisha Ltd., Japan—Vibro Sinker—one set, costing approx. Rs. 6.19 lakhs.
- (ii) M/S. NIKEX Hungarian Trading Co.—2 sets of Air Lock Chambers, costing approx. Rs. 39 lakhs.
- (iii) M/S. Fried Krupp, West Germany—Tramway Rails, 400 tonnes, costing approx. Rs. 21.38 lakhs.
- (iv) M/S. Bruel & Kjaer Export Ltd., Denmark—Vibration Meter, 1 set costing approx. Rs. 44,000.
- (v) M/S. Geonor, Norway—Instrumentation equipment, 13 Nos., costing approx. Rs. 1.14 lakhs.
- (vi) M/S. Biccotest Ltd., U.K.—Cable Fault Location Instrument, one set, costing approx. Rs. 1.48 lakhs.
- (vii) M/S. Sun Trading Inc., Japan—Electronic Anemometer, 2 Nos., costing approx. Rs. 44,000.

(viii) M/S. Kurz Instruments Inc., U.S.A.—Air Velocity Meters, 2 Nos., costing approx. Rs. 20,000.

(ix) M/S. Gould Inc., U.S.A.—Recorder with accessories, one set, costing approx. Rs. 1.86 lakhs.

Apart from the above global tenders were called for sub-way construction in sections (A) & (B) of Chittaranjan Avenue and contracts awarded to M/S. Hindustan Construction Co. Ltd. of India who are working in collaboration with TAISEI Corporation of Japan. Approximate value of the contract is Rs. 27.67 crores for section (A) & Rs. 39.81 crores for section (B). Foreign exchange element is approx. Rs. 3.2 crores for each of these two contracts.

(b) Before an item is imported indigenous clearance from the import angle is obtained to establish that there are no indigenous sources of supply for the item. Notwithstanding this provision if an indigenous offer is received against a global tender, it is considered on merits.

[*Translation*]

Airbuses with Air India/Indian Airlines

3566. SHRI BANWARI LAL BAIRWA : Will the Minister of TRANSPORT be pleased to state :

(a) the number of Airbuses with Air India/Indian Airlines and the number of States inter-linked with their flights ;

(b) whether all the airbuses have been purchased from foreign countries ; and

(c) the arrangements made for production of airbuses in the country ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) The number of Airbus aircraft in the fleet of Indian Airlines and Air India is 10 and 3 respectively. Whereas Air India is not purely a domestic carrier, Indian Airlines is operating to 8 States and 2 Union Territories with Airbus aircraft.

(b) Yes, Sir.

(c) There is no proposal to manufacture these aircraft in India.

Stoppage of Mail/Express Trains at Bakhtiyarpur Station

3567. SHRI VIJOY KUMAR YADAV: Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that Deluxe Tinsukhia Mail, Patn-Tata Express, Punjab Mail and other super fast trains do not stop at Bakhtiyarpur railway station due to which passengers and tourists going to and coming from Rajgirh, Pawapuri and Nalanda have to face great inconvenience ;

(b) if so, whether Government propose to stop these trains at Bakhtiyarpur railway stations ; and

(c) if so, the time by which this matter is likely to be decided ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) While it is a fact that 103/104 A.C. Express, 155/156 Tinsukhia Mail, 83/84 Tata Patna Express, 5/6 Amritsar Mail and 173/174 Himgiri Express do not stop at Bakhtiyarpur station, on the other hand 13 pairs of Express and 8 pairs of passenger trains stop at Bakhtiyarpur and these are considered adequate for the tourists going and coming from Rajgirh, Pawapuri Road and Nalanda.

(b) No, Sir.

(c) Does not arise.

[*English*]

New National Highway between Gopalpur and Raipur Connecting National Highway Nos. 5 and 6

3568. SHRI CHINTAMANI JENA : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government of Orissa has sent their proposal for construction of a

new National Highway from Gopalpur in Orissa to Raipur in Madhya Pradesh, connecting National Highway Nos. 5 and 6 for the development of the adivasi belt of this area ; and

(b) when this proposal was sent to Government for approval and the action taken by the Government thereon ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) and (b) The State Government of Orissa forwarded the proposal for declaration of Gopalpur (Orissa) to Raipur (in Madhya Pradesh) as a National Highway during the Sixth Five Year Plan. However, the request of the State Government could not be acceded to owing to severe financial constraints.

Renovation of Kharagpur Railway Station during Seventh Plan

3569. SHRI SATYAGOPAL MISRA : Will the Minister of TRANSPORT be pleased to state :

(a) whether his Ministry have taken any steps to renovate the Kharagpur Railway Station (S.E. Railways) during the Seventh Plan period;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) to (c) The following works are already sanctioned in progress at Kharagpur Railway Station:—

(i) Provision of additional platform cover in a length of 1150' Covering over 600 length has already been completed.

(ii) Provision of additional water taps on the platforms, additional benches on platforms No. 5 and 6 and flooring of platforms No. 5 and 6.

Improvement/Renovation works at stations are programmed on year to year basis. It is, therefore, not possible at

this stage to indicate details of renovation works to be carried out at Kharagpur in the Seventh Plan period.

Setting up of Konkan Railway in Karnataka

3570. SHRI HANNAN MOLLAH : Will the Minister of TRANSPORT be pleased to state :

(a) whether there is a proposal to set up Konkan Railway in Karnataka;

(b) if so, what is the present position of the proposal;

(c) when it is going to be set up; and

(d) details about the programme in this regard?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) to (d) Final Location Engineering cum Traffic Survey for new B.G. line from Mangalore to Madgoan alongwith updating of earlier surveys in the remaining section of the line upto Roha has been taken up to evaluate the project as a whole. Decision on taking up construction of this line from Mangalore end will be taken after completion of these surveys depending on financial remunerativeness of the project and availability of resources.

Posts lying vacant in Khurda Road Division (Orissa)

3571. SHRI HARIHAR SOREN : Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that large number of posts are lying vacant in Khurda Road Division, Orissa;

(b) if so, the number of vacancies in different grades;

(c) the steps taken by South Eastern Railway to fill up those vacancies; and

(d) the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) to (d) The information is being collected and will be placed on the Table of the Sabha.

Pending railway projects of Andhra Pradesh

3572. SHRI K.S. RAO : Will the Minister of TRANSPORT be pleased to state :

(a) the pending railway projects of Andhra Pradesh awaiting clearance with details of each project; and

(b) the time schedule by which these projects can be cleared and completed?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) and (b) There are pending Railway Projects in Andhra Pradesh awaiting clearance.

Financial assistance provided to J & K for promotion of sports

3573. PROF. SAIFUDDIN SOZ : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the amount of money offered to Jammu and Kashmir State for the promotion of sports during the last three years closing on 31 December, 1984; and

(b) the schemes that were covered under such grants from the Union Government?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS AND SPORTS AND WOMEN'S WELFARE (SHRIMATI MARGARET ALVA) : (a) and (b) The following Central funds were provided for promotion of sports in Jammu and Kashmir during the last 3 financial years :—

	Amount in Rupees

(i) Indian Institute of Skiing and Mountaineering, Gulmarg (a Central Government Institute).	79,06,000/-

(ii) Grant for Jawahar Institute of Mountaineering & Winter Sports, Aru.	3,00,000/-
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(iii) Grant for organisation of sports coaching camps.	25,000/-
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(iv) Grant for purchase of sports equipment of non-expendible nature.	13,815/-
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Besides, one sports coach free of cost to the State Government has also been provided at Nehru Yuvak Kendra, Kathua.

Diploma in International Marketing

3574. DR. A.K. PATEL : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to refer to the reply given to Unstarred Question No. 3407 on 12 August, 1983 regarding introduction of new diploma courses and state :

(a) whether School of Management, University of Cochin and Department of Commerce, Delhi School of Economics (University of Delhi) have introduced one year diploma Course in International Marketing, if not, the reasons therefor;

(b) when did the University Grants Commission accord its sanction to the diploma courses and when the teaching in these diploma courses actually started;

(c) the number of students enrolled in these courses in the current year;

(d) if the teaching has not started, when is it likely to begin; and

(e) what are the criteria and procedure for admission of students to these diploma courses?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) The Delhi University has intro-

duced a One-Year Diploma Course in International Marketing from the year 1985-86.

(b) The proposal of the University was approved by the University Grants Commission in October 1985, and teaching started from December 2, 1985.

(c) The Course in Delhi University envisages admission of 20 students; 16 have been enrolled upto December 10, 1985.

(d) Does not arise as far as the Delhi University is concerned.

(e) Admission in Delhi University to this course is offered to candidates who have a Bachelor's or Master's Degree in Commerce, Economics, Management, Engineering and related disciplines and who has secured 55% marks in the aggregate. Admission is based on merit determined by an entrance test.

Information relating to Cochine University is being obtained and will be placed on the Table of the House.

Grant for maintenance and declaration of National Highway in Gujarat

3575. SHRI MOHANBHAI PATEL : Will the Minister of TRANSPORT be pleased to state :

(a) Whether Government of Gujarat has been urging the Union Government for sufficient grants for maintenance of National Highways;

(b) if so, the details thereof and the action taken thereon;

(c) whether the State Government has sent any proposal for declaration of certain State Highways as National Highways; and

(d) if so, the details thereof and the action taken by Government thereon?

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

(b) During the current financial year, a sum of Rs. 383.91 lakhs has so far been released to the Government of Gujarat for maintenance of National Highway.

(c) and (d) A statement giving the details of the roads proposed by the Government of Gujarat for declaration as National Highways is given below. It has not been possible to accede to the request of the State Government due to severe resources constraints.

Statement

Sl. No.	Name of Road	Length in Kms
1.	Surat-Dhulia-Calcutta via-Kadodara Jn. Bardoli Vyara-Songadh-Mahuva-Shira Border.	115 00
2.	Ahmedabad- Indore-Bhopal via Kuha, Kathal-Dehod.	137.40
3.	Lakbpat-Kandla-OkhaPorbandar-Cambay-Dahej- Bombay-Coastal Highway.	1776.00
4.	Bewas-Sirohi- Radhanpur-Kandla.	168.00
5.	Vadodara-Dhulia-Solapur via Dabhoi-Newang-Sytona.	178.00
6.	Valsad-Nisik-Pocna-Hyderabad via Chikhi-Vandla.	103.80
7.	Bhavnagar-Rajkot Veraval.	163-00
8.	Ahmedabad- Viramgam-Dhrangadh ara-Halvad-Malia-Kandla.	182.50
9.	Kandla-Lakbpat via Bhuj.	167.00

10. Ahmedabad-Kalol-Mehsana-Palanpur.	194.80
11. Bagodara-Mataman	30.50
12. Ahmedabad-Indore Bhopal via Kuha- Kathlal-Dahod.	137.40
13. Vadodara-Dhulia Sholapur-via Dabhoi Newang-Saghava.	178.00
	3532.00

**Scheme to mobilise financial resources
by floating bonds/loans**

3576. PROF. NARAIN CHAND PARASHAR : Will the Minister of TRANSPORT be pleased to state :

(a) whether Railways have decided to mobilise financial resources by floating the bonds/loans to be subscribed by the public;

(b) if so, the details thereof; and

(c) if not, whether such a scheme would be initiated at an early date?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) No, Sir. Ministry of Finance have not given a favourable response to the proposal.

(b) Does not arise.

(c) No, Sir.

**Reservation Quota for Different Places
from Kishangarh Station (Western Rail-
way)**

3577. SHRI VISHNU MODI : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government have received any memorandum regarding increase in reservation quota for different places from Kishangarh Station on Western Rail-
way ;

(b) if so, the action taken by Govern-
ment so far on the demand to provide
more reservation facility to the people of
Kishangarh and the details in this regard ;
and

(c) if no action has been taken, the
reasons therefor ?

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

(b) The existing quotas allotted to Kishangarh Station by various trains are not being fully utilised. No increase in quotas is therefore, considered justified at present.

(c) Does not arise.

[*Translation*]

**Extension of Kishangarh-Ajmer Train up
to Phulera**

3578. SHRI VISHNU MODI : Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that shuttle train being run between Kishangarh and Ajmer is stationed for the night in the siding in front of Kishangarh Railway Station after its arrival in the evening;

(b) if so, whether it is being used by anti-social elements for anti-social activities in the absence of proper guard of the train ;

(c) if so, whether it is also a fact that it was extended upto Phulera Junction, yet it is still being run upto Kishangarh;

(d) if so, this action taken by Govern-
ment so far in the regard; and

(e) if not, the reasons therefor?

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

(b) Does not arise.

(c) After extension to Phulera, question of termination at Kishangarh does not arise.

(d) and (e) Does not arise.

[English]

M.V. Onge and M.V. Pradeep held up by Andaman and Nicobar Islands Administration

3579. DR. SUDHIR ROY : Will the Minister of TRANSPORT be pleased to state :

(a) whether M.V. Onge and M.V. Pradeep were held up by the Andaman and Nicobar Islands Administration from September onwards ;

(b) if so, the reasons therefor when the people are suffering for non-availability of inter-island passenger ship ; and

(c) the loss incurred by Government as a result thereof?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) to (c) M.V. Onge was held up at Port Blair from 19.9.85 to 4.11.85 due to passenger certificates having expired and no dry-dock being available at Vizag or Bombay. The vessel since sailed on 4.11.85. Requirements of inter-island passenger traffic during this period were met by other vessels. The non-availability of M.V. Pradeep, which performs the duties of the Department of Lighthouses and Lightships only, has not affected passenger convenience.

To Provide Passenger Amenities such as Rest Houses, Yatri Niwas etc. In the Country—a Break up

3580. SHRI V. SRIBALLAV PANIGRAHI: Will the Minister of TRANSPORT be pleased to state :

(a) whether a large amount of money spent on replacing track and coaches leave a smaller margin for providing passenger amenities :

(b) if so, the details regarding the amount being spent for providing passenger amenities on average every year ; and

(c) the number of rest houses alongwith capacity therefor and the number of Yatrinivas under construction at present?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Total plan allocation for the Railways is distributed among different plan heads keeping in view operational priorities of the providing passenger amenities.

(b) The amount spent on passenger amenities, year-wise, during 6th Five Year Plan is tabulated below:—

Year	Amount spent on passenger amenities
1980-81	Rs. 494.20 lakhs
1981-82	Rs. 531.24 lakhs
1982-83	Rs. 501.87 lakhs
1983-84	Rs. 494.50 lakhs
1984-85	Rs. 484.44 lakhs (Prov.)

(c) Information is being collected.

Closure of Central Universities

3581. SHRI LAKSHMAN MALLICK : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the number of times each Central University was closed since July, 1982;

(b) the reasons therefor in each case ;

(c) the number of days each sine die closure continued ;

(d) the number of students expelled/rusticated/suspended in each of these Central Universities ; and

(e) the steps proposed to be taken by Government to minimise sine die closure of the universities?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) to (c) According to information available, during the years 1982-83 and 1983-84, the following Central Universities remained closed for the periods indicated against each due to agitation by students.—

Banaras Hindu University — 55 days from 30th August to 23rd October, 1983.

Jawaharlal Nehru University — (i) 4 days from February 25 to 28, 1983; and
(ii) 71 days from May 12 to July 21, 1983 (including summer vacation).

Hyderabad University — 40 days from 24th November, 1983 to 2nd January, 1984.

Delhi University — The University was not closed during these years. However, the normal teaching programmes in the Departments and Colleges remained disrupted between October 12, 1982 and January 28, 1983 due to a prolonged strike by teachers.

There were no reports of any of the Central Universities remaining closed during 1984-85 and 1985-86 so far.

(d) According to information available, the number of students who were expelled between January 1981 and March, 1985 in various Central Universities is as follows:—

Delhi University	—	1
Jawaharlal Nehru University	—	40

Aligarh Muslim University	—	151 (including 63 Iranian students)
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Banaras Hindu University	—	9
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Hyderabad University	—	Nil
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North-Eastern Hill University	—	5
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Visva-Bharati University	—	Nil
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(e) A Committee, appointed by the UGC to review the working of the Central Universities in 1983, had recommended that each Central University should establish adequate machinery for the redressal of grievances of student and employees. Some of the Central Universities have set up such grievance redressal machinery.

[*Translation*]

Inquiry into Leakage of B.Ed. Examination Paper of Delhi University

3582. SHRI VILAS MUTTEMWAR : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to refer to reply to Starred Question No. 43 dated 25.7.1985 regarding leakage of question paper of B.Ed. examination and state :

(a) whether the Vice-Chancellor, Delhi University has received report of inquiry into leakage of Paper of B.Ed. Examination incident and if so, the full details thereof; and

(b) the action taken by Government thereon so far?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) The Enquiry Officer appointed by the University to enquire into the alleged leakage of the question papers for entrance examination for admission to the B.Ed. Course, 1985 and to recommend remedial measures to prevent any leakage of question papers in the future had sub-

mitted his report on 3rd August, 1985. According to the Enquiry Officer the leakage of test material has occurred due to laxity in procedure and in handling the test material. The Enquiry Officer has, however, not been able to fix responsibility on any individual for the leakage because of the non-cooperation from those who have originally made the allegation of leakage, during the course of enquiry.

The Enquiry Officer has made certain suggestions for improvement of procedures for conducting the test in future years.

(b) These recommendations for improvement in procedures are yet to be considered by the University.

[*English*]

**Construction of a Bypass in Nellore
Town of Andhra Pradesh**

3583. SHRI P. PENCHALAI AH : Will the Minister of TRANSPORT be pleased to state :

(a) whether there is any proposal under consideration of Government to construct a bye-pass Road in Nellore town of Andhra Pradesh ;

(b) if so, the amount proposed to be allocated for this ; and

(c) when it is proposed to be completed ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) to (c) Yes, Sir. Land Acquisition estimate was sanctioned for Rs. 3.65 lakhs in 1969. But the same had to be cancelled due to the alignment-becoming unsuitable on account of subsequent excessive building activity along it and other acquisition problems. However, a modified alignment in light of the extended Municipal limits of the town is under examination. As the proposal is in the preliminary stage, it is too early to say when this work will be taken up and completed.

Reconstitution of Delhi Library Board

3584. SHRI MULLAPPALLY RAMACHANDRAN : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Government are reconstituting the Delhi Library Board (Governing Body of Delhi Public Library) ; and

(b) if so, the reasons therefor?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) and (b) The matter is receiving Government's attention.

Appointment of Lady Teachers for Universalisation of Primary Education

3585. SHRI MAHENDRA SINGH : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Government have introduced a scheme under which 80 per cent central assistance will be granted to appoint lady teachers for universalisation of primary education ; and

(b) the number of lady teachers for whose appointment, centre will provide assistance during the Seventh Five Year Plan under this scheme ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE SHRIMATI (SUSHILA ROHATGI) (a) Yes, Sir. A scheme providing Central assistance for appointment of lady teachers in 9 educationally backward States was started in 1983-84 for the duration of the VI plan.

(b) The question of continuance of this Scheme during the Seventh Five Year Plan is under consideration.

[*Translation*]

Assistance for Appointment of Lady Teachers in States

3586. SHRI K.N. PRADHAN :
SHRI MAHENDRA SINGH :

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

(a) whether Central Government have introduced a scheme to give central assistance to States for appointing lady teachers for universalisation of primary education ;

(b) if so, the amount of assistance likely to be provided ; and the ratio in which this assistance is proposed to be provided to various States ; and

(c) the amount to be provided to Madhya Pradesh during Seventh Plan period under this scheme ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) to (c) A Scheme of 80% Central assistance to nine educationally backward States, namely ; Andhra Pradesh, Assam, Bihar, Jammu & Kashmir, Madhya Pradesh, Orissa, Rajasthan, Uttar Pradesh and West Bengal for appointment of women teachers in primary schools was approved for 2 years, i.e. 1983-84 and 1984-85. The question of its continuance during the Seventh Five Year Plan is under consideration. The amount to be provided to Madhya Pradesh will be decided after a decision is taken on the continuance of the scheme.

[*English*]

Set Back to Metro Railway Plan Due to Inadequate Services

3587. SHRI PRAKASH V. PATIL :
Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that the Metro Railway Plan at Calcutta has suffered a set back as the proposal to set a captive generating capacity is lying uncleared by Government ;

(b) whether dependence of the existing sources at Calcutta will be adequate for this pioneering project for the Railways ; and

(c) when this is going to be cleared ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) No, Sir. There is no proposal to set up a captive generation plant.

(b) Yes, Sir. State Government of West Bengal have confirmed that they would meet the power requirements of Calcutta Metro.

(c) Does not arise in view of reply to part (a) of the question.

Enrolment and Drop Out Rates

3588. SHRI K.P. UNNIKRISHNAN:
Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the number of students enrolled in primary and secondary schools in different States and Union Territories in 1982-83, 1983-84, and 1984-85 ; and

(b) percentage of drop outs at this stage, State-wise ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) and (b) A statement is given below. The enrolment figures for 1984-85 are not yet available and drop-out figures are available only for 1979-80 which are shown in the statement.

Statement

S. No.	State/U.T.	1982-83		1983-84		1984-85		Dropout Rates During 1979-80	
		Enrolment in High/Post Basic/Sec. Schools	Primary Schools	High/Post Basic/Sec. Schools	Primary Schools	High/Post Basic/Sec. Schools	Primary Schools	High/Post Basic/Sec. Schools	Primary Schools
1	2	3	4	5	6	7	8	9	
1.	Andhra Pradesh	17,13,725	42,80,175	18,32,939	45,97,500	Figures are not yet available	85.7	59.9	
2.	Assam	5,26,049	17,23,087	5,56,358	18,52,031		85.0	63.5	
3.	Bihar	13,43,931	46,04,632	13,24,054	49,13,114		88.8	65.7	
4.	Gujarat	4,27,000	10,08,000	3,93,000	10,82,000		83.6	52.1	
5.	Haryana	10,61,704	6,09,671	10,93,230	6,27,864		74.8	21.2	
6.	Himachal Pd.	1,96,727	5,85,606	2,15,064	5,99,772		69.3	28.7	
7.	Jammu & Kashmir	2,34,456	3,08,040	2,39,200	3,20,854		81.3	44.6	
8.	Karnataka	7,11,301	15,57,130	7,31,993	15,71,730		84.3	63.4	
9.	Kerala	24,02,230	16,85,775	24,22,315	16,22,015		63.7	8.1	
10.	Madhya Pd.	—	52,47,458	—	60,94,422		86.2	54.9	

1	2	3	4	5	6	7	8	9
11.	Maharashtra	28,18,000	42,50,800	29,50,000	43,55,000	Figures are not	81.4	54.5
12.	Manipur	66,500	1,73,000	84,692	1,69,642	available	87.8	82.7
13.	Meghalaya	46,412	1,95,920	52,212	1,98,531		92.1	83.6
14.	Nagaland	39,929	1,21,166	39,929	1,21,166		92.3	74.9
15.	Orissa	5,08,831	27,05,098	2,93,000	30,41,000		87.1	69.3
16.	Punjab	7,74,218	17,71,948	7,94,515	17,78,532		69.8	50.7
17.	Rajasthan	5,37,819	22,71,505	4,73,428	24,77,192		80.3	59.9
18.	Sikkim	16,432	27,588	17,641	29,575		N.A.	50.5
19.	Tamil Nadu	8,38,008	46,73,378	9,98,659	48,06,348		82.1	33.8
20.	Tripura	58,584	2,24,432	65,203	2,29,498		85.9	68.3**
21.	Uttar Pd.	37,30,444	1,04,59,906	40,99,123	1,10,62,737		86.3	72.5
22.	West Bengal	18,89,353	58,22,318	27,01,400	64,09,625		90.0	74.2**
23.	A & N Islands	6,967	16,560	7,711	15,349		77.0	36.4
24.	Arunachal Pd.	13,214	49,020	14,556	49,423		81.1	77.5
25.	Chandigarh	32,083	9,771	32,621	9,790		45.3	25.1
26.	Dadra & Nagar Haveli	599	7,284	693	6,902		94.9	79.0

**Figures relate to 1978-79.

	1	2	3	4	5	6	7	8	9
27.	Delhi		1,21,660	6,18,778	—	6,17,136		28.2	26.3
28.	Goa Daman & Diu		1,44,269	85,141	1,54,047	86,958		81.9	62.3
29.	Lakshadweep		4,518	4,811	4,801	5,004		74.4	34.9
30.	Mizoram		13,012	81,072	15,620	95,129		N.A.	72.7
31.	Pondicherry		33,646	42,173	35,052	44,729		68.9	17.7
	INDIA		2,02,11,621	5,52,20,443	2,16,43,056	5,88,90,568		83.7	59.8

Vizag Facing Cancer Threat

3589. DR. G. VIJAYA RAMA RAO: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is a fact that Vizag is facing Cancer threat from refinery due to emission of benzopyrines in dangerous quantities and if so, corrective steps taken/proposed ; and

(b) whether any standards have been laid down for emission of benzopyrines and whether these standards are being implemented vigorously and if so, results there of ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) & (b) The information is being collected and will be laid on the Table of the Sabha in due course.

Reconstitution of Zonal Railway Users Consultative Committees

3590. SHRI MANVENDRA SINGH Will the Minister of TRANSPORT be pleased to state :

(a) since when the Zonal Railway Users Consultative Committees have not been reconstituted ;

(b) are these Zonal Railway Users' Consultative Committees being reconstituted ; and

(c) if so, from when ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) The Zonal Railway Users' Consultative Committees have not been constituted since 1982.

(b) and (c) Yes, Sir. These Committees are in the process of reconstitution from 1.1.1986.

[Translation]**Sports Stadium for Jhunjhunu**

3591. SHRI MOHD. AYUB KHAN : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Government propose to provide financial assistance for construction of a new stadium in Jhunjhunu district to promote sports, and

(b) if so, details thereof ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS AND SPORTS AND WOMEN'S WELFARE (SHRIMATI MARGARET ALVA) : (a) and (b) A proposal for construction of a stadium at Jhunjhunu has been received from the Government of Rajasthan and a grant of Rs. 5 lakhs is proposed to be sanctioned for it.

[English]

Shifting of Central Water Commission Office, Burla to Raipur

3592. SHRI RADHAKANTA DIGAL : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether there is a move to shift the Central Water Commission's Office, Burla (Orissa) to Raipur in Madhya Pradesh ;

(b) whether there have been growing discontentment among the people of Orissa and they are opposing it ; and

(c) if so, reaction of Government thereto ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) No, Sir.

(b) and (c) Do not arise.

[Translation]**Amount Allocated and Spent on National Highways**

3593. SHRI M.L. JHIKRAM : Will the Minister of TRANSPORT be pleased to state :

(a) the total amount allocated for National Highways in 1984-85 and the state-wise break-up of the amount spent therefor ; and

(b) the amount allocated for National Highways of Madhya Pradesh in 1985-86 indicating names of these highways ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) Statement indicating the amount allotted and spent by each State/U.T. separately on development and maintenance of National Highways during 1984-85 is given below.

(b) During 1985-86 an amount of Rs. 1200.00 lakhs has been allocated for the development of National Highway Nos. 3,6,7,12,25,26,27 and 43 passing through Madhya Pradesh. In addition, an amount of Rs. 425.89 lakhs has also so far been released for the Maintenance of these National Highways.

Statement

(Rs. in lakhs)

Sl. No.	Name of State/ U.T.	Development of National Highways		Maintenance of National Highways	
		Final allot- ment	Expendi- ture	Final allot- ment	Expendi- ture
1.	Andhra Pradesh	1286.54	1318.85	617.86	654.32
2.	Arunachal Pradesh	50.00	43.82	6.60	11.06
3.	Assam	853.87	851.84	321.43	342.04
4.	Bihar	1130.60	1054.67	572.58	514.13
5.	Delhi	200.00	184.68	51.92	89.80
6.	Goa	268.85	268.85	55.69	52.18
7.	Gujarat	1104.31	1168.82	621.75	672.03
8.	Haryana	612.48	811.32	182.53	178.76
9.	Himachal Pradesh	315.80	315.81	118.87	138.65
10.	Jammu & Kashmir	380.00	378.33	52.26	51.21
11.	Karnataka	1149.32	1111.08	393.77	415.29
12.	Kerala	759.88	765.95	193.27	297.49
13.	Madhya Pradesh	1113.21	1111.68	488.18	491.41

14.	Maharashtra	1104.18	1095.63	664.78	788.65
15.	Manipur	150.00	158.05	45.85	50.23
16.	Meghalaya	300.00	466.24	161.79	Not reported
17.	Nagaland	33.00	32.25	1.14	1.13
18.	Orissa	634.52	635.25	358.03	359.65
19.	Pondicherry	25.00	9.57	4.50	4.50
20.	Punjab	701.12	706.86	194.11	249.39
21.	Rajasthan	728.59	727.28	476.14	476.27
22.	Tamil Nadu	860.61	860.86	358.35	355.94
23.	Uttar Pradesh	1643.89	1640.46	913.05	962.11
24.	West Bengal	600.71	585.41	387.32	584.00
25.	B.R.D.B.	1400.00	1140.24	235.00	218.86
TOTAL :		17406.48	17243.80	7476.77	7959.10

Pending Cases of Motor Accident Claims in Delhi

3594. SHRI C. JANGA REDDY :
DR. A.K. PATEL :

Will the Minister of TRANSPORT be pleased to state :

(a) the number of motor accident claims cases in Delhi which are pending for finalisation with the concerned tribunals for the last one year ; two years and three years respectively ;

(b) the measures proposed for the speedy settlement of those case on humanitarian considerations towards the persons disabled in the accidents and the widows of the deceased persons ; and

(c) the measures Government propose to take in cases involving road accidents in Delhi where judgement was given by the Lok Adalats but parties like DTC express

their inability to pay the compensation as decided by these Adalats ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) Delhi Administration have intimated that there are 6321 cases pending before the concerned tribunals in Delhi. The break up is as under:—

One year	3244
Two year	2624
Three year	453

(b) In order to ensure quick settlement of compensation-claim cases, the Motor Accident Claims Tribunals have been empowered under Section 110-C of the Motor Vehicles Act, 1939, to follow suitable summary procedure for inquiry. Further, through the Motor Vehicles (Amendment) Act, 1982, new provisions have been inserted providing for compensation on no-fault liability principle, where the claimant is not required to prove any wrongful act,

neglect or default of the owner of the vehicle or of any other person and in which case the Tribunal is required to finalise the cases on expeditious basis. The State Governments/Union Territory Administrations have also been advised to lay down suitable procedure under Section 111-A of the Motor Vehicles Act, 1939, designed to ensure quick settlement of cases.

(c) There had been no cases where the DTC expressed their inability to pay the compensation as decided by Lok Adalat.

[English]

Karanja River Project

3595. SHRI G. BHOOPATHY : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether it is a fact that Karanja project constructed on Karanja river, a tributary of Karanja, in Karnataka State had the clearance of Union Government ;

(b) the technical details of project constructed or under construction in Maharashtra for utilisation of Majira waters and its tributaries, if so whether this project was given clearance by the Union Government; and

(c) if so, the effect of these projects on the stability of Nizamsagar project in Andhra Pradesh ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND): (a) to (c) The Karanja Project estimated to cost Rs. 60 crores has been received in the C.W.C. from the Karnataka Government in August 1983 and is under technical examination in consultation with the State Authorities. However, the Plan Document submitted by the State Government indicates that they have taken up the project works.

The required details are as under :—

S.No.	Name of Project	Estimated cost Rs. crores	Gross storages in million cubic metres	Irrigation potential in Th. Ha.	Status of approval
A. Completed Projects					
1.	Tiru	1.61	23.325	3.29	Unapproved
2.	Karad Khed	1.11	12.35	2.64	—do—
3.	Manar Stage-I & II	6.64	125.44	24.47	Approved
4.	Tirna	0.81	11.33	2.18	—do—
5.	Tawarja	4.73	20.53	4.04	Unapproved
6.	Ghirni	1.02	25.10	2.83	Approved
B. Projects taken up by the State for construction.					
1.	Lendi*	39.12	207.56	19.58	Unapproved
2.	Lower Tirna*	40.46	133.56	20.26	Approved

*Major Projects. (The rest are medium projects)

The Nizamsagar Project in Andhra Pradesh is not affected by the above projects.

1	2	3	4	5
3. Rri	2.53	8.94	1.88	Approved
4. Devarjan	1.36	13.32	1.81	—do—
5. Sakoi	3.04	12.69	2.06	Unapproved
6. Raigohan	3.51	12.70	3.61	—do—
7. Masalga	2.90	14.68	2.43	—do—
8. Upper Manar	23.06	108.00	13.91	—do—

[Translation]

Branch of Indira Gandhi open University
at Nalanda (Bihar)

3596. SHRI VIJOY KUMAR YADAV:
Will the Minister of HUMAN RESOURCE
DEVELOPMENT be pleased to state :

(a) whether it is a fact that the branches
of Indira Gandhi Open University will be
set up in various States ;

(b) whether it is a fact that there has
been a long standing demand to set up a
Central University in Bihar ;

(c) if so, whether Government propose
to set up a branch of Indira Gandhi Uni-
versity in Nalanda (Bihar) ; and

(d) if so, the details thereof ?

THE MINISTER OF STATE IN THE
DEPARTMENTS OF EDUCATION AND
CULTURE (SHRIMATI SUSHILA ROHA-
TGI) : (a) The Indira Gandhi National
Open University Act does not envisage the
establishment of branches of the University
in various States. However the act provides
that the University will set up study cen-
tres for the purpose of advising, counsell-
ing or rendering any other assistance
required by the students, and regional
centres for the purpose of co-ordinating
and supervising the work of study centres.

(b) Requests for establishment of new
Central Universities, or for converting on
existing state university into a Central
University, are received from time to time
from various states including Bihar.

(c) and (d) No such proposal is under
Government's consideration. However the
location of study centres of the University
has to be determined after the University
has enrolled students.

[English]

Survey of Pesticide Poisoning Cases in
India

3597. SHRI R.M. BHOYE : Will the
Minister of HEALTH AND FAMILY WEL-
FARE be pleased to state :

(a) whether Government have conduc-
ted any survey regarding the number of
pesticide poisoning cases in the country,
State-wise ;

(b) if so, the details regarding the cases
registered State-wise ; and

(c) whether Government have also
made any assessment regarding its use in
India ?

THE DEPUTY MINISTER IN THE
DEPARTMENT OF FAMILY WELFARE
(SHRI S. KRISHNA KUMAR) : (a) and
(b) No such survey has been carried out in
so far as implementation of Prevention of
Food Adulteration Act is concerned.

(c) According to the Ministry of Agri-
culture which administers the Insecticides
Act, 1968 and which has assessed the use
of insecticides, the State Governments have
been empowered under Section 26 of the
Act to ensure that cases of insecticide
poisoning are reported to the Governments.

[Translation]**Surprise Checks against Ticketless Travel**

3598. SHRI SARFARAZ AHMAD : Will the Minister of TRANSPORT be pleased to state :

(a) the number of times surprise checks were carried out on Zonal Railways during the last two years against ticketless travel alongwith the names of the lines on which these checks were conducted ;

(b) the number of persons caught travelling without ticket or with improper tickets and the amount realised from them alongwith the number of persons imprisoned out of them ;

(c) the number of police personnel involved out of those caught, the fine realised from them and how many of them were sent to jail ; and

(d) whether the authorities concerned were informed in this regard ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Statistics regarding surprise checks are not readily available. However, during the years 1983-84 and 1984-85, 4.94 lakhs checks, including surprise checks were conducted on almost all the sections of the Indian Railways.

(b) 82.82 lakhs persons were apprehended travelling without ticket or with improper tickets and a sum of Rs. 1638.12 lakhs was realised from them as railway dues. Out of them 2.61 lakhs persons were imprisoned.

(c) Separate statistics of Police personnel detected travelling without tickets are not being maintained.

(d) Does not arise.

[English]**Plying of Chartered Buses**

3599. SHRI KAMLA PRASAD SINGH : Will the Minister of TRANSPORT be pleased to state :

(a) whether attention of Government has been drawn to the news item "Chartered Buses have come to stay" appearing in the Hindustan Times dated 26-9-1985 wherein a detailed report has been made of the illegal activities of the chartered buses and organisers of the racket of proliferation at the expense of public as well as Government revenues ; and

(b) if so, what steps have been taken to ensure their complete elimination ?

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

(b) These buses are engaged by group of commuters and operate under contract carriage permits in terms of Section 51 of the Motor Vehicles Act, 1939. Delhi Administration have reported that the Enforcement Staff of the Directorate of Transport carry out checks daily on different routes and whenever instances of violation of the permit conditions have come to the notice, the operator is prosecuted. During last six months, there had been 316 prosecutions.

Reconstruction of Bridges on National Highways in Guntur and Prokoram Districts of Andhra Pradesh

3600. SHRI C. SAMBU : Will the Minister of TRANSPORT be pleased to state :

(a) Government are aware that the life span of bridges on the National Highways in Guntur and Prokoram Districts of Andhra Pradesh has expired and need reconstruction ;

(b) if so, the total number of bridges which need such reconstruction in Guntur and Prokoram Districts ; and

(c) the steps proposed to be taken to reconstruct such bridges during Seventh Plan ?

THE MINISTER of TRANSPORT (SHRI BANSI LAL) : (a) and (b) There are 8 weak and narrow bridges which require reconstruction.

(c) Estimates for conducting survey, investigation and project preparation for reconstruction of 6 bridges have already been sanctioned. The question of reconstruction of these bridges during the Seventh Plan or subsequently will depend on the availability of funds and inter-se priority of such works on all India basis.

[*Translation*]

Indira Gandhi Canal Multi-Purpose Project

3602 PROF. NIRMALA KUMARI SHAKTAWAT : Will the Minister of WATER RESOURCES be pleased to state:

(a) whether Indira Gandhi Canal is multi-purpose project which will pave the way for the progress of Rajasthan ;

(b) whether in view of its importance the Union Government propose to consider making it a national project ; and

(c) if not, whether Rajasthan, which is always faced with serious famine, will be able to complete this big project from out of its own resources ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) to (c) The Indira Gandhi Canal is an irrigation project. In addition, it would provide water for drinking and industrial purposes. Water being a State subject funds for the execution of irrigation projects are to be provided by the States in their Annual Plans. The Central assistance is normally provided in the form of block loans/grants for the State Plan as a whole and not for individual projects. The Central Government is however anxious that the Indira Gandhi Canal Project should be completed early and had therefore given additional Central assistance of Rs. 40 crores during the last three years of the VIth Plan.

[*English*]

Installation of Strong Boxes to Reduce Train Robberies

3603. SHRI V.S. KRISHNA IYER : Will the Minister of TRANSPORT be plea-

sed to state whether Government propose to install strong boxes to enable the passengers to deposit their valuables under insurance cover to reduce train robberies ?

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

Censorship of Films

3604. PROF. K.V. Thomas : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the guidelines given for the censorship of films ;

(b) whether the imported films are treated separately from the Indian films ;

(c) whether a senior officer of the grade of Jt. Chairman would be posted in Madras or Cochin to dispose of all cases of censorship not involving policy ; and

(d) whether the films imported would be censored at the port of entry ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE SHRIMATI SUSHILA ROHATGI) : (a) and (b) All films including imported films presented for certification are examined by the Central Board of Film Certification in accordance with the provisions of the Cinematograph Act 1952 and the guidelines issued thereunder. A copy of these guidelines is placed on the Table of the House. [Placed in Library. See No. LT 1942/85]

(c) No, Sir.

(d) There is no such proposal at present.

Targets for Irrigation Potentials

3605. DR. PHULRENU GUHA : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether targets were fixed for creating additional irrigation potentials in

different States/Union Territories during the Sixth Plan period ;

(b) if so, the details of the targets and the actual achievements in different States/Union Territories ; and

(c) the targets fixed for the Seventh Plan ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) to (c) A Statement is given below :

Statement

('000 Ha.)

Sl. No.	Name of the State	Target for VI Plan 1980-85	Anticipeted Achievement during VI Plan (1980-85)	Target for VII Plan 1985-90
1	2	3	4	5
1.	Andhra Pradesh	870	686.6	933
2.	Assam	226	143.0	260
3.	Bihar	1680	1514	1455
4.	Gujarat	453	477	547
5.	Haryana	298	290	369
6.	Himachal Pradesh	28	26	20
7.	Jammu & Kashmir	65	56	67
8.	Karnataka	715	308.4	464
9.	Kerala	303	186	280
10.	Madhya Pradesh	1033	802	1080
11.	Maharashtra	855	830	745
12.	Manipur	61	49.8	39.5
13.	Meghalaya	15	10.8	14
14.	Nagaland	10	8.5	12
15.	Orissa	960	537	706
16.	Punjab	410	413	404
17.	Rajasthan	482	452	570
18.	Sikkim	8	5.1	8
19.	Tamilnadu	233	128.4	133
20.	Tripura	13	19.6	35
21.	Uttar Pradesh	4550	3934	4237
22.	West Bengal	687	343	470
TOTAL STATES		13675	11220.2	12848.5
UNION TERRITORIES		66	43	33
GRAND TOTAL		13741	11263.2	12881.5

Dharamanagar-Kumarghat Rail Link

3606. SHRI AJOY BISWAS : Will the Minister of TRANSPORT be pleased to state :

(a) the original target date of completion of the Railway line from Dharamanagar to Kumarghat;

(b) the revised target date of completion of the said project;

(c) the original and revised estimate of the project and

(d) the reasons for delay in completion of the project in time;

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Original target date for completion of the railway line from Dharamanagar to Kumarghat was 1985.

(b) The section from Dharamanagar to Peorial is expected to be opened to traffic by mid 1986. Completion of the remaining portion will depend on availability of funds in the coming years.

(c) The original estimated cost was Rs. 9.67 crores and the revised cost is Rs. 29.59 crores.

(d) Completion of the project has been delayed mainly due to paucity of funds. Acute shortage of both technical and non-technical staff and the law and order problems in the neighbouring States and consequent difficulties in movement of critical items of construction materials had also hampered the progress of construction in the past.

Bhubaneswar-Jharsuguda-Jaipur and Bhubaneswar-Jeypore-Visakhapatnam link by Vayudoot Service

3607. SHRI NITYANANDA MISRA : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government have a proposal to connect Bhubaneswar-Jharsuguda-Jaipur, Bhubaneswar-Jeypore-Visakhapatnam by Vayudoot Service;

(b) if so, the steps taken to implement the above proposal; and

(c) the time by which the above places are expected to be connected by Vayudoot Service?

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

(b) and (c) Do not arise.

Dredging at Cochin Port

3608. SHRI T. BASHEER : Will the Minister of TRANSPORT be pleased to state :

(a) whether attention of Government has been drawn to the fact that Cochin ship channel is being fast filled up with mud, sand and slit;

(b) whether there are enough dredgers at Cochin Port;

(c) whether Dredging Corporation of India failed to complete the work assigned to them; and

(d) if so, what other steps are being taken to save the ships from being diverted to other ports?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) Siltation is a natural phenomenon in artificially developed channels.

(b) The Port's dredging resources are supplemented by the Dredging Corporation of India and the latter have been deploying their dredgers to clear the siltation in the Port every year according to a schedule drawn up.

(c) No, Sir.

(d) The Government have already received a proposal from the Cochin Port to acquire a new grab hopper dredger for replacing their old dredger 'Lady Willingdon'. This will supplement the dredging capacity.

**Introduction of special Trains between
New Delhi and Guwhati**

**3609. SHRI MANIK REDDY :
DR. G. VIJAYARAMA RAO :**

Will the Minister of **TRANSPORT** be pleased to state :

(a) whether it is a fact that only two trains are now connecting New Delhi and Guwhati serving several states and areas which are always overcrowded;

(b) whether it is a fact that these trains also serve sensitive areas in the Northeast and cover border states;

(c) whether teaffic load on these trains has been determined and compared with other important trains of Metro areas;

(d) if so, the details thereof and corrective steps taken, proposed to ease traffic to Guwhati and other enroute stations and areas including Sikkim;

(e) whether special trains are proposed to be introduced to ease heavy load of traffic specially of armed forces; and

(f) whether Government also propose to speed up Assam Mail and Tinsukia Mail?

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

(c) to (e) In order to provide more accommodation for passengers between the North East region and Delhi, the load of 155/156 Tinsukia Mail has been increased. Further, a leave Express of Military perpsonnel is now being run twice a month from 1.10.1985 between Gauwhati and New Delhi/Jammu Tawi.

(f) There is no scope to speed up these trains at present.

**Voluntary organisations for achieving
targets of family planning**

3610. SHRI S.M. BHATTAM : Will the Minister of **HEALTH AND FAMILY WELFARE** be pleased to state :

(a) whether associating voluntary organisations is necessary for achieving the targets of Family Planning by the year 2000; and

(b) if so, steps initiated by Government in this direction.

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

(b) The Government of India has already been providing financial assistance to Voluntary Organisations engaged in the Family Welfare Programme, either directly or through the State Goveanments, for running specified schemes relating to motivation and provision of services as well as for maintaining training facilities. Recently, a National Conference of Voluntary Organisations engaged not only in Health and Family Welfare activities but also in other social, welfare and developmental activities was held on 4th September 1985. In consultation with the various concerned Ministries/Departments and taking into consideration the deliberations of the Conference, various initiatives have been taken to step up voluntary action in other socio-economic fields with the Family Welfare Programme.

Goompas (Monasteries) in Sikkim

3611. SHRIMATI D.K. BHANDARI : Will the Minister of **HUMAN RESOURCE DEVELOPMENT** be pleased to state :

(a) whether Government are aware that there are very old Goompas (Monasteries) in Sikkim which treasure ancient manuscripts on Buddhism;

(b) if so how many such Goompas are there and what steps Government have taken to preserve them; and

(c) if not, whether Government propose to find out such Goompas?

**THE MINISTER OF STATE IN THE
DEPARTMENTS OF EDUCATION AND
CULTURE (SHRIMATI SUSHILA. ROH-
ATGI) :** (a) Yes, Sir.

(b) Sixty seven such monasteries have been identified so far.

The monasteries are under the Government of Sikkim which is responsible for preserving them.

(c) Does arise.

Abolition of Tungabhadra Board

3612. SHRI V. SOBHANADREESWARA RAO :
SHRI K. RAMACHANDRA REDDY :
SHRI M. SUBBA REDDY :

Will the Minister of WATER RESOURCES be pleased to state :

(a) whether Karnataka Government has sent a proposal to Union Government for abolition of Tungabhadra Board which was set up to ensure distribution of Tungabhadra waters to Karnataka and Andhra Pradesh;

(b) if so, the details thereof; and

(c) the reaction of the Union Government thereto?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) and (b) Yes, Sir. The proposal seeks abolition of the Tungabhadra Board on the ground that its main function of construction of the common portion of the project has been completed and that maintenance of the canals on the right bank as well as the dam can be done by the State Government.

(c) The deficiencies in the functioning of the Board in accordance with its objectives and remedial measures to make it more effective are under identification.

An All India, Port Services

3613. SHRI YASHWANTRAO GADKAR PATIL : Will the Minister of TRANSPORT be pleased to state :

(a) whether National Shipping Board has suggested creation of an All India Port-Services; and

(b) if so, the decision taken thereon?

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

(b) Various aspects connected with major ports, including their administrative and operational structure, inter-port transfer of man-power, etc. from part of the terms of reference of the Major Ports Reforms Committee appointed by Government in January, 1984. Government are awaiting the report of the Major Ports Reforms Committee before considering the matter further.

[*Translation*]

Proposal to ban construction of railway lines

3614. PROF. CHANDRA BHANU DEVI : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government have decided to impose ban on construction of new railway lines due to financial difficulties; and

(b) if so, for how long?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) No Sir. Fresh starts have, however, to be kept to the minimum in view of constraint of resources.

(b) Does not arise.

[*English*]

Vayudoot Services

3615. SHRI V.S. VIJAYARAGHAVAN : Will the Minister of TRANSPORT be pleased to state :

(a) whether the Vayudoot services operating in different parts of the country are being run profitably; and

(b) if so, the details thereof?

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

Vayudoot is at present operating to 33 routes on which, during the period April to October 1985 only Delhi-Ludhiana-Delhi, Delhi-Dehradun-Delhi and Delhi-Chandigarh-Kulu gave an estimated profit of Rs. 1.24 lakhs, 7.36 lakhs and 3.77 lakhs respectively.

North East Frontier Railways incurring loss

3616. SHRI RAMESHWAR NEEKHRA : Will the Minister of TRANSPORT be pleased to state :

(a) whether North East Frontier Railways are incurring loss;

(b) if so, the amount thereof for the last three years.

(c) the details of the reasons therefor, year-wise and action taken to bring the loss to the minimum; and

(d) whether North Frontier Railways Transport Department Policy is against the Commercial Department which is the earning Department on Indian Railway?

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

(b) The amount of loss for the last three years was as under :—

1982-83	Rs. 62.88 crores
1983-84	Rs. 86.61 crores
1984-85	Rs. 115.23 crores

(c) Northeast Frontier Railway serves the sensitive Frontier areas of strategic importance and uneconomic branch lines involving very high operational cost. Steps taken to bring the loss to the minimum are :—

(i) Strict control over expenditure

(ii) Intensive marketing drives including opening of inland container depot to attract more tea traffic for export; and

(iii) Augmenting traffic facilities wherever possible.

(d) No, Sir.

[*Translation*]

Rampur-Kathgodam Rail Line

3617. SHRI HARISH RAWAT : Will the Minister of TRANSPORT be pleased to state :

(a) the date of completing the survey work of Rampur-Kathgodam Railway line; and

(b) whether the said work is expected to be completed during the Seventh Five Year Plan?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) May 1975.

(b) Its completion will depend on availability of resources, on year basis, during the Seventh Five Year Plan.

[*English*]

Shifting to New Civil Terminal Building of Leh Airport

3618. SHRI P. NAMGYAL : Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that Leh Airport Civil Terminal building has been completed ;

(b) whether it is also a fact that passengers had to face great hardship at the present terminal building (Nissan Hut) in view of inadequate space, furniture and heating arrangement etc. because of early arrival of aircraft and arctic cold condition; and

(c) if so, the reasons for not shifting to the new air terminal building and non provision of necessary facilities and comforts for the passengers as provided under the rules?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) Civil works of the terminal building have been completed, but water and electricity have yet to be provided.

(b) Yes, Sir. Passengers are facing hardship due to inadequate space in the Nissan Huts. Water, electricity, heating arrangements and furniture are, however, available in these huts.

(c) Passenger handling will be shifted to the new terminal building after water and electricity have been provided there.

Narmada Canal Project in Rajasthan

3619. SHRI VIRDHI CHANDER JAIN : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether work on Narmada Canal Project in Rajasthan has been started and the time by which the Project is likely to be completed ; the area of land in acres, to be irrigated from this canal indicating the areas in which the land will be irrigated therefrom ;

(b) the total expenditure proposed to be incurred on this project; and

(c) the provisions made in the Seventh Five Year Plan for this project?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) to (c) Some works on the Narmada Canal Project has been started by Rajasthan Government and an expenditure of Rs. 1.93 crores incurred upto March, 1985. It is contemplated to complete the project in a period of about 8 years. The project envisages irrigation to an area of about 73,000 hectares in Barmer and Jalore districts. According to the Project Report the estimated cost is Rs. 347.72 crores. The Working Group of the Planning Commission has recommended an outlay of Rs. 50 crores during the Seventh Plan.

Foreign Exchange Earned by RITES

3620. SHRI K. RAMACHANDRA REDDY : Will the Minister of TRANSPORT be pleased to state :

(a) whether Rail India Technical & Economic Services have earned a gross profit of Rs. 6 crores this year ;

(b) details of the foreign exchange earned by RITES during the period country-wise ; and

(c) details of the on-going contracts being executed by RITES, and total value thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) The gross profit earned by RITES for the year 1984-85 before depreciation was Rs. 608 lakhs.

(b) As per the 1984-85 audited report of the company, the foreign exchange earned by RITES in their operations in twelve countries is Rs. 1631 lakhs.

(c) The details of the on-going contracts being executed by RITES are shown in the statement given below. The total value of these contracts is Rs. 7246 lakhs.

Statement

Country

1. ALGERIA

(i) Const. Supervision of New Rly. Line : Ain Touta-M'Sila.

(ii) Survey of Bouira-Sour-El Ghozlane Railway Line

(iii) Engg. studies for El Khroub-Boucheouf Rail Link.

2. ETHIOPIA

Techno-Economic feasibility study from Addis Ababa to Assab.

3. GHANA

Consultancy services for rehabilitation & improvement of performance of Ghana Railways.

4. MOZAMBIQUE

Management & Professional Services to Mozambique Railways.

5. SRI LANKA

Consultancy Services for improvement Railway Workshops.

6. ZAMBIA

Providing technical and professional services to Zambia Railways.

7. IRAQ

(i) General Engg. & Resident Engineering Survey.

(ii) Providing Design & General Engg. Support Services.

(iii) Providing Integrated Technical & Economic Services.

8. ZIMBABWE

(i) Assistance in maintenance and Operation of National Railways of Zimbabwe (1st Contract)

(ii) —do— (2nd Contract)

(iii) —do— (3rd Contract)

9. JORDAN

Providing Technical & Supervisory Support services.

Three Containerised Cellular Ships Ordered by Shipping Corporation of India

3621. SHRI V. TULSIRAM : Will the Minister of TRANSPORT be pleased to state :

(a) whether Shipping Corporation of

India have placed orders for three large fully containerised cellular ships ;

(b) if so, the cost of these ships with details of capacity and life guarantee of each ship separately ;

(c) the name of the country/countries from where these ships are purchased and amount of foreign exchange involved ;

(d) the extent to which these ships will replace old and outdated ships from the Shipping Corporation of India fleet and improve the cargo working ;

(e) whether one of these ships is proposed to be earmarked for the ports in Andhra Pradesh ; and

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

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) A proposal to acquire six cellular container ships by Shipping Corporation of India has been received by Government.

(b) & (c) As per the proposal of Shipping Corporation of India, each vessel would have a capacity of about 1500 TEUs and a life of about twenty years. No decision has been taken by Government on the proposal of SCI.

(d) The cellular container ships proposed to be acquired by Shipping Corporation of India would essentially replace conventional ships which are being phased out due to changing trade pattern. The development of large sized, fully cellular fuel efficient container ships has become commercially inevitable to match foreign competition, both in terms of freight levels and service.

(e) & (f) The container vessels are to be deployed on commercial considerations and it not proposed to earmark these vessels port-wise.

**Diversification of National Highway
Passing Through the Centre of Nag-
pur City**

3622. SHRI MUKUL WASNIK : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government are aware of the National Highway which is passing through the centre of the Nagpur city in Maharashtra wherein hundreds of people are killed every year due to accidents ;

(b) whether Government propose to divert the National Highway from the centre of the Nagpur city to outside by constructing a ring road ;

(c) if so, when such a outer ring road is proposed to be constructed ; and

(d) if not, the reason therefor ?

THE MINISTER OF TRANSPORT-
(SHRI BANSI LAL) : (a) Yes, Sir. How-
ever no separate statistics is maintained
for accidents on National Highways.

(b) to (d) Maharashtra Government
has started the construction of ring road
around Nagpur city and sent a proposal
for sharing the cost of this ring road be-
tween the Central Government, State
Government and local authorities. Techni-
cal feasibility and other details for this
proposal are under examination in consul-
tation with the State Government.

Packet Meals Served in Trains

3623. SHRI A.J.V.B. MAHESWARA
RAO : Will the Minister of TRANSPORT
be pleased to state :

(a) whether he is aware that the packet
meals (newly introduced which are supp-
lied by the dining car in the trains are
in a poor quality and also very cold ;

(b) whether he is also aware that the
passengers are facing much difficulty in
taking the meals in which all items were
mixed in one packet ; and

(c) if so, what remedial steps are
proposed to be taken in the above case ?

THE MINISTER OF STATE IN THE
DEPARTMENT OF RAILWAYS (SHRI
MADHAVRAO SCINDIA) : (a) to (c) To
serve hot/tasty food to passengers in hygi-
enic conditions, a revised menu in dispo-
sable aluminium casseroles has been intro-
duced in some selected Mail/Express trains.
An analysis of the opinion poll conducted
to ascertain the reaction of the travelling
public shows that the new service has
been appreciated by an overwhelming
majority.

Mental Hospitals During Seventh Plan

3624. SHRI JAGANNATH PATT-
NAIK : Will the Minister of HEALTH
AND FAMILY WELFARE be pleased to
state :

(a) whether Government propose to
open some more Mental Hospitals during
the Seventh Five Year Plan ; and

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

THE DEPUTY MINISTER IN THE
DEPARTMENT OF FAMILY WELFARE
(SHRI S. KRISHNA KUMAR) : (a) and
(b) Government does not have any pro-
posal at present to open more Mental
Hospitals during the Seventh Five Year
Plan.

**Vayudoot Service Linking Manga-
lore and Calicut**

3625. SHRI SURESH KURUP :
Will the Minister of TRANSPORT be
pleased to state :

(a) whether Government would consider
starting a Vayudoot service linking Manga-
lore and Calicut which has got a private
air-strip at Cheleri, Calicut as an in-
terim arrangement ; and

(b) if so, the details thereof ?

THE MINISTER OF STATE IN THE
DEPARTMENT OF CIVIL AVIATION
(SHRI JAGDISH TYTLER) : (a) and (b)
Vayudoot has plans to airlink Mangalore
and Calicut on route Bombay-Mangalore-
Calicut-Mangalore-Bombay during the
year 1986 subject to availability of in-

frastructure and economic viability of operations.

Loss Suffered by National Book Trust

3626. SHRI MOOL CHAND DAGA : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the objective with which the 'National Book Trust' was set up and whether it has failed to achieve its objectives ;

(b) the total amount invested in it so far and for how many years this Trust is incurring loss ; and

(c) the amount of total loss suffered by this Trust during last 3 years and the reasons therefor ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) National Book Trust, India was set up with the objective of promoting book-mindedness in the country by publishing good books at moderate prices and making these books available to the general reader and also by organising book fairs, exhibitions and seminars. The Trust has not failed to achieve its objectives.

(b) & (c) The National Book Trust receives grants-in-aid from the Government. The grants-in-aid given to the Trust during the last three years are as follows :

1982-83	Rs. 1,09,13,019.00
1983-84	Rs. 1,56,79,047.00
1984-85	Rs. 1,49,98,635.00

The National Book Trust is not a commercial organisation and does not maintain a profit and loss account. Therefore, the question of the Trust incurring loss does not arise. The Trust, however, prepares the Proforma Accounts and these are included in the Annual Report for the respective year. The annual report of the National Book Trust is laid on the Table of the House.

Conversion of Ahmedabad-Delhi Rail Line

3627. SHRI D.P. JADEJA : Will the Minister of TRANSPORT be pleased to state : (a) whether a survey was conducted on the conversion of Ahmedabad-Delhi Metre gauge to Broad Gauge in 1970-71 ;

(b) what is the present status of this proposal ;

(c) when will this critical work be taken up ; and

(d) what are the reasons for ignoring this requirement ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Yes, Sir in 1973-74.

(b) to (d) This conversion project (MG to BG) 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.

Faster Trains Between Bombay and Delhi

3628. SHRI B.V. DESAI : Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that Railways are introducing faster trains to Bombay from Delhi ;

(b) if so, the total number of trains that are being introduced ; and

(c) what are the other areas where faster trains are being introduced ?

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

(b) Does not arise.

(c) None at present.

Acquiring More Airbus Jets and Boeing Aircrafts

3629. SHRI RANJIT SINGH GAE-KWAD : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government propose to acquire more Airbus, Jets and Boeing Aircrafts for its fleet for operational purposes ;

(b) if so, number of such jetliners that will be added in the fleet ;

(c) whether these additional jets will be put into operation on International routes and also on domestic flights from April 1, 1986 ; and

(d) whether daily direct flights will be operated on Delhi-Baroda route as a result of availability of additional aircraft ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) Air India and Indian Airlines propose to augment their fleet of Airbus aircraft.

(b) Air India has placed an order for the acquisition of 6 A 310-300 Airbus Aircrafts to be inducted progressively in its fleet during the year 1986. Indian Airlines has placed a letter of intent for the purchase of 19 Airbus A 320 Aircraft to be inducted in its fleet in the year 1989-90.

(c) No, Sir. The first such aircraft to be acquired by Air India is proposed to be deployed for international operations from the 24th of April, 1986.

(d) Depending on the traffic demand then available, Indian Airlines would examine the possibility of operating a daily direct flight between Delhi and Baroda.

Modernisation of Neyyar Dam Project in Kerala

3630. SHRI A. CHARLES : Will the Minister of WATER RESOURCES be pleased to state ;

(a) whether there is a scheme for the modernisation of the Neyyar Dam Project in Kerala.

(b) if so, the details thereof ; and

(c) whether Government will ensure that the modernisation of the Neyyar Dam Project is completed in the Seventh Plan ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) to (c) The Government of Kerala have submitted the project report on modernisation of Neyyar Irrigation Project to Central Water Commission in February, 1984 for technoeconomic clearance and acceptance of the Planning Commission. The project proposal envisages irrigation to about 9900 hectares and is estimated to cost Rs. 9.05 crores. The completion of this project would depend on providing requisite funds by the State Government.

Second International Aircraft Near Bombay

3631. SHRI SHARAD DIGHE : Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that there is a proposal to build a second International Aircraft near Bombay ;

(b) if so, at what place ;

(c) whether it is also a fact that the Bombay Metropolitan Regional Development Board has proposed Mandwa port for that purpose ; and

(d) if so, details thereof ;

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

(b) Does not arise.

(c) & (d) In view of the reply given to (a) above, does not arise.

Global Tenders for Railway Requirements

3632. SHRI THAMPAN THOMAS : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government have issued global tenders for the requirements of railways ;

(b) if so, what global tenders were invited during the past one year and what are the details of the product/contract ; and

(c) the reasons for inviting global tenders when ample manufacturing units and know-how was available in the country ?

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

(b) and (c) The information is being collected and compiled and will be laid on the table of the Sabha in due course.

Import of Blooms by Railways

3633. SHRI K. RAMAMURTHY : Will the Minister of TRANSPORT be pleased to state :

(a) whether the blooms supplied by the Alloy Steel Plant of Steel Authority of India for the Wheel and Axle Plant at Bangalore have been rejected on account, of the tapers and ultrasonic failures ;

(b) whether the Alloy Steel Plant has been able to keep up its supply schedule, compelling the Railways to seek the import of the products , and

(c) if so, how the present requirement of blooms by the Wheel and Axle Plant is being met ?

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

The blooms supplied by the Alloy Steel Plants, Durgapur to Wheel & Axle Plants Bangalore have never been rejected in entirety on account of tapers and ultrasonic failures. Only a small portion of about 5% of each bloom at the ends is discarded due to tapers. Similarly, on an average only about 8% of axles manufactured out of the blooms have been rejected finally on account of ultrasonic tests.

(b) On an average, Alloy Steel Plant have supplied 820 m/tonnes per month against 1,000 m/tonnes per month promised leaving a shortfall of about 18%. However, in October, 1985 because of labour trouble no supply could be made.

Railways have been allowed import of 6,000 m/tonnes of blooms through canalising agency (M.M.T.C.) to build up buffer stock.

(c) Alloy Steel Plants, Durgapur has promised to supply 1,200 m/tonnes per month from Dec. '85 till March '86 which is expected to meet the planned production requirements of Wheel & Axle Plant, Bangalore.

Contracts for Railway Construction in Iraq

3634. SHRI SATYENDRA NARAYAN SINGH : Will the Minister of TRANSPORT be pleased to state :

(a) whether the railways have been negotiating for more contracts for railway construction in Iraq ;

(b) whether the railways experience with previous contracts has been encouraging ;

(c) whether any payments from Iraq Government in this regard are pending and ;

(d) if so, what steps have been taken to realise these amounts ?

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

(b) Yes.

(c) No.

(d) Does not arise.

World Bank Aid to Indian Railways

3635. SHRI M.V. CHANDRA SHEKHARA MURTHY :
SHRIMATI PATEL RAMABEN RAMJIBHAI MAVANI :

Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that World Bank has agreed to provide aid and assistance to the railways in implementing many projects ;

(b) if so, the total aid that will be provided to the Railways ;

(c) what are the projects that will be covered and implemented on the World Bank's aid ;

(d) by what time they are likely to start ; and

(e) how much quantum of the same is likely to be received during 1986 & 1987 ?

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

(b) \$ 680.7 million.

(c) There are 2 ongoing Credits/Loan for Railway Projects viz :

(1) 1299—IN/LOAN 2210—IN
FOR US \$ 400 MILLION
which covers :

1.1 Diesel Component Works,
Patiala ;

1.2 Components for freight wagons ;

1.3 AC Electric Locomotives ;

1.4 Unit Exchange System ;

1.5 Fuel Conservation & Train
Operation ;

(2) LOAN 2417—IN FOR \$ 280.7 MILLION, which covers :
Railway Electrification ;

2.2 Workshop Modernisation including maintenance depots ; etc.
etc.

(d) Both Credit 1299—IN/Loan 2210 and 2417—IN are on-going credits/loan and the work on the projects included therein have already started.

(e) The amount likely to be received from the World Bank during 1986 & 1987 would be as under :

	1986	1987
(i) Credit 1299—	\$ 73	\$ 131
IN/Loan	million	million
2210—IN		
(ii) Loan 2417/IN	\$ 31	\$ 62
	million	million

Development of Jabalpur Airport

3636. SHRI AJAY MUSHRAN : Will the Minister of TRANSPORT be pleased to state.

(a) whether the traffic from Jabalpur Airport is on the increase ;

(b) if so, the percentage of such increase with year-wise break up during the past three years ;

(c) whether there is any perspective plan to develop this airport ; and

(d) if so, the details thereof ?

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

(b) The percentage increase and year-wise break up is as under :

Year	No. of passengers	Percentage increase	CARGO (TONNES)	
			Loading	Percentage increase
1	2	3	4	5
1981	3,955	—	6.4	—
1982	6,224	57.4	7.3	14.1
1983	6,348	2 00	10.1	38.4
1984	10,257	61.6	17.2	70.3

(c) Yes, Sir.

(d) Works relating to resurfacing of the runway and construction of technical block-cum-control tower are in progress. Provision has been made in the Seventh Five Year Plan for augmentation of water and power supply and construction of approach road to the new apron from the existing road.

[Translation]

Linking of Ajmer with Avro Service

3637. SHRI VISHNU MODI : Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that Government have been receiving representations for a long time in regard to linking of Ajmer with the other parts of the country by Avro service ;

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

(c) the time by which Government propose to link Ajmer with the other parts of the country by Avro service?

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

(b) and (c) In the absence of an air-field at Ajmer there are no immediate plans to provide an airlink to this station by an Avro Service.

[English]

Replacement of Steam Engines by Diesel/Electric Engines

3638. SHRI DILEEP SINGH BHURIA : Will the Minister of TRANSPORT be pleased to state :

(a) the number of steam engines functioning in the country at present ; and

(b) by what time they are proposed to be converted into diesel engines or electric engines?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) The total holding of Steam Locomotives on the Indian Railways as on 1.7.85 was 5944 locomotives.

(b) By around 2,000 A.D.

Replacement of Steam Engines by Diesel Engines on Lines in Baroda District

3639. SHRI AMARSINH RATHAWA : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government are aware that there are narrow gauge lines in the Adivasi area of Baroda District and the trains run on these lines are having steam engines and the engines run on these lines have become very old and take a longer time to reach the destination ;

(b) whether it is a fact that due to

that the people of that area prefer to travel in buses instead of trains :

(c) whether it is also a fact that many representations have been made to railway authority for the change of these outdated convenience of the people of these backward areas ; and

(d) if so, the steps taken or proposed to be taken in this regard?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Railways have provided Narrow Gauge lines in the Adivasi area of the Baroda District. About 40% of the steam locomotives running these services have completed their codal life, but all efforts are made to ensure that these locomotives are in good fettle.

(b) One of the reasons why people may be travelling by buses instead of trains could be that buses take lesser time to cover the distances.

(c) Yes, Sir.

(d) It is planned to progressively replace overaged NG Steam locomotives by Diesel locomotives which have had to be specially designed to suit the axle load conditions available on such sections. Prototypes of such Diesel locomotives have been planned for production in Railway establishments.

Flying Training Facilities

3640. SHRI PRIYA RANJAN DAS MUNSI : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government have any proposal to modernise and improve the flying training facilities in different States/Union Territories ;

(b) if so, the details thereof ;

(c) the progress made in the matter ; and

(d) the steps, if any, taken/proposed to be taken to open up avenues of flying training to boys from Poorer families?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) to (d) Flying Training was hitherto imparted only by the flying clubs, but now the Government has decided to set up a Central Flying School called the Indira Gandhi Rashtriya Uran Akademi at Fursatganj in District Rae Bareilly, Utter Pradesh. It will be a well-equipped school for the training for Commercial Pilots' Licence. The Akademi will also provide facilities for :

- (i) Training of Flying Instructors ;
- (ii) Refresher Courses for State Government Pilots ;
- (iii) Refresher training for Commercial Pilots' Licence holders ; and
- (iv) Training of foreign nationals. It will be a residential Akademi which would take 80 trainees at a time.

The foundation stone of the Akademi was laid by the Prime Minister on 7.11. 1985 and it is expected to start imparting training on ground subjects from June, 1986 and full training for flying from September, 1986.

In addition, the Government has paid Rs. 2,54,70,000/- to the Aero Club of India for procurement of 29 training aircraft for distribution amongst flying clubs in different States and Union Territories. This would also improve flying training facilities.

The Government pays subsidy to the flying clubs to reduce the cost of training borne by the trainees.

Providing Wagons at Nagpur Station to Timber Merchants

3641. SHRI BANWARI LAL PUROHIT : Will the Minister of TRANSPORT be pleased to refer to USQ No. 1449 dated 1st August, 1985 regarding "providing wagons at Nagpur Station" and state :

(a) whether Government are aware that since the months of September and

October, 1985, the timber merchants of the Nagpur city are continuously representing the railway authorities to provide adequate wagons ;

(b) whether Government are aware that the stocks of timbers are piling up in the sheds at railway stations and Railways are not providing wagons to them ; and

(c) if so, what steps Government propose to take in this regard?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) No representations have been received from the timber merchants of Nagpur in this regard.

(b) No demands are pending at Nagpur station for allotment of wagons for movement of this traffic.

(c) Does not arise.

Helicopter Ambulance for Lakshadweep

3642. SHRI P.M. SAYEED : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is a fact that arrangements to acquire a helicopter ambulance are being considered with a view to transport serious patients from Lakshadweep to the mainland hospitals; and

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

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

(b) Does not arise.

Institutions Working for the Upliftment of Women

3643. SHRIMATI USHA CHOUDHARY : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the total number of institutions

working for the salvation and upliftment of women Statewise in our country ;

(b) the amount of financial and other type of assistance being provided by the Centre and States to the institutions which are working for solving various problems of women ; and

(c) the basis for providing financial assistance and whether Government propose to enhance this amount of assistance?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS & SPORTS AND WOMEN'S WELFARE (SHRIMATI MARGARET ALVA) : (a) to (c) A statement is laid on the table of the House. [Placed in library. See No. LT 1943/85].

[Translation]

Introduction of a Direct Train between Daltonganj and Calcutta

3645. KUMARI KAMLA KUMARI : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government are aware that Daltonganj in Bihar is a big trade centre ;

(b) if so, whether businessmen travel from Daltonganj to Calcutta and back daily in connection with their business;

(c) if so, whether it has been brought to the notice of Government that due to there being no direct train service between these cities these businessmen are facing a lot of inconvenience and difficulties ;

(d) whether Government propose to run a direct train from Daltonganj to Calcutta ; and

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

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

(b) Yes, Sir.

(c) Yes, Sir.

(d) No, Sir.

(e) Due to shortage of resources like coaches and locomotives as well as constraints of line capacity on certain sections enroute and inadequate terminal facilities especially at Hawrah, it is not feasible to introduce a train between Daltonganj and Howrah.

[English]

National Programme to Prevent Children from Blindness and other Diseases

3646. SHRI BALASAHEB VIKHE PATIL : Will the Minister of HEALTH AND FAMILY WELFARE be Pleased to state :

(a) whether it is a fact that nearly 25,000 children become blind and 27 million children suffer from goitre, cretinism, mental and physical abnormalities under the age of six every year in our country ;

(b) if so, whether a national programme is called for to deal with this alarming situation ; and

(c) if so, the details thereof?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) No data on incidence of blindness in children under 6 years of age is available. However, according to rough estimate about 30,000 children suffer from Vitamin, 'A' deficiency leading to blindness. With respect to goitre about 120 million people are living in the endemic areas and approximately 40 million are affected. No surveys have been conducted to estimate the prevalence of cretinism, mental and physical abnormalities separately.

(b) and (c) To tackle the problem of blindness in the country, National Programme for Control of Blindness has been launched in 1976 with ultimate goal to

reduce blindness from 1.4 per cent by 2000 A.D.

The details of the Programme are as under :

- (1) To extend eye care services in the peripheral areas through camp approach involving community at large and the voluntary organisations in the programme :
- (2) To establish permanent eye care facilities at Primary Health Centres, districts and state level for which the following infrastructure has already been established ;

Mobile Units	80
Strengthening of PHCs.	2000
Strengthening of District Hospitals	404
Upgradation of Department of Ophthalmology of Medical Colleges	58
Establishment of Regional Instts. of Ophthalmology	9
Establishment of Districts Mobile Units	30
State Ophthalmic Cells	18
Ophthalmic Assistants Training Schools	37

Eye Health Education activities have also been intensified. Prophylaxis against blinding malnutrition is through distribution of Vitamin 'A' to children between 1 to 5 years of age through MCH/Family Welfare and ICLS projects. The National Goitre Control Programme has launched towards the end of the Second Five Year Plan with the following objectives:

- (i) To identify the goitre endemic regions ;
- (ii) To supply iodised salt in place of ordinary common salt to the goitre endemic areas ;

- (iii) To assess the impact of goitre control measures over a period of time.

To encourage private manufacturers to produce iodised salt, the Salt Commissioner has granted permission to 144 units out of which 14 have already gone into production and the others are expected to go on stream in batches.

Need for Training in Aviation Medicine

3647. SHRI CHINTA MOHAN : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether with the increase in air travel there is an urgent need for aviation medicine; and

(b) whether Government would institute courses and training in aviation medicines both in under-graduate and post graduate medical institutions in the country ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) and (b) The Medical Council of India has reported that there is no specific provision in the under-graduate medical curriculum for Aviation medicine. However, the subject matter of civil air travel is covered in the syllabus for the M.B.B.S degree course. The post-graduate diploma course in Aviation Medicine is already being conducted at the Institute of Aviation; Medicine, Bangalore.

Projects Taken up in Madhya Pradesh Under Central Road Fund

3648. KUMARI PUSHPA DEVI : Will the Minister of TRANSPORT be pleased to state :

(a) the names and the number of the projects in Madhya Pradesh which were taken up for execution under Central Road Fund during the Sixth Plan;

(b) the amount released for each of these Projects ;

(c) how many of those projects have been taken up/ completed so far; and

(d) the reasons for not taking up/ completing the remaining projects ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) Only one project viz Construction of Nigri-Mahurgaon-Banjari-Jharasara road including bridges and culverts in Sidhi District of Madhya Pradesh costing Rs. 120.00 lakhs has been approved for being financed from Central Road Fund during Sixth Five Year Plan.

(b) No amount has been released for this project as particulars of the technically sanctioned estimate are still awaited from State Government.

(c) and (d) Does not arise.

Separate Universities for Law and Medicines and Indira Gandhi Open University

3649. SHRI E. AYYAPU REDDY : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether there is a proposal to set up separate universities at the All India level for Law and Medicines ;

(b) whether the Indira Gandhi Open University will also include Law and Medicines ;

(c) whether the existing number of Law Colleges and Medical Colleges are not able to satisfy the demands of an overwhelming majority of students seeking admission into Law and also Medicines ; and

(d) if so, the steps taken by Government to cater to the growing needs and demands for education in the above branches ?

THE MINISTER OF STATE IN THE DEPARTMENT OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) No such proposal is under the consideration of the Government.

(b) The courses and programmes to be offered by the Indira Gandhi National

Open University have not yet been finalised. However, the University might in due course be able to offer continuing education programmes in Law and Medicine also.

(c) The Central Government does not normally establish Colleges. It is for the State Govts to consider whether any more Colleges should be established to meet the growing needs in their States. In the case of Medical Colleges, the Central Government is of the view that at present the existing facilities should be consolidated rather than establishing more Colleges.

(d) Does not arise.

Shipping Service Between India And Sharjah

3650. SHRI P.A. ANTHONY : Will the Minister of TRANSPORT be pleased to state :

(a) the initial response to the shipping service between India and Sharjah;

(b) whether there is any proposal to increase its frequency ; and

(c) whether there is any proposal to start a similar shipping service between Cochin and Gulf countries ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) The initial response to the passenger shipping service between Bombay and Sharja started by M/s. Marathon Gulf Shipping Co. of Sharjah does not appear to be bright as only 58 and 97 passengers respectively were carried on its two inward sailings from Sharjah to Bombay and only 4 passengers were carried on its second outward sailing from Bombay to Sharjah as against the ship's capacity of 427 passengers.

(b) and (c) Govt. have received no such proposals.

Doubling of Bandel-Katwa Rail Line

3651. SHRI ANIL BASU : Will the Minister of TRANSPORT be pleased to state :

(a) whether doubling of Bandel-Katwa Railway line of Eastern Railways, Howrah Division will be undertaken during the Seventh Plan period;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) to (c) A survey for augmentation of line capacity on the Bandel-Katwa section is in progress. Further action will be considered after the survey has been completed, and the survey report examined, subject to availability of funds.

Work of Bhadreswar—Bandel Rail Link

3652. SHRI ANIL BASU : Will the Minister of TRANSPORT be pleased to state :

(a) whether extension work of Bhadreswar to Bandel third line under Eastern Railways, Howrah Division, will be undertaken during the Seventh Plan period;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) to (c) There is no proposal for provision of third line on this section, at present. Survey for augmentation of line capacity between Sheoraphuli and Bandel Section including Tarakeshwar Branch has been taken up in order to assess the additional facilities, if any, required.

Business Carried by Vyudoot in Uttar Pradesh

3653. SHRI ANIL BASU : Will the Minister of TRANSPORT be pleased to state :

(a) total amount of Business carried on by the Vyudoot services in Uttar Pradesh cities till date;

(b) total amount of business for Vayudoot originated from Varanasi and Lucknow till date;

(c) total number of passengers booked for Varanasi and Lucknow by Vayudoot, till date;

(d) total number of passengers booked through Vayudoot for other cities from Varanasi and Lucknow, till date; and

(e) total amount spent so far to develop Varanasi and Lucknow airports?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) Vayudoot has so far carried a business of Rs. 290.51 lakhs in Uttar Pradesh.

(b) Vayudoot is not operating to Varanasi. Vayudoot operations to Lucknow since January 1985, have resulted in a business of Rs. 1,08,525.00 so far.

(c) and (d) Since Vayudoot is not operating to and from Varanasi, it has neither made any business from this station nor carried any passenger. The Company has, however, booked 280 passengers from Lucknow and 131 passengers to Lucknow so far.

(e) The amount spent towards modification of terminal buildings at Lucknow and Varanasi during the year 1985-86 has been of the order of Rs. 20.13 lakhs and Rs. 40.00 lakhs respectively.

Tarakeswar Arambagh Rail Link

3654. SHRI ANIL BASU : Will the Minister of TRANSPORT be pleased to state :

(a) whether there is any scheme for extension of railway line from Tarakeswar Station to Arambagh town under Eastern Railways, Howrah Division, during the Seventh Plan period;

(b) if so, the details thereof; and

(c) if not, the reasons therefor;

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) to (c) Survey for augmentation of line capacity between Sheoraphuli and Bandel Section including Tarakeswar Branch and extension of the line upto Arambagh has been taken up. A decision on the project will be taken after the survey has been completed, and Survey Report examined depending on the financial remunerativeness of the project and availability of resources.

Subarnarekha Irrigation Project

3655. SHRI CHINTAMANI JENA : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether Subarnarekha Irrigation Project in Orissa State has been taken up, if so, what is the progress made so far;

(b) the estimated cost involved; and

(c) the time limit by when this project is likely to be completed?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) to (c) The Orissa Government have taken up the works on the Subarnarekha Irrigation Project and they have incurred an expenditure of about Rs. 3.50 crores upto end of Sixth Five Year Plan. The project work are in the preliminary stage. The latest estimated cost of the project is Rs. 391.49 crores. The project is targetted to be completed by 1994-95.

Construction of New Station building at Mecheda Railway Station (Howrah-Kharagpur Section)

3656. SHRI SATYAGOPAL MISRA : Will the Minister of TRANSPORT be pleased to state :

(a) the present position of construction of the new station building at the Mecheda Railway station, Howrah-Kharagpur section, S.E. Railways;

(b) the details thereof;

(c) when the construction work will be

completed and when the Station building will be opened; and

(d) the reasons for the delay?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) and (b) The structure of the station building has been completed and finishing works are in progress.

(c) The station building is expected to be completed opened by March, 1986.

(d) The construction work has been delayed because of continued labour problem.

Renovation of Howrah Railway Station

3657. SHRI SATYAGOPAL MISRA : Will the Minister of TRANSPORT be pleased to state :

(a) whether there is any proposal under consideration of the Minister to renovate Howrah Railway station during Seventh Plan period;

(b) if so, details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) and (b) A proposal for construction of four additional platforms at Howrah Station during the Seventh plan, at an approximate cost of Rs. 9.10 crores, is under examination.

(c) Does not arise.

Fast trains between Bombay and other important cities

3658. SHRIMATI JAYANTI PATNAIK : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government propose to introduce some more faster trains between Bombay and other important cities in the country; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) No, Sir. Not at present.

(b) Does not arise.

Shifting of S.E. Railways Office from the Present Howrah Station Area to the Proposed Padmapukur Area

3659. SHRI HANNAN MOLLAH : Will the Minister of TRANSPORT be pleased to state :

(a) whether progress has already been made in connection with the shifting of S.E. Railways office from present Howrah Station area to the proposed Padmapukur area ; and

(b) by what time do Government plan to shift the same ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) The land required for the proposed Coaching Terminal at Padmapukur has not yet been handed over by the State Govt.

(b) The completion of the work depends on the handing over of the land by the State Govt. and the availability of resources in the coming years.

Transportation of Jute and Freight Charges

3660. SHRI HANNAN MOLLAH : Will the Minister of TRANSPORT be pleased to state :

(a) quantity of jute (raw, finished, half finished jute goods) transported by the Indian Railways during the last three years;

(b) the freight charges of raw jute and raw cotton carried by Indian Railways for 1000 Km. ; and

(c) the basis of fixing the freight charges ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI

MADHAVRAO SCINDIA) : (a) The quantity of jute transported by Rail during the last three years was as under :—

(In million tonnes)

Year	Jute raw	Jute manufactured	Total
1982-83	0.45	0.23	0.68
1983-84	0.38	0.13	0.51
1984-85	0.44	0.08	0.52

(b) The freight charges for raw jute and raw cotton for 1000 Kms. are given below :—

Commodity	Freight rate per quintal for 1000 Kms.	
	Smalls Rs.	Wagonloads Rs.
1. Jute Full pressed	30.18	25.00
2. Jute Half pressed	52.64	30.18
3. Jute un-pressed	52.64	35.37
4. Cotton (raw) Full pressed	37.09	30.18
5. Cotton (raw) Half pressed	52.64	33.64
6. Cotton (raw) loose	52.64	40.55

(c) The freight rate for a commodity depends on the classification assigned to it in the Railway Freight Structure and the distance over which it is carried. Each commodity has been assigned an appropriate classification taking into account its transportation characteristics such as value, loadability, use, risk in transit etc.

Coordination between Zonal Cultural Centres and Indira Gandhi National Centre for Arts

3661. PROF. NARAIN CHAND PARASHAR : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether any coordination has been established between the Zonal Cultural Centres and the Indira Gandhi National Centre for Arts recently set up at New Delhi ;

(b) if so, the nature of coordination ; and

(c) if not, whether such a coordination would be established so as to provide the necessary exchange of views and activities in the field of Culture and Arts and the likely date by which it would be done ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) and (b) Not so far Sir.

(c) Yes Sir as and when required.

Provision of Passenger Amenities at Kiratpur Railway Station

3662. PROF. NARAIN CHAND PARASHAR : Will the Minister of TRANSPORT be pleased to state :

(a) whether any passenger amenities the following have been provided at the Kiratpur Railway Station on the Northern Railway :

(i) Ist Class Waiting Room with toilet facilities ;

(ii) Rain shelter for the platform ; and

(iii) canteen facilities ;

(b) if so, the exact nature of the facilities and whether they are sufficient for the passengers due to the increase in the traffic ; and

(c) if not, the reasons therefor and the

likely date by which these would be provided on a better scale ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) and (b) The following facilities are provided at Kiratpur Railway Station :—

- (i) A First Class Waiting Room of size 16' × 14' with 2 attached bath and 2 attached latrines. Since piped water supply does not exist at this station, the toilets are not sanitised.
- (ii) There is no shelter over the platform. However a second class waiting room of size 20' × 30' exists for Second Class passengers which also serves as rain shelter for them.
- (iii) There is a vending stall where tea, snacks and cold drinks were being sold by the vending contractor. The contract has since been terminated and fresh application have been invited for the vending contract.

The existing facilities are adequate for the present level of traffic.

(c) Does not arise.

Discolouration of Teeth by Use of Tetracycline

3663. SHRI VISHNU MODI : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether use of tetracycline causes permanent discolouration of teeth ;

(b) if so, whether the formulators of this drug have been directed to mention this warning on the label of cartoon of formulations based on this drug ;

(c) whether such a warning has been made compulsory in other countries ; and

(d) if so, what steps have been taken by Government in this regard ?

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

(c) To the best of our knowledge such a warning is being insisted upon in other countries.

(d) Does not arise.

International Seminar in Calcutta on "Metro Railways-Problem and Prospects"

3664. SHRI SANAT KUMAR MANDAL : Will the Minister of TRANSPORT be pleased to state :

(a) whether the Calcutta Metro Railway authorities organised an international Seminar in Calcutta during the last month on the theme "Metro Railways—problems and prospects" ;

(b) if so, the number of foreign experts who joined the Seminar and the countries which they represented and which of the countries having metro railway system who were invited but refused to participate ;

(c) the approximate cost of the seminar borne by the Calcutta Metro ;

(d) the problems of construction and high cost of building any metro and ways of funding and operation of metro systems and other cognate matters discussed ; and

(e) how far the deliberations aimed at the sharing the experience have or are going to help the Calcutta Metro in its cutting down high construction costs, operational efficiency etc ?

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

(b) 25 foreign experts attended the Seminar from Hong Kong, France, U.K., U.S.S.R., Japan, Sri Lanka, Brazil, Hungary, Austria and Thailand. Experts from U.S.A. where there are metro systems expressed inability to attend the Seminar as the cost of travel was to be borne by the foreign experts/sponsoring agencies.

(c) Approximate cost of the Seminar borne by the Calcutta Metro is Rs.4,65,000.

(d) Problems of construction, cost of building of metro systems, ways of funding, operation of metro systems and other cognate matters were discussed.

(e) During the deliberations the experience from other countries revealed that the construction cost of Metro Railway at Calcutta is reasonable. The discussions have enriched the knowledge of the Metro Railway Officers and will go a long way in ensuring efficient construction and operation of Metro Railway systems.

Persuading Foreign Shipping Lines for Utilisation of Haldia Port

3665. SHRI SANAT KUMAR MANDAL : Will the Minister of TRANSPORT be pleased to state :

(a) whether cargo handling at Haldia port is increasing and the port poised to exceed seven million tonne mark during the current year ;

(b) if so, what steps are being taken to persuade the foreign shipping lines to use Haldia port not only for transshipment of containerised cargo but also to utilise fully the port's facilities, which is capable to handling many more containers than it is doing now ;

(c) what action has been initiated by his Ministry to simplify the cumbersome and time-consuming customs formalities with regard to cargo transshipment ; and

(d) the details thereof ?

The MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) Yes, Sir.

(b) to (d) For increasing container traffic at Haldia, the rates for container handling were reduced substantially a few years ago. Besides, Haldia is linked with Calcutta through inland barges for movement of containers from Calcutta to Haldia and vice versa at promotional rates. With the commissioning of inland container depot at

Amingoa, Guwahati, containerised tea from Assam is expected to pass through Haldia only, thereby substantially raising container traffic of Haldia from next year. Regarding the handling of transshipment containers, the scope of developing Haldia as a centre for transshipment of containerised cargo hardly exists because of Haldia's unfavourable geographic location.

Violation of Reservation Rules by Air India for Foreign Postings

3666. SHRI ANADI CHARAN DAS : Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that Air India is not following the policy of Government to give weightage to Scheduled Caste and Scheduled Tribe candidates for foreign postings as provided in reservation rules ;

(b) if so, the reasons therefor ; and

(c) the number of candidates sent on foreign postings during the last three years by Air India and the number of Scheduled Castes and Scheduled Tribes amongst them ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) No, Sir. There is no reservation for Scheduled Castes and Scheduled Tribes candidates in the matter of foreign postings.

(b) Question does not arise.

(c) Details of foreign postings made during the last three years is given below:—

Year	Total	Scheduled Castes	Scheduled Tribes
1982-83	117	4	1
1983-84	93	2	—
1984-85	110	9	1

States Achieved Death Rate Goals

3667. SHRI M. RAGHUMA REDDY : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether death rate goals of 2000 A.D. have since been achieved by all State Governments ;

(b) if not, the names of the States which have achieved this goal ; and

(c) the action Union Government contemplate to take to achieve the death rate goals of 2000 AD by all the State Governments ?

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

(b) The annual estimates of Death rate are provided by the Sample Registration Sstem (SRS) of Registrar General, India. Based on the estimated death rates for the latest available year i.e. 1983, the following States/Union Territories have already reached the goal set for 2000 A.D. for National level :

Haryana, Jammu & Kashmir, Kerala, Manipur, Meghalaya, Nagaland, Tripura, A&N Islands, Chandigarh, Delhi, Goa, Daman and Diu and Pondicherry.

(c) To achieve reduction in death rate to 9 per thousand by the year 2000 A.D., health infrastructure is being improved in a phased manner to provide health and relating facilities as near to the doorstep of the people as possible by establishing sub-centres, Primary Health Centres and Post Partum Centres. District level Hospitals are being provided with extra inputs.

Swan Nadi Channelisation Scheme

3668. SHRI NARAIN CHAND PARASHAR : Will the Minister of WATER RESOURCES be pleased to refer to reply given to Unstarred Question No. 2504 dated 12th March, 1984 and state :

(a) the latest progress made in the

finalisation and sanction of the scheme for the channelisation of Swan Nadi in Una District of Himachal Pradesh ;

(b) the likely date by which the work would be taken up for construction in case it has been finalised and approved ; and

(c) it not finalised and approved so far, the likely date by which it would be sanctioned and the reasons for delay ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) to (c) The Himachal Pradesh Government forwarded in May, 1984, a brief proposal for an Integrated Area Development Project in Una District for channelisation of Swan Nadi and irrigation at an estimated cost of Rs. 225 crores. The State authorities were requested in July 1984 to formulate a detailed scheme according to the guidelines of Central Water Commission. Since the detailed project is not yet received from the State Government, it will not be possible to indicate the likely date by which the project would be sanctioned and the State would start the construction.

World Bank Assistance for Minor Irrigation Development Project

3 669. SHRI BHOLANATH SEN : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether Government have finalised any agreement with the World Bank for minor irrigation development project to be implemented in West Bengal during the Seventh Plan period ;

(b) if so, the details thereof ;

(c) the salient features of the project and the works proposed to be taken up in West Bengal with World Bank assistance during 1985—90 ; and

(d) the progress in the matter ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) and (b) Yes Sir. An agreement has been signed with the IDA in September, 1985 for a credit of US \$99 mill. for the West Bengal Minor Irrigation Project.

(c) The proposed project would comprise a five year programme for upgrading and constructing about (i) 3,400 deep tubewells (DTWS); (ii) 5,400 shallow tubewells; and (iii) 10,000 open dugwells (ODWs). It would finance also completion of the distribution systems of about 200 river lift installations (RLIS), and improvements to management and agricultural extension services.

(d) Since the credit has not yet been declared effective, no claim has been reimbursed by the IDA.

Allocation of Manjira River Water to States

3670. SHRI G. BHOOPATHY : will the Minister of WATER RESOURCES be pleased to state :

(a) the allocation of Manjira river water to different States by Batchawat Tribunal under Award given in respect of utilization of Godavari Water ;

(b) the number of projects constructed under construction in different States in Manjira River basin and which of these are authorized by Union Government ; and

(c) the details of storage capacity and irrigation potential of the above projects and the action taken by Union Government to prevent unauthorized projects ?

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

(a) The Godavari Water Disputes Tribunal headed by Justice R. S. Bechawat in its award in 1980 have provided for the utilisation of the Manjira river basin waters among the basin States as under :

I—RIVER BASIN ABOVE THE NIZAMSAGAR DAM.

(i) MAHARASHTRA

New projects including any additional use over and above the present sanctioned or cleared utilisation.

22 00 TMC

(ii) ANDHRA PRADESH

Singur Project for waters supply to Hyderabad.

4.00TMC

(iii) KARNATAKA

15.27 TMC

Karanja Project

13.10 TMC

Chulkinala Project

1.17 TMC

Additional utilisation through lift schemes.

1.00 TMC

—————
15.27 TMC

II—AT NIZAMSAGAR DAM

ANDHARA PRADESH

58.00 TMC

III—BASIN BELOW THE NIZAMSAGAR DAM

KARNATAKA

2.5 TMC

Note The Tribunal has permitted a storage capacity of 30 TMC at Singur Dam providing for augmenting the Nizamsagar Command.

(b) & (c) The details of Projects completed/under construction in the Manjira basin are as undaer :-

S. No	Name of Project	Gross storage in Million Cubic Metres	Irrigation potential in Th. Ha.	Present status of approval
1. COMPLETED PROJECTS				
A. MAHARASHTRA				
1.	Tiru	23.325	3.29	Unapproved
2.	Karad Khed	12.35	2.64	—do—
3.	Manar St. I & II	125.44	24.47	Approved
4.	Tirna	11.33	2.18	Approved
5.	Tawarja	20.53	4.04	Unapproved.
6.	Chirni	25.10	2.83	Approved
B ANDHRA PRADESH				
1.	Nallavagu	10.40	4.04	Approved
2.	Nizamsagar	445.00	119.29	Pre First Five Year Plan project
3.	Mehboobnagar	Diversion Project storage.	4.96	
C KANATAKA				
NIL				
2. PROJECT UNDER CONSTRUCTION				
A. MAHARASHTRA				
1.	Lendi	207.56	19.85	Under examination in C. W.C. This is a joint project with Andhra Pradesh.
2.	Lower Tirna	133.56	20.26	Approved.
3.	Rui	8.94	1.83	Approved.
4.	Divarjan	13.32	1.81	Approved.
5.	Sakoi	12.69	2.06	Considered acceptable by the Advisory Committee of the Planning Commission.

1	2	3	4	5
6.	Raigohan	12.70	3.61	—do—
7.	Massalga	14.68	2.43	Under examination in CWC.
8.	Upper Manar	108.00	13.91	Comments of CWC sent to State Govt. for clarification
B. ANDHRA PRADESH				
1.	Singur	8.50	16.00	Considered acceptable by Advisory Committee of the Planning Commission.
2.	Kamlasnala	35.04	3.51	Under examination in CWC including its inter-State aspects.
C. KARNATAKA				
1.	Karanja	160.995	49.939	Comments on the project sent to State Govt. for clarification
2.	Chulkinalla	17.64	4.05	Approved.

The Central Government has been urging upon the State Governments to give priority to implementation of the accepted projects.

Introduction of Helicopter Service to Gangtok

3671. DR. G. VIJAYA RAMA RAO : Will the Minister of TRANSPORT be pleased to state :

(a) whether Sikkim is a sensitive border State with poor communications with mainland and is often cut off due to landslides;

(b) whether for the above reasons a helicopter service had been introduced for

Gangtok, and if so, reasons for discontinuation;

(c) whether Government would start a Helicopter Service to Gangtok pending starting of feeder service; and

(d) whether Government would speed up construction of a proper airfield?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) and (b) A biweekly MI-8 helicopter service bet-

ween Bagdogra and Gang'ok operated for a period of six months with effect from 1.5.82 for air-lift of officials and non-officials sponsored by the Govt. of Sikkim. This was further extended till 15th June, 1983 by the Ministry of Defence on a request of the Govt. of Sikkim. The service was discontinued after the 15th of June, 1983, because the Govt. of Sikkim did not seek further extension.

(c) The Helicopter Corporation of India may consider operating the service subject to the availability of helicopters, adequate infrastructural facilities and the economic viability of the service.

(d) The Director General of Civil Aviation is in the process of selecting a suitable site for construction of an aerodrome at Gangtok.

[*Translation*]

Enquiry Offices for providing information re : availability of wagons

3672. SHRI SHANTI DHARIWAL : Will the Minister of TRANSPORT be pleased to state :

(a) whether Railways earn major portion of their revenue from goods; and

(b) whether Government are receiving complaints to the effect that Railway Officers do not provide the information required by businessmen about booking of wagons for transportation of their goods; and

(c) if so, whether Government propose to take suitable remedial steps either by having officers specially drafted for this purpose and/or opening Enquiry Offices as done for passenger traffic?

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

(b) No, Sir.

(c) Does not arise.

Allotment of empty wagons

3673. SHRI SHANTI DHARIWAL : Will the Minister of TRANSPORT be pleased to state :

(a) whether Railways Board has issued instructions to Divisional Railway Managers to allot empty wagons immediately for transporting goods from one place to another;

(b) if so, whether Government have received any memorandum complaining against the non-allotment of such empty wagons by Divisional Manager, Kota;

(c) if so, the details thereof

(d) whether Government propose to allot empty wagons soon to the traders through Divisional Managers, Kota against the bookings made for transportation of goods; and

(e) if so, the details in this regard and if not, the reasons therefor?

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

(b) Does not arise.

(c) Does not arise.

(d) No, Sir.

(e) Does not arise.

[*English*]

Development of Bagnan Station

3674. SHRI HANNAN MOLLAH : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government have received any proposal or memorandum from the people for the development of Bagnan station;

(b) if so, the contents thereof;

(c) whether Government have consi-

dered these proposals; and

(d) the steps Government propose to take to fulfil their demands?

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

(b) Proposals have been received for provision of a subway at Howrah end, repair to the approach road, provision of a ticket counter on south side at Bagnon Station, and for sparing the railways land for construction of a bus stand.

(c) & (d) (i) PROVISION OF SUBWAY :

As per extant rules, the proposal is required to be sponsored by the State Government. No such reference has been received from them so far.

(ii) REPAIR TO THE APPROACH ROAD :

This work will be taken up shortly.

(iii) PROVISION OF A TICKET COUNTER ON SOUTH SIDE :

Such facilities are provided on a programmed basis depending upon the availability of funds and comparative needs of various stations. Accordingly, the suggestions will be kept in view. This station has already been provided with 5 booking counters.

(iv) RELINQUISHMENT OF LAND FOR BUS STAND :

The proposal for relinquishment of railway land to the State Government is under correspondence with the State Government.

The following 2 works are also sanctioned for the development of Bagnan Station :—

(i) Provision of Platform cover—200' long.

(ii) Provision of a lavatory and a train indication board.

Stadium for Silchar

3675. SHRI AJOY BISWAS : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether the Government of Assam has required the Union Government for financial assistance to construct an indoor stadium at Silchar, Assam; and

(b) if so, how much amount has been released therefor, so far?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS AND SPORTS AND WOMEN'S WELFARE (SHRIMATI MARGARET ALVA) : (a) and (b) A proposal for construction of a complex consisting of an open stadium, an indoor stadium and a gymnasium at Silchar was received from the Government of Assam during 1975-76 and a grant of Rs. 50,000/-, as then admissible, was sanctioned for the project.

Outdoor Stadium for Tripura

3676. SHRI AJOY BISWAS : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether the Government of Tripura has requested the Union Government for financial assistance to construct an outdoor stadium at Agartala, Tripura;

(b) whether Government are aware that in Tripura there is no outdoor stadium for development of sports activities; and

(c) if so, how much amount has been sanctioned therefor, so far?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS AND SPORTS AND WOMEN'S WELFARE (SHRIMATI MARGARET ALVA) : (a) to (c) A proposal was received from the Government of Tripura during 1984-85 for construction of an outdoor stadium at

Badharghat (Agartala) and a grant of Rs. 2.50 lakhs was sanctioned for it. In addition, the following sports infrastructure is also under construction in Tripura for which financial assistance has been provided by the Central Government as indicated against each :—

Rs. in Lakhs

(i) Indoor stadium at Agartala	1.00
(ii) Swimming Pool at Agartala	0.50
(iii) Open-stadium at Udupur	1.00
(iv) Open stadium at Kailashahar	1.25

Maintenance of Bombay-Goa National Highway No. 17

3677. PROF. MADHU DANDAVATE : Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that the traffic on the Bombay-Goa National Highway No. 17 is facing severe constraints especially in the Konkan region because of extremely bad condition of the road; and

(b) if so, whether expeditious steps are proposed to be taken to improve the road conditions?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) and (b) The condition of this section of National Highway become bad in the last rainy season. Since

then most of the kilometres have been repaired. Against the provision of Rs. 2.64 crores in the current Annual Programme for the improvement of this section of National Highway, estimates amounting to Rs. 25 lakhs have been sanctioned and estimates amounting to Rs. 212 lakhs are under scrutiny.

Expenditure incurred on Education

3678. PROF. SAIFUDDIN SOZ : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the actual expenditure incurred on the following spheres of educational activity during the last three years ending 31 March, 1985 :—

- (i) Elementary Education (consisting classes I to VIII);
- (ii) Secondary Education (Class IX to XII); and
- (iii) Higher Education (Colleges and Universities);

(b) Amount of money spent (head-wise) in non-formal Sector; and

(c) whether Government are satisfied with this arrangement?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) Budgeted expenditure (Revenue Account) incurred on elementary, secondary and higher education sectors, both in Centre and States is given below for the last three years:

(Rs. in lakhs)

	1982-83 Actual	1983-84 Revised Estimates	1984-85 Budget Estimates
Elementary Education	217212	251144	266968
Secondary Education	151261	170149	174855
Higher Education	68051	78711	88473

(b) There is no separate budget head for non-formal education as such. However, total amount of approximately Rs. 20582 lakhs has been incurred during the last three years in the non-formal sector on elementary, secondary, higher and adult education.

(c) Every effort is made to get more allocation for education within the constraints on resources.

Pamban Bridge

3679. SHRI N. DENNIS :
DR. V. RAJESWARAN :

Will the Minister of TRANSPORT be pleased to state :

(a) when is the Pamban road bridge (Tamil Nadu) expected to be commissioned; and

(b) the causes for the delay in commissioning the bridge?

THE MINISTER FOR TRANSPORT (SHRI BANSI LAL) : (a) The work is targeted to be completed by February, 1987.

(b) The delay in commissioning of the bridge is due to breach of contract and failure on the part of earlier contractor.

Shipping Service Between Singapore and Madras

3680. SHRI N. DENNIS : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government are aware of the difficulties of passengers bound for Singapore from Madras due to the burning of the ship Chidambaram ; and

(b) if so, the details of the steps taken to provide an alternate shipping service now ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) and (b) A decision has been taken that Shipping Corporation of India Ltd need not operate

the passenger shipping service between Madras and Singapore as it is not an economically viable proposition. However, if any private shipping company comes forward to operate this service, their request will be considered favourably.

Expenditure on Medium Irrigation Projects in Madhya Pradesh

3681. SHRI SUBHASH YADAV : Will the Minister of WATER RESOURCES be pleased to state that estimated expenditure to be incurred on each of the medium irrigation schemes in Madhya Pradesh which are under consideration of Union Government ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : Madhya Pradesh Government have submitted one medium irrigation project, namely Sutyapat tank project to Central Water Commission in July, 1985 for techno-economic clearance and acceptance by the Planning Commission. The project is estimated to cost Rs. 9.58 crores.

[Translation]

Area Covered by Railways in Madhya Pradesh

3682. SHRI SUBHASH YADAV : Will the Minister of TRANSPORT be pleased to state whether per kilometre area covered by railways in Madhya Pradesh is less as compared to that of other States and if so, the action being taken to increase the same ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : Route Kms. per 1000 square Kms. of area in Madhya Pradesh is less than the all India average. The following New Lines in Madhya Pradesh are included in Railway Budget :

- (i) Cota-Chittorgarh-Neemuch New B.G. Line (partly in Madhya Pradesh).
- (ii) Guna-Gwalior-Ettawah BG line.
- (iii) Satna Rewa B.G. Line.

[English]

Road Over-Bridges in Orissa Under Central Assistance

3683. SHRIMATI JAYANTI PATNAIK : Will the Minister of TRANSPORT be pleased to state :

(a) whether construction of some road over-bridges was taken up in Orissa with Central Assistance in the Sixth Plan period ;

(b) if so, the number of such bridges and estimated cost of each of such bridges ;

(c) the amount of Central assistance provided for the construction of each of those road over-bridges ; and

(d) the progress made in the construction thereof ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) Presumably, the Honourable Member is referring to road overbridge works for which Central assistance is provided under the Central Aid Programme of State Roads of Inter-State or Economic Importance. Under this Programme, during the 6th Five Year Plan no road over-bridge work has been approved in Orissa.

(b) to (d) Does not arise.

Diversion of Funds Meant for Special Nutrition Programme

3684. SHRIMATI KISHORI SINHA : Will the Minister of HUMAN RESOURCES DEVELOPMENT be pleased to state :

(a) whether any case of diversion of funds meant for special nutrition programme for expectant and nursing mothers, has come to Government's notice ;

(b) if so, the details thereof ;

(c) whether there is any regular monitoring of the scheme to ensure that such diversion of funds does not take place ; and

(d) whether voluntary organisations and social workers would be associated with it to check such diversion ?

THE MINISTER OF STATE IN THE DEPARTMENT OF YOUTH AFFAIRS & SPORTS AND WOMEN'S WELFARE (SHRIMATI MARGARET ALVA) : (a) to (d) The Special Nutrition Programme is in the State Sector and the expenditure in this regard is met from State resources both plan and non-plan. Hence, the question of diversion of funds by the Government of India in respect of this programme does not arise.

Irrigation Projects of Kerala Pending Completion

3685. SHRI K. KUNJAMBU : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether there has been vast escalation in cost of most of the irrigation projects pending completion in Kerala ; and

(b) if so, give a detailed picture about the names of the projects, estimated cost, originally targeted dates of completion, cost escalation and the likely dates of completion and the percentage of cost escalation ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) There has been cost escalation in Major and Medium Irrigation projects of the State.

(b) The details are given in the Statement given below :

Statement

Details of Major and Medium Irrigation Projects of Kerala

S. No.	Name of Project	Original apprd. cost year	Latest esti. cost*	%age increase in cost	Original schedule date of completion	Likely period of completion
1	2	3	4	5	6	7
MAJOR SCHEMES						
1.	Periyar Valley	17.95 (1976)	57.49	220	1978-79	VII Plan
2.	Pamba	3.83 (1964)	52.00	1258	1978	-do-
3.	Chitturpuzha	0.99 (1964)	17.85	1703	1967-68	-do-
4.	Kuttiadi	4.96 (1964)	50.00	908	1969	-do-
5.	Kanhirapuzha	3.65	44.56	1121	1965-66	-do-
6.	Pazcassi	4.42 (1964)	59.12	1238	1968	-do-
7.	Kallada	13.28 (1966)	220.00	1557	1975-76	-do-
8.	Murattupuzha	48.08 (1983)	58.34	21	N.A.	-do-
9.	Chimoni	23.43 (1983)	28.12	20	1980	-do-
10.	Idamalayar	UA	61.47	—	N.A.	VIII Plan
MEDIUM SCHEMES						
1.	Attapady	UA	25.50	—	1982	VII Plan
2.	Karapuzha	7.60 (1978)	13.35	76	1986	VII Plan
3.	Vamanapuram	36.40 (1982)	37.12	2	N.A.	VIII Plan
4.	Mecnachil	US	35.00	—	N.A.	-do-
5.	Benasurasagar	US	11.37	—	N.A.	-do-

* Summary Record of discussions of the Working Group on Major and Medium Irrigation Projects and Flood Control Programme of Kerala for VII Plan (1985—90) & A.P. 1985-86

U. A. Unapproved Projects.

[*Translation*]

Malethukanak Station Platform to be Raised

3686. SHRI NIRMAL KHATTRI: Will the Minister of TRANSPORT be pleased to state :

(a) whether any scheme to raise the level of the platform of the Malethukanak Station (District Faizabad) is under consideration of Government; and

(b) if so, the time by which work is likely to be started ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) and (b) The proposal for raising of rail level platform to medium level at Malethukanak Station has been approved. It is not possible to indicate the target date of completion at this stage as it will depend upon the availability of funds.

[*English*]

Distribution of Sodium Thiosulphate Vaccine to Bhopal Gas Victims

3687. SHRI S. M. BHATTAM : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether sodium Thiosulphate vaccines were distributed to the Bhopal-1 gas victims as per the direction of the Supreme Court ;

(b) whether ICMR has conducted a study which gave an indication of the amelioration of the condition of the victims ; and

(c) how many victims are still being treated and whether there is a consensus or the treatment of the victims by Medical experts ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) No, Sir. However, Supreme Court had direc-

ted the Government of Madhya Pradesh to distribute Sodium Thio-Sulphate injections also to the clinics run by Voluntary organisations as per guidelines issued by the Indian Council of Medical Research.

(b) and (c) The ICMR has conducted a controlled double blind study on the use of Sodium Thiosulphate. On the basis of this, it recommended the use of Sodium Thiosulphate for the amelioration of the condition of the gas victims. Based on ICMR's recommendations, the affected persons are being treated and all necessary medicines are being provided.

Additional Bogies and Trains to and fro New Jalpaiguri

3688. SHRIMATI D.K. BHANDARI : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government are aware of the heavy rush of passengers boarding at New Jalpaiguri, the railhead for Sikkim, Darjeeling, Bhutan, Nepal ;

(b) whether it is a fact that at the above Junction a large number of armed force personnel also travel to and fro frequently ;

(c) whether the trains are so crowded that passengers travel on rail tops even on fast trains also totally blocking the vestibuls ; and

(d) if so, whether regular additional train is proposed to be started and additional bogies attached to existing trains as is being done on special occasion ?

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

(b) Yes, Sir.

(c) and (d) Besides Tinsukia Mail which was running earlier, Railways have extended Assam Mail on Broad Gauge to Gauhati via new Jalpaiguri. In addition a fast train is running between Gauhati and

New Delhi via New Jalpaiguri twice a month for Defence Personnel.

Family Planning Programme Tardy in Rural Areas

3689. SHRIMATI D.K. BHANDARI : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is a fact that progress on the crucial family planning programme has been tardy particularly in some States, specially in the rural areas;

(b) whether it is a fact that in contract tribal population is diminishing ; and

(c) whether Government would involve organised, professional social institutions in this great task and challenge at the earliest and initiate a National debate and a National Plan to meet the situation?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) and (c) Statements showing statewide achievement figures in rural/urban areas in respect of sterilisation and IUD during the last two years are placed on the Table of the House. [Placed in Library. See No. LT. 1944/85]. Special attention is focused on implementation of the Family Welfare Programme in rural areas where it is implemented through the vast network of PHCs, RFWCs, Sub-centres etc. The Government is constantly striving to involve the organised sector, professional and social institutions in the implementation of the Family Welfare Programme. The components of the programme are discussed every year in the Joint meetings of the Central Council of Health and Family Welfare which are attended by Health Ministers from the State Governments.

(b) A statement showing the population of scheduled tribes as per the 1961, 1971 and 1981 Census enumerations is laid on the Table of the House. [Placed in Library. See No. LT. 1944/85]. States have been instructed to adopt a welfare approach with emphasis on MCH activities in those tribal areas where the tribal

population is either diminishing or stagnant.

Research in Genetical Engineering

3690. SHRIMATI D.K. BHANDARI : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is a fact that Indian scientists working in various research institutions in the country have developed new innovations in genetical engineering like vaccine for populations control, introduction of nitrogen fixing genes in cereals and millets and utilising genes in the yeast for the production of alcohol etc. as reported in the "The Times of India" dated 18 November, 1985;

(b) if so, whether Government propose to export results of such research and earn foreign exchange ; and

(c) whether these vaccines are now available in the country and if so, at which prices and wherefrom?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) While Indian scientists in various research institutions are conducting research in these fields, there are no immediate prospects for a genetically engineered vaccine for population control based on DNA technology. It is also unlikely that nitrogen fixing genes will be transferred to cereals in a functionally effective manner in the near future. As regards the use of yeast for production of alcohol, a number of national laboratories are conducting R & D on using new approaches through bio-technology, although micro-organism yeast has been used for a number of years for converting sugar mollasses to industrial alcohol.

(b) The question does not arise at present.

(c) The question does not arise.

Officers' Training for Metro Railway Project

3691. SHRI A MAL DATTA : Will the Minister of TRANSPORT be pleased to state :

(a) how many Government officers were sent abroad for training in connection with Metro Railway Project during the last three years ;

(b) the scope of training for which each such officer was sent abroad and where and what training they received including duration of training ;

(c) how many officers have since retired or transferred to other railways, with period of their service in Metro Railway subsequent to their return after training abroad ; and

(d) amount spent on training of these officers?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) to (d) Necessary information is being collected and will be laid on the Table of the Sabha.

Cargo Support to Indian Ships

3692. DR. SUDHIR ROY : Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that according to the U.N. Convention on code of Conduct for Liner Conferences, 40 per cent of the imports can be rightly sought for Indian ships ;

(b) if so, whether Government are ensuring this much of the minimum cargo for Indian bottoms in all import agreements ;

(c) if not, the details of cases where exceptions were made ; and

(d) the reasons for such exceptions?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) to (d) The U.N. Convention on Code of Conduct for Liner Conferences, 1974, which was ratified by India in 1978 enables participation in freight and volume of traffic generated between two countries to the extent of 40 per cent by each trading country. This Convention has come into force from 6.10.1983. However, in India, it will come into force when necessary legislation to implement the same is made.

Review of Green Card Scheme

3693. SHRI YASHWANTRAO GAD-AKH PATIL: Will the minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government have reviewed the working of the Green Card Scheme for couples undergoing sterilisation after two children ;

(b) if so, the results thereof ; and

(c) the names of the States which have not yet adopted the scheme and steps taken towards its acceptance by them?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) to (c) Under the Green Card Scheme, the acceptors of sterilisation after two children are entitled to preferential treatment in areas where it is feasible, as a mark of recognition. The Central Government has requested all the States/Union Territories to introduce the scheme. However, as per information available with this Ministry, the scheme is not yet introduced in Andhra Pradesh, Assam, Bihar, Haryana, Kerala, Maharashtra, Manipur, Meghalaya, Nagaland, Rajasthan, Sikkim, Tripura, West Bengal, Goa, Daman & Diu, Lakshdweep, Mizoram and Pondicherry. The scheme has not yet been reviewed.

Evaluation of National Leprosy Eradication Programme

3694. SHRI YASHWANTRAO GAD-AKH PATIL : Will the Minister of

HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether an evaluation has been made of the National Leprosy Eradication Programme ;

(b) if so, the result thereof ; and

(c) action taken to repeal the obnoxious Lepers Act, 1898 and to rectify the provision against leprosy patients in other Acts such as Motor Vehicles Act and Hindu Marriage Act?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) and (b) No, Sir. The independent evaluation of the National Leprosy Eradication Programme is planned in February, 1986.

(c) Leprosy Act, 1898 has been repealed by the Parliament in respect of Union Territories without legislature. The States of Maharashtra, West Bengal and Madhya Pradesh have also repealed this Act. Other States/U.Ts, with legislatures have been requested to repeal their corresponding Lepers Act. As regards Motor Vehicles Act, the Ministry of Shipping and Transport have constituted a working group to review the various provisions of the Motor Vehicles Act and suggest amendments wherever considered necessary. The legislative Department of the Ministry of Law, Justice & Company Affairs has taken up the matter with the State Governments for obtaining their views on the proposal to delete leprosy as one of the ground of the divorce from Hindu Marriage Act, 1985.

Nature Cure Centres Receiving Grant-in-Aid from Centre

3695. SHRI SRIBALLAV PANIGRAHI : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) the number of nature cure centres in the Union Government ; and

(b) the names of the centres and the central agency through which aid is being given ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) and (b) Thirteen Nature Cure centres in the country have been receiving grant-in-aid from the Central Council for Research in Yoga and Naturopathy, New Delhi. A statement showing of these centres is given below :

Statement

S. No.	Name of the Institute	Place
1.	Nature Cure Hospital	Jaipur
2.	Prakritik Arogya-sharm	Rajgir
3.	S.D. Nature Cure Hospital	Ambala Cantt.
4.	Kastruba Nature Cure Hospital	Shivrampally
5.	Sri Choday Apparow Prakritik Chikitsalayam	Kakinada
6.	Prakritik Chikitsalayam	Penamaluru
7.	Kakativa Nature Cure Hospital	Warrangal
8.	Anand Niketan Nature Cure Hospital	Bareilly
9.	Shantikuti Prakritik Chikitsalayam	Gopuri Wardha
10.	Rajasthan Prakritik Chikitsa Kendra	Bikaner
11.	Nature Cure Hospital	Jasidih
12.	Kamla Arogya Mandir	Yeotmal
13.	Nature Cure Hospital	Jammu Tawi

Subsidised air travel for handicapped

3696. SHRI V.S. VIJAYARAGHAVAN : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government have ever thought of subsidising the air travel for the handicapped and the blind;

(b) if not, whether there is any such proposal at present; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) Government have no scheme for subsidising air travel for the handicapped. Indian Airlines, however, offers 5% concession in the basic Rupee fares to blind persons and cancer patients for journeys for treatment on its domestic sectors.

(b) No, Sir.

(c) Does not arise.

Computerisation in data collection of birth rate and other related matters

3697. SHRI V.S. VIJAYARAGHAVAN : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether there is a proposal to introduce computerisation in the data collection exercises of birth rate and other related matters with a view to updating the information in this respect; and

(b) if so, the details thereof?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) (a) and (b) Computers are already being utilised in the Ministry for storing data, monitoring and evaluating some of the Health and Family Welfare Programmes.

Setting up of POH shop in Perambur

3698. SHRI K.S. RAO : Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that the periodical overhauling (POH) shop for electric engines proposed to be set up in the purview of South Central Railways is being diverted to Perambur; and

(b) if so, the reasons thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) There is no proposal for setting up periodical overhauling workshop for electric engines on South Central Railway. Developing facilities for repairs to electric locos at Perambur workshop has been included in the Railway Budget 1984-85 to cater to requirement of Southern Region.

(b) Does not arise.

Decline in railway freight earnings due to diversion of goods traffic to road

3699. SHRI RAMESHWAR NEEKHARA : Will the Minister of TRANSPORT be pleased to state :

(a) whether Assam, Nagaland, Mizoram, Arunachal and Manipur States transported their forest product by rail in the years 1981 to 1983;

(b) the railway freight earnings during the last three years for the plywood and timber year-wise and commodity-wise;

(c) whether the timber traffic has since diverted from Rail to road;

(d) whether tea, jute, plywood traffic was diverted from rail to road due to non-supply of empty wagons and avoidable restrictions imposed by the North Frontier Railways; and

(e) if so; what action is being taken to recapture the business by Railways to increase earnings?

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

(b) The freight earned during the years 1982—85 from this traffic was as under:—

Year	Timber (Rs. in lakhs)	Plywood (Rs. in lakhs)
1882-83	344	41
1983-84	422	93
1984-85	341	153

(c) Yes, Sir, to some extent.

(d) The traffic moving in piecemeal was partly diverted on account of encouraging movement in train loads. All restrictions imposed were unavoidable.

(e) In order to attract tea and jute traffic, station to station rates have been quoted. To attract additional export tea traffic an Inland Container Depot has also been set up at Amingaon (Guwahati).

Conversion of New Bongaigaon Gauhati Rail Line

3700. SHRI RAMESHWAR NEEKHRA : Will the Minister of TRANSPORT be pleased to state :

(a) whether Railways have already spent approximately Rs. 50 crores for conversion of meter gauge railway track into broad gauge between New Bongaigaon and Gauhati;

(b) whether it is a fact that goods traffic is not permitted by broad gauge except for tea from Gauhati; and

(c) if so, the reasons for not carrying timber traffic to all over India in order to earn Rs. 10 lakhs per day as Railway freight from Gauhati?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) The expenditure upto 31 3 1985 is Rs. 73.66 crores.

(b) Terminal facilities for dealing with all types of goods traffic as well as for piecemeal traffic have not yet been provided at Guwahati. As such, inward rake loads only are being dealt with. As in the return direction traffic in rake loads except tea is not available, outward goods traffic is not being loaded at Guwahati.

(c) The timber traffic to destinations all over India is being carried over Metre Gauge and Broad Gauge system by arranging transshipment at New Bongaigaon.

Steps to facilitate industrial goods traffic by rail

3701. SHRI RAMESHWAR NEEKHRA : Will the Minister of TRANSPORT be pleased to state :

(a) whether Railways have provided the private/public Railway sidings to the Private/Government Undertakings to bring their raw material in their industries to manufacture their goods;

(b) whether private/public Government Undertakings industries namely cement, steel plants etc. are despatching their finished product/goods by road instead of rail;

(c) the reasons as to why the railways have not changed their rules suitably so as to enable these industries to transport their finished goods by rail when railways bring their raw material up to their works; and

(d) whether it is proposed to have periodical meetings between private industry owners, General Managers of the Government undertakings and Railway Board Officers to ensure close liaison in the matter with a view to boost goods traffic by rail?

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

(b) Yes, Sir, partly.

(c) With a view to inducing Siding owners to offer more outward traffic in

finished products, a rebate in siding charges ranging from 30% to 50% is allowed for additional outward traffic for certain commodities moved by rail during 1985-86 compared to the previous year.

(d) Such meetings are already being held.

Legislation to regulate mushroom growth of opticians

3702. SHRI R.M. BHOYE : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is a fact that there is no law to prevent unqualified dispensing opticians rendering ophthalmologist expert opinion by prescribing number of spectacles;

(b) whether it is also a fact that wrongly diagnosed eye sight number or use of unsuitable glasses creates serious problems, like bad temper, headache, abdominal pain, erratic mood etc.; and

(c) whether Government propose to bring forward suitable legislation to regulate mushroom growth of opticians?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) to (c) The function of the dispensing opticians is only to dispense spectacles on the prescriptions issued by Specialists in private practice as well as Government institutions. The use of unsuitable spectacles may create minor problems but the spectacles are normally checked by prescribing Specialists and errors are detected and rectified. As the dispensing of the spectacles does not need any elaborate training, it is not proposed to bring forth any legislation in this regard.

Expansion of Pantnagar and Doiwala Airstrips

3703. SHRI HARISH RAWAT : Will the Minister of TRANSPORT be pleased to state :

(a) whether there is any scheme to expand the existing airstrips in Pantnagar and Doiwala (Dehradun);

(b) if so, the details thereof; and

(c) if not, by what time it is proposed to make these airstrips fit for landing of Boeing Aircrafts there?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) and (b) There is no plan to expand the airstrip at Pantnagar, but at Dehradun the existing runway is proposed to be extended and an associated taxi-track, apron and terminal complex are likely to be constructed in the Seventh Five Year Plan.

(c) There is no plan to upgrade these airports for Boeing operations in the Seventh Five Year Plan.

Declaring some Universities as Institutions of National Importance

3704. SHRI BHOLANATH SEN : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether Government have received suggestion(s) for declaring some universities as institutions of national importance ;

(b) if so, the details of such suggestion (s) ; and

(c) the contemplation of Government in the matter?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) and (b) Yes, Sir. Suggestions have been received that the Calcutta University may be declared as an institution of national importance and that its management may be taken over by the Central Government.

(c) The Central Government have presently no such proposal under its consideration.

Bilas-Bar Rafl Link

3705. SHRI VIRDHI CHANDER JAIN : Will the Minister of TRANSPORT be pleased to state :

(a) the progress made so far in respect of the survey work for laying railway line between Bilas and Bar in Rajasthan state ;

(b) the time by which work on the proposed line is likely to be started and

(c) whether it will be completed in the Seventh Five Year Plan?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Survey has been completed for rail line from Bilara (not Bilas) to Bar.

(b) and (c) As per the survey report, this line will not be financially remunerative. In view of severe constraint of resources and heavy commitments already on hand, it is not proposed to take up construction of this line at present.

Modernisation of Irrigation in Krishna-Godavari Delta Areas

3706. SHRI K. RAMACHANDRA REDDY : Will the Minister of WATER RESOURCES be pleased to state:

(a) whether the Andhra Pradesh Government has submitted Reports or schemes for modernisation of irrigation in Krishna and Godavari Delta areas to the Central Water Commission for clearance;

(b) if so, whether the Central Water Commission has considered these proposals favourably ; and

(c) what is the modernisation that is contemplated by the Andhra Pradesh Government in this regard?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) to (c) Andhra Pradesh Government has sent the Project Report on modernisation of Krishna Delta system at an estimated cost of Rs. 220.42 crores in April, 1983. Central Water Commission has sent certain comments to the State Government for clarification. The State Government has also sent the updated

project estimates on Godavari Delta Modernisation Scheme at an estimated cost of Rs. 350 crores recently in October, 1985 for techno-economic clearance by the Central Water Commission.

The modernisation proposals envisage remodelling of the existing canal sections, lining, construction of additional regulators and structures, repairs to existing structures, conjunctive use of surface and ground waters etc.

Widening of Roads in Anantapur, Andhra Pradesh

3707. SHRI K. RAMACHANDRA REDDY: Will the Minister of TRANSPORT be pleased to state:

(a) whether Government are aware about the necessity of widening the road without strengthening National Highway No. 7, K.M. 95/5 to 115.5 Anantapur-Bangalore Road (from Raptadu to Nagsamudram Gate) and widening the road, National Highway No. 7, K.M. 417 to 421 (near Penukonda-Anjaneyaswami Temple curve) in Anantapur, Andhra Pradesh ; and

(b) if so, whether Government propose to take up this work and complete it expeditiously?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) and (b) The Hon'ble Member perhaps is referring to the section of the National Highway No. 7 between Km. 363.140 to 395.00 and Km. 417 to 421 with Km. 0 at Hyderabad. Out of these two sections widening of the road without strengthening between Km. 363.140 to 379.00 only finds place in the current budget. Accordingly, this work is likely to be taken up in near future. The remaining kilometers will be considered for widening in due course depending upon the inter-se priority and availability of funds.

Fleet of Ships for Handling Foreign Trade

3708. SHRI V. TULSIRAM : Will the Minister of TRANSPORT be pleased to state :

(a) the total number of ships with the Shipping Corporation of India and other navigation companies handling Indian trade ;

(b) whether more than 80 per cent of Indian foreign trade is handled by foreign ships ;

(c) if so, the names of the countries whose ships are used for the purpose, and trade handled by each country annually and during the last three years ;

(d) what steps are being taken by Government to increase the fleet in India for the purpose by building/purchasing of ships ; and

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

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) The total number of ships at present with the Shipping Corporation of India and other Indian shipping companies is 428.

(b) No, Sir.

(c) As there is no restriction on foreign flag vessels friendly to India touching Indian ports, ships of different nationalities have been chartered for purpose of foreign trade depending on commercial considerations.

(d) and (e) Shipping Development Fund Committee (SDFC) advances loans at concessional rate of interest to Indian shipping companies for acquisition of vessels needed for carriage of Indian trade. SDFC also gives loans to Indian shipping companies to the extent of 95 per cent of the cost of vessels built by Indian shipyards. The installed shipbuilding capacity of the public sector shipyards is also being enhanced.

Recommendation of Major Port Administrative Reforms Committee

3709. SHRI V. TULSIRAM : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government have received the report of the Major Ports Administrative Reforms Committee ;

(b) if so, the details of the main recommendations of the Committee and when the recommendations are expected to be implemented ;

(c) the division of present administration proposed by the Committee and the extent to which these recommendations will improve the working/functions of the ports ; and

(d) the number of ports to be affected as a result thereof and how many major/medium and small ports to be affected in Andhra Pradesh?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) to (c) The Major Ports Administrative Reforms Committee has not yet submitted its final report. Only an interim report has been received. The recommendations and decisions will be made known when Government has taken decision.

(d) The recommendations of the Committee, if accepted by Government, will effect all the 11 Major Ports including Visakhapatnam port in Andhra Pradesh. No minor or intermediate port will be affected as the terms of reference of the Committee do not concern such ports.

Shortage of Covered Wagons

3710. SHRI A.J.V.B. MEHESWARA RAO : Will the Minister of TRANSPORT be pleased to state :

(a) whether he is aware that the transportation of Rice from Rajahmundry and Tadepalligudem to Kerala (Export quality) is less comparing to previous years due to lack of covered wagons ;

(b) whether the un-covered wagons which are available for the transportation of rice to be covered (by Tarpalins) by the Mill owners at their own cost ; and

(c) if so, the reasons why the Railways

are not in a position to supply the security materials by which they could get more revenue due to transportation?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) The demand for wagons for movement of rice from Rajahmundry and Tadepalligudem to Kerala is being met in full. The variation in loading is not on account of position of wagon supply.

(b) Yes, Sir.

(c) It is a mutually agreed system whereby consignors use their tarpaulins for covering open wagons loaded with rice on trade account. This helps railways to conserve their tarpaulins for use for such commodities as enjoy a higher priority and have to be moved in open wagons when covered wagons are not easily available.

[*Translation*]

Special Trains for Religious Fair in Rajasthan

3711. SHRI BANWARI LAL BAIRWA: Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that special trains are run by the Railway every year in the month of September-October when Ramdev Ji's fair in Ramdevra (Rajasthan) is held ;

(b) if so, whether it is also a fact that necessary convenience like drinking water, lighting, toilets etc. are not adequate in those special trains and that it is necessary to increase the number of such special trains in view of the large number of passengers going to that place ;

(c) if so, the steps which Government propose to take in this regard ; and

(d) the steps proposed to be taken to provide adequate facilities and ensuring cleanliness at Jodhpur and other railway station for convenience of passengers of these trains?

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

(b) No, Sir.

(c) Does not arise.

(b) Instructions already exist in this regard.

[*English*]

After Effects of Vasectomy and Tubectomy Operations

3712. SHRI MOOL CHAND DAGA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether there have been deaths and cases of suffering from after effects of vasectomy and tubectomy operations and if so, details of the same States and Union Territories-wise and year-wise during the last three years as well as the amount paid as compensation ; and

(b) whether the Seventh Plan envisages a tripling of budget allocations and has set a target of 42 per cent couple protection with 31 million sterilisations and if so, what effective steps have been taken by Government to avoid sufferings of the volunteering public from deaths sickness?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR): (a) On an average during the last 3 years, over 4 million sterilisation operations have been performed in a year. Some cases of fatality or complications have come to notice. Such cases are attended to with maximum sympathy and promptitude. To instil a sense of confidence among family welfare acceptors and the general public, an ex-gratia amount of Rs. 5000/- used to be paid to the legal heir of the deceased upto the end of December, 1984, which has now been raised to Rs. 10,000/- from the beginning of 1985.

A statement showing Statewise numbers

of deaths after sterilization operations during the years 1982-83, 1983-84 and 1984-85 is given below.

(b) The Planning Commission has allocated an amount of Rs. 3256 crores for the implementation of the Family Welfare Programme during the 7th Plan against Rs. 1392 crores (Provisional) spent in the last Plan. It envisages a goal of 42 per cent couple protection rate with 31 million sterilisations,

The following steps have been taken to minimise complications and death rate after sterilisation operations :

(1) Laparoscopic Operations are to be performed by trained team led by a Surgeon/Gynaecologist.

(2) Operations are to be conducted under proper sanitary conditions.

(3) The pre-operative checks and post-operative care have been emphasised.

(4) More emphasis has been laid on training and retraining of medical and para-medical staff engaged in sterilisation operation from time to time.

(5) Detailed guidelines on sterilisation operation which includes selection of cases, technical procedure for conducting the operations, pre-operative checks, post-operative care, hospital stay etc. have been circulated to the States. These guidelines are reviewed from time to time.

(6) Experts Teams have been constituted to oversee the Programme implementation in the various States. Remedical actions are taken on the basis of their reports.

Statement

S. No.	Name of the State/UT	1982-83		1983-84		1984-85	
		Vas.	Tub.	Vas.	Tub.	Vas.	Tub.
1.	Andhra Pradesh	—	33	—	47	1	25
2.	Assam	—	—	—	4	—	4
3.	Bihar	NR	NR	NR	NR	NR	NR
4.	Gujarat	2	39	3	34	2	23
5.	Haryana	2	5	—	7	—	12
6.	Himachal Pradesh	—	6	—	7	—	4
7.	J. & K.	—	—	—	—	—	—
8.	Karnataka	NR	NR	NR	NR	—	37
9.	Kerala	—	9	1	17	—	6
10.	Madhya Pradesh	2	38	1	17	1	30
11.	Maharashtra	9	45	7	56	5	34
12.	Manipur	NR	NR	NR	NR	NR	NK
13.	Meghalaya	—	—	—	—	—	—

1	2	3	4	5	6	7	8
14.	Nagaland	—	—	NR	NR	NR	NR
15.	Orissa	—	28	—	35	—	30
16.	Punjab	—	21	1	14	—	16
17.	Rajasthan	—	21	1	27	—	19
18.	Sikkim	—	—	—	—	—	—
19.	Tamil Nadu	3	61	1	66	—	53
20.	Tripura	—	—	—	—	—	—
21.	Utter Pradesh	—	39	1	39	2	38
22.	West Bengal	—	19	—	23	1	29
23.	A. & N. Islands	—	—	—	—	—	—
24.	Arunachal Pradesh	—	—	—	—	—	—
25.	Chandigarh	—	—	—	—	—	—
26.	D. & N. Haveli	—	—	—	—	—	—
27.	Delhi	—	3	NR	NR	—	3
28.	Goa, Daman & Diu	—	1	—	—	—	—
29.	Lakshadweep	—	—	—	—	—	—
30.	Mizoram	—	—	—	—	—	—
31.	Pondicherry	—	2	—	1	NR	NR
ALL INDIA		18	375	16	394	12	363
Death rate per 1,000 sterilisation		0.03	0.11	0.02	0.10	0.02	0.10

Note : NR Not received

— Nil

Vas Vasectomy

Tub Tubectomy

Conversion of Bedi Railway Siding

3713. SHRI D.P. JADEJA : Will the Minister of TRANSPORT be pleased to state :

(a) the reasons for not completing the conversion of the Bedi (Jamnagar) Railways Siding from M.G. to B.G. line;

(b) whether the railways are aware of the great congestion due to this delay;

(c) the steps being taken to complete this conversion; and

(d) the approximate time of completion?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) to (d) Conversion of sidings from M.G. to B.G. at Bedi Port is not an approved work.

The Western Railways is, however, examining the problem, if any, in consultation with the concerned State Govt. authorities.

Facilities, however, already exist for dealing with the Port traffic, at Windmill Station which located immediately outside the Port area.

Hazira Kribhco-Hazira Port Rail Line

3714. SHRI D.P. JADEJA : Will the Minister of TRANSPORT be pleased to state :

(a) the present position of the request of Gujarat Government to extend the Railway line from Hazira-Kribhco to Hazira Port;

(b) the steps being taken to faster development in this rising industrial area; and

(c) the funds earmarked for this particular work presently?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) There has

been no request from Government of Gujarat to extend the private Railway siding from Hazira Kribhco to Hazira Port.

(b) and (c) Do not arise.

Release of grants and other funds to Gujarat under N.M.E.P.

3715. SHRI D.P. JADEJA : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether certain matching grants and other funds have yet to be released to Gujarat under the National Malaria Eradication Programme;

(b) the reasons for the delay in releasing the assured funds; and

(c) whether Government will reimburse 100% of the cost of purchase of malathion for use in N.M.E.P. in Gujarat?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR (a) to (c) National Malaria Eradication Programme is a Centrally Sponsored Category II Scheme with 50:50 fund sharing basis. All materials which has to be procured and released to the State of Gujarat has been provided in previous years and advance supplies are also being made. However, every year, provisional amounts have been released to the State of Gujarat by the 31st March. The expenditure incurred on Malathion which is being provided to the State of Gujarat, as also to other States, is fully borne by the Centre.

Control on price of homoeopathic medicines

3716. SHRI D.P. JADEJA : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether any strict control has been instituted on the high prices of homoeopathic medicines;

(b) whether Government are aware of the increasing popularity of Homoeopathy;

(c) the details of checks and controls on the quality and price of homoeopathic medicines presently in force; and

(d) the funds allotted for homoeopathy for 1985-86?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) Homoeopathic medicines are not covered under the Drugs Price Control Order, 1979.

(b) Yes, Sir.

(c) Manufacture and sale of Homoeopathic medicines is controlled and regulated under the provisions of the Drugs and Cosmetics Act, 1940 and the Drugs and Cosmetics Rules are granted Licenses to manufacture Homoeopathic medicines are granted by the Licensing Authority appointed by the respective State Governments. Drug Inspectors appointed under the Drugs and Cosmetics Act are empowered to draw samples for test and send these to Government Analysts appointed under the Act for test and report.

(d) Rs. 186.66 lakhs have been allotted in the Budget Estimates for 1985-86 in the Central Sector for Homoeopathy System of medicines.

Transportation of coal to Muradnagar super thermal station

3717. SHRI B.V. DESAI : Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that the World Bank has offered credit to the Indian Railways for developing additional capabilities for moving coal;

(b) whether the bank had its meetings during September and had suggested that Railway should prepare a project report for coal movement which the bank might finance;

(c) whether it is also a fact that the Bank has already offered credit for the transportation of coal for the Muradnagar super thermal station;

(d) whether the Railways have already submitted the Project Report for coal movement to World Bank;

(e) if so, to what extent they have accepted; and

(f) how much assistance will be provided by the World Bank?

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

(b) One of the Bank missions had discussed the possible future involvement of the Bank in a project whose objective would be the improvement of the overall efficiency of Indian Railways in moving commodities including coal.

(c) No, Sir.

(d) No, Sir.

(e) and (f) Does not arise.

Making "Swagat" magazine purposeful

3718. SHRI V.S. KRISHNA IYER : Will the Minister of TRANSPORT be pleased to state ;

(a) whether it is a fact that the inflight magazine "Swagat" (English Version) is not printed by using Indian indigenous printing technology;

(b) whether it is also a fact that this magazine did not contain tourism details such as places of tourists importance, history of the place, entrance fees, tourists sports, road maps, hotel facilities, etc; and

(c) if so, what steps are being taken to make this magazine more purposeful and a very useful commercial guide to the tourists?

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

phototype setting of the magazine is done in India and colour processing and printing are carried out in Hongkong.

(b) Articles have been published on tourism, history etc. and with a route map of Indian Airlines.

(c) Does not arise.

Project preventing sea erosion along the coast of Karnataka

3719. SHRI V.S. KRISHNA IYER : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether Karnataka Government had prepared a Rs. 150 crores project for preventing sea erosion along the coast in Dakshina and Uttar Kannada Districts in Karnataka and sent to Union Government for approval; and

(b) if so, whether the Union Government propose to give its approval without further delay so that the State Government may take up this project immediately?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND : (a) and (b) A proposal entitled as 'Coastal erosion in Karnataka Master Plan—October 1985' has been received from the Government of Karnataka recently, and it is estimated to cost Rs. 150 crores. Individual schemes under this Plan are to be prepared and taken up for execution by the State Government as per the approved procedure.

Expansion of Mangalore Airport

3720. SHRI V.S. KRISHNA IYER : Will the Minister of TRANSPORT be pleased to state :

(a) how many flights arrive Mangalore every day; and

(b) in view of the fact that Mangalore is an important industrial and business centre in Karnataka, whether Government propose to consider for expansion of Mangalore Airport plan?

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

(b) Yes, Sir. A proposal for the construction of a new airport or, alternatively, a new runway near the existing site is under consideration. In the meanwhile, the existing facilities are being improved/upgraded.

Opening of CGHS Dispensaries Under Homoeopathic System of Medicines

3721. SHRI ANADI CHARAN DAS : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Homoeopathy is becoming increasingly popular in our country ;

(b) if so, the steps taken by Government to popularise this system of medicine in rural areas ; and

(c) the number of homoeopathic dispensaries functioning in the country under CGHS and the number of such dispensaries to be opened particularly in Delhi under CGHS ?

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

(b) Keeping in view the emphasis placed on the promotion of Indian System of Medicine & Homoeopathy and inclusion of the fundamentals of these systems in the training curriculum of the Village Health Guides, the State Governments have the option to appoint the third doctor in the Primary Health Centre from any system of Medicine including Indian System of Medicine and Homoeopathy based on the requirements of the people. Further, the list of Medicines drawn up by the Ministry of Health for the kits to be provided to the Village Health Guides for common ailments also include Homoeopathic medicines.

(c) At present 30 Homoeopathic

Dispensaries/Units are functioning in the country under CGHS of which 3 Homoeopathic Dispensaries and 9 Units are functioning under CGHS, Delhi. 5 Homoeopathy Units are proposed to be opened under the CGHS during the Seventh Plan of which 1 will be in Delhi.

UGC Scheme for Spotting Science Talent

3722. SHRI SATYENDRA NARAYAN SINHA : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether University Grants Commission has implemented any special scheme for spotting science talent and fostering it ; and

(b) if so, details thereof ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) and (b) No, Sir. However, the UGC has initiated a scheme of scholarships in 1983-84 to science students. Under the scheme, 100 scholarships of the value of Rs. 200 per month with an annual book grant of Rs. 300 are awarded. These scholarships are awarded to those students, on the basis of merit in the National Talent Search Examination conducted by the NCERT, but who were not able to get scholarships from NCERT. These scholarships are awarded only to those students joining courses in Physical, Biological, Earth and Mathematical Sciences.

Proposal to Amend Indian Medical Council Act to Regulate Growth of Private Medical Colleges and Capitation Fee

3723. PROF. P.J. KURIEN : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether there is any proposal to amend the Indian Medical Council Act 1956 to regulate the growth of Private Medical Colleges as well as to deal effec-

tively with the system of capitation fee ; and

(b) if so, the details thereof ?

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

(b) The proposed legislation will take into consideration the need for regulating the establishment of new medical colleges in any State and also of the fees to be charged from, or in relation to, students of medical colleges, banning of capitation fees and regulation of the admission strength of medical colleges.

Setting up of Medical Grant Commission on the Pattern of U.G.C.

3724. PROF. P.J. KURIEN : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether there is any proposal to set up a Medical Grants Commission on the pattern of the University Grants Commission ; and

(b) if so, the details thereof ?

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

(b) Does not arise.

[Translation]

Provision to keep open level crossing No. 9 at Makreda Station (Ajmer)

3725. SHRI VISHNU MODI : Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that Government have received a memorandum in regard to the appointment of a person for keeping open the level crossing No. 9 for 24 hours at Makreda Station, Ajmer, Western Railways ;

(b) if so, whether Government have recommended that this matter be included among the Railway safety works to be undertaken in future ;

(c) if so, the action being taken by Government for the appointment of a person for this level crossing for keeping it open for 24 hours ; and

(d) if no action is being taken the reasons therefor ?

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

(b) No, Sir.

(c) Does not arise.

(d) The gate is already manned during day and kept closed during night for opening by station staff on demand from road traffic. The road traffic at the level crossing at night does not justify the posting of a gatekeeper at night.

Electrification of Kota-Baroda Railway Line

3726. SHRI DILEEP SINGH BHURIA : Will the Minister of TRANSPORT be pleased to state :

(a) whether the electrification work of Kota-Baroda railway line has been completed :

(b) if not, by what time it is likely to be completed; and

(c) the amount of expenditure likely to be incurred thereon ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) and (b) No, Sir. Out of Kota-Baroda Section, Dahod-Baroda has already been brought under electric traction. The remaining section between Kota and Dahod is expected to be completed during 1986-87.

(c) The proportionate cost on electri-

fication of Kota-Baroda is estimated to be about Rs. 147 crores.

[English]

Posts of Teachers in A and N Islands

3727. SARI MANORANJAN BHAKTA : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Government received a representation for creation of posts of teachers in Andaman and Nicobar Islands, if so, whether the proposals were received and action taken on them ;

(b) whether Government are aware that most of the schools in Andaman and Nicobar Islands are running understaffed which has badly affected the studies of the students ; and

(c) if so, the action Government contemplate to take ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) to (c) Proposals were received from Andaman and Nicobar Administration for creation of various posts in schools, in relaxation of ban orders. Sanction for creation of posts has already been issued on 3rd December, 1985.

Vacant Posts of Specialists in G.B. Pant and Other Hospitals in A and N Islands

3728. SHRI MANORANJAN BHAKTA : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether the posts of a number of specialists in the G.B. Pant and other hospitals in A and N Islands are lying vacant for a considerable period particularly those of Surgeon and Eye Specialist ; and

(b) if so, what action has been taken to fill these vacancies ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) Against the nine sanctioned CHS posts of Specialist (Rs. 1100-1800) for Andaman and Nicobar Administration, the posts of Surgical and Medical Specialists are lying vacant since August, 1985 and September, 1981 respectively. There is no post of Eye Specialist (Rs. 1100-1800) in the CHS for the Administration.

(b) The offer of appointment to the post of Surgical Specialist has been issued and the acceptance of the UPSC nominee is awaited. The nominees recommended by the UPSC from time to time for the post of Medical Specialist have not joined the post. The post has again been referred to the UPSC for recommending the name of a fresh candidate.

Computer Programme in Schools in Seventh Plan

3729. PROF. K.V. THOMAS : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) number of schools in India which will be covered by the computer programme at the end of Seventh Plan ; and

(b) the reaction of the students and teachers to the computer programme ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) 750 schools have been covered under the Computer Literacy and Studies in Schools Project so far. The number of schools to be covered by the end of the Seventh Plan period is still under consideration.

(b) Both students and teachers generally have responded enthusiastically to the programme. The project has also been taken up for evaluation which is underway.

Setting up of Inland Container Depots in the Country

3730. PROF. K.V. THOMAS :
SHRI GURUDAS KAMAT :

Will the Minister of TRANSPORT be pleased to state :

(a) whether there is any proposal to set up inland container depots ; and

(b) if so, the places selected thereof ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) and (b) The Indian Railways have already set up Inland Container Depots at Bangalore, Guntur, Anaparti, Coimbatore, New Delhi and Amingaon. It is proposed to undertake a feasibility study to identify the possible locations where more such container depots could be established in the country in future.

Daily Running of Ganga-Kaveri Express

3731. SHRI AJAY MUSHRAN : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government are considering any proposal for running the Ganga-Kaveri Express daily ;

(b) if not, the reasons therefor ; and

(c) whether Government propose to attach a 3 tier II class coach to this Express ex-Jabalpur to Trivandrum twice a week ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Not at present.

(b) Due to scarcity of coaches, diesel engines and constraints of line capacity on the sections enroute, it will not be possible to increase the frequency at present.

(c) There is no room for attaching an extra coach.

Sex and Family Planning Education in Schools and Colleges

3732. SHRI JAI PRAKASH AGARWAL :
SHRI GHINTAMANI PANIGRAHI :
SHRI MANIK REDDY :

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

(a) whether Government propose to start imparting sex education, population education and family planning education at the school, college and university level to cut down fear and hesitation on sex matters among young children ; and

(b) if so, the details thereof ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) and (b) The question of introducing sex education in schools has been considered several times but the prevalent cultural and social norms do not encourage incorporation of the elements of sex education at the school stage. However, in the present syllabus children are introduced to plant reproduction at the primary stage, animal reproduction at middle school and to human reproduction at secondary and higher secondary stages, as a part of biological/life sciences.

Family planning education as such is also not considered appropriate particularly in view of the age group of students. The main aim of the family planning programme is to propagate small family norm and that is sought to be covered by population education programme. Population Education has already been introduced at the school stage in the Classes I—X, by the Government of India through the National Population Education Programme with effect from April, 1980. The object of the programme is to create in the younger generation an adequate awareness of the population problems and realisation in this regard of its responsibilities towards the nation. Government has recommended the introduction of population education in teacher education curriculum of Teachers Training Schools and Colleges of Education. It provides for the coverage of sex education and the need for family planning. Population Education is essentially motivational in nature. It is presumed that with strong motivation for accepting a small family norm, the married couples in reproductive age group can benefit from advice and services readily available from Family Welfare and Primary Health Centres etc.

During the Seventh Plan, it is proposed to expand this programme at the school level in Classes XI & XII and also into the Adult Education, University and Non-Formal Sectors. Curriculum for Adult Education inter alia includes population education, health care, hygiene, nutrition and awareness on family planning.

[*Translation*]

Extension of Platform of Untari Railway Station (Eastern Railway)

3733. KUMARI KAMLA KUMARI : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government have received any request for the extension of platform of Untari Railway Station (Eastern Railway) in Palamau district of Bihar ;

(b) Whether it is a fact that since the platform is not long enough, the last four or five bogies of the train remain outside the platform and the passengers have to face great difficulties in boarding and alighting from the trains and in loading and unloading their luggage ; and

(c) if so, the time by which Government propose to take necessary action to extend this platform in view of the inconvenience being faced by the passengers and if no action is proposed to be taken the reasons therefor ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) It is presumed that the question pertains to Nagar Untari Railway Station on Garwa Road—Chopon Section. A request has been received for the extension of platform at this station.

(b) Only 4 pairs of passenger trains stop at this station. Some coaches of 3 pairs of passenger trains remain outside the medium level platform provided at this station.

(c) Such works are carried out on a programmed basis depending upon the availability of funds and comparative needs

of various stations. The proposal of extension of the platform at this station could not be planned so far due to paucity of funds.

[English]

Assessment of Implementation of National Policy for Children

3734. SHRI PRAKASH V. PATIL : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether it is a fact that the National Policy for Children stipulates that State will take adequate steps to provide service to children both before and after birth to ensure health growth physically and mentally ;

(b) when was this policy framed ;

(c) whether any assessment has been made to find out how this policy has been implemented and year to year progress achieved ; and

(d) whether Government are satisfied with the result achieved and if not, in what way the approach is sought to be changed?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS & SPORTS AND WOMEN'S WELFARE (SHRIMATI MARGARET ALVA) : (a) Yes, Sir.

(b) In August 1974.

(c) Yes, Sir.

(d) There has been a considerable expansion in the health, nutrition, educational and welfare services for children. A major programme is that of Integrated Child Development Services (ICDS). Evaluations have revealed that ICDS projects have had a very positive effect in the development blocks where they have been introduced

Arrangements for Ground Facilities before Introduction of Air Taxi Services

3735. SHRI PRAKASH V. PATIL : Will the Minister of TRANSPORT be pleased to state ;

(a) whether before introducing the air taxis to supplement the facilities of Air India and IAC Government would make sure that the airport ground facilities as also the personnel are fully augmented ;

(b) whether the airports at present are not adequately geared to take an additional traffic and the work load is fairly high to impose additional burden ;

(c) whether any study has been undertaken in this regard ;

(d) if so, the shortfall and the sectors where they have been found ; and

(e) whether it will be ensured that the security of passengers is given the topmost priority while introducing the taxi service ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) Presently the terms & conditions for the operation of air taxi services are under finalisation. Based on these conditions, necessary facilities will be provided as per requirements.

(b) to (d) The Aerodromes used for regular air transport operations are provided with facilities and manpower to meet the existing operational requirements. The study, review and consequent gearing-up of facilities is a continuing operation along with growth in traffic.

(e) The security of passengers will be adequately looked after.

International Conference on Cancer in India

3736. SHRI CHINTA MOHAN : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether there is any proposal with the Government to hold an international conference on Cancer in India in view of the importance of sharing the experience and knowledge of the world community in combating this disease ; and

(b) if so, details thereof ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) and (b) Government of India's clearance has been conveyed to the holding of the following conferences :—

- (i) The Second Biennial Conference of the Indian Society of Oncology which will be held at Bombay in February, 1986 in which international experts are expected to participate.
- (ii) The UICC (International Union Against Cancer) International Cancer Conference to be held in New Delhi in 1990 by the Tata Memorial Centre, Bombay in which international delegates would be participating.

Another proposal for inviting the World Federation of Cancer Care to hold their international conference in India in 1988 has been received by Government of India from the West Bengal Cancer Society for clearance.

Helicopter Service between Madurai and Rameswaram

3737. DR. V. RAJESWARAN : Will the Minister of TRANSPORT be pleased to state :

(a) whether there is any proposal to have helicopter service between Madurai and Rameswaram using the helipad at Rameswaram in Tamilnadu ; and

(b) if so, when it will start operating and details thereof ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION : (SHRI JAGDISH TYTLER) : (a) and (b) At present there is no such proposal.

Stoppage of Express Trains at Munadagar Station

3738. SHRI JAI PRAKASH AGARWAL : Will the Minister of TRANSPORT be pleased to state :

(a) the reasons for cancellation of the stoppage of Dehradun Express at Muradnagar Station ;

(b) whether it is also a fact that even in respect of other trains also this stoppage has been cancelled ;

(c) whether any representation has been received from the public as well as defence installations Manager at Muradnagar in this regard ;

(d) whether he is aware that these cancellations are causing a lot of problems for commuters to and from Delhi ; and

(e) if so, whether he proposes to consider restoration of the stoppages of these trains at Muradnagar immediately and provide stoppage of Shalimar Express and Frontier Mail also at Muradnagar ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) to (e) The stoppage was withdrawn in order to speed up the train. However, the stoppage has been restored with effect from 1.12.85 in view of the public demand. The stoppage of Shalimar Express and Frontier Mail is not feasible at present.

Dumping of Unsafe Contraceptives in India by Western Countries

3739. SHRI PRAKASH V. PATIL : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government's attention has been drawn to the news item appearing in 'Hindusthan Times' dated 22 November, 1985 stating that the Western Countries are dumping in India Contraceptives which are not at all safe ;

(b) if so, how many such Companies are marketing Contraceptives in India ; and

(c) whether Government have tested the efficacy of such products and if so, their findings?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) to (c) Yes Sir. The said article refers to the safety aspects of various methods of contraception. Normally when any new contraceptive is to be introduced in the country, all the relevant pre-clinical toxicological data in animals is considered carefully by the Drugs Controller of India before it can be permitted for clinical trials on human beings. The clinical evaluation regarding the safety and efficacy of all contraceptive devices are undertaken by the Indian Council of Medical Research before these are permitted to be marketed in the country.

According to information available, seven companies are marketing oral contraceptive Pills in India.

Non-Resident Indians to Help Shipping Industry

3740. PROF. NIRMALA KUMARI SHAKTAWAT :
SHRI RADHAKANTA DIGAL :

Will the Minister of TRANSPORT be pleased to state :

(a) whether non-resident Indians are being attracted to tide over the financial crisis faced by the shipping industry ; and

(b) if so, the details thereof and the response of the non-resident Indians thereto ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) and (b) Government do not have before it any proposals from non-resident Indians in this regard.

Teachers' Training to Promote Rural Education

3741. SHRI MULLAPPALLY RAMACHANDRAN : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Government intend to

impart special training to teachers in order to promote rural education ; and

(b) what, if any, assistance is expected from the United Nations Educational Scientific and Cultural Organisation in the matter of promoting rural education ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) There is extensive arrangement for training of teachers in the country. The Government is proposing to strengthen pre-service and in-service training arrangements so that teacher competence and motivation in various fields can be improved further. However, there is no proposal to have special or separate training course for rural education,

(b) No assistance for such a purpose is expected from the UNESCO as India has the needed expertise in all fields of teacher training required.

Renovation of Calicut, Quilandi, Badagara, Tellicherry and Cannanore Railway Stations in Palghat Railway Division

3742. SHRI MULLAPPALLY RAMACHANDRAN : Will the Minister of TRANSPORT be pleased to state :

(a) whether any renovation, modification or improvement have been made during the last one year at Calicut, Quilandi, Badagara, Tellicherry and Cannanore Railway Stations in Palghat Railway Division ;

(b) if so, the details thereof ; and

(c) whether any further improvements are intended to be made at any of the above stations, if; so, details thereof ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) and (b) The following improvement works have been completed during the last one year at these stations :

	COST Rs.
I. CALICUT :	
Conversion of Vendors' Room into 2nd Class Waiting Room and provision of a toilet at Platform No. 2, provision of a reservation complex and provision of water cooler.	3.15 lakhs
II. TELLICHERRY :	
Improvement to 2nd Class Waiting Room and booking counter and provision of additional booking counter.	0.55 lakhs
III. CANNANORE :	
Provision of island platform with foot-over-bridge, additional water hydrants, provision of ground level hydrants for carriage watering and provision of 20 metre long passenger shelter on island platform	9.02 lakhs
The following works are also sanctioned/in progress at these stations :	
I. CALICUT :	
Provision of emergency lighting arrangement and improvements to the lighting arrangements in circulating area, improvement to existing goods shed and provision of additional goods-shed facilities, provision of 77 metre long shelter on new Platform No. 2.	17.00 lakhs
II. QUILANDI :	
Extension of the platform and improvement to the station building.	1.34 lakhs
III. BADAGARA :	
Improvement to station building, provision of island platform and foot-over-bridge, provision of facilities for block rake unloading.	11.05 lakhs
IV. TELLICHERRY :	
Provision of facilities for block rake unloading.	0.94 lakhs
V. CANNANORE :	
Provision of water cooler and lighting arrangements in the circulating area.	0.72 lakhs

(c) Yes, the following works have been identified for inclusion in future years Budget subject to availability of funds :

I. CALICUT :**COST****Rs.**

- | | |
|---|------------|
| (i) Conversion of existing over-head water filling arrangement into side filling arrangement. | 3.25 lakhs |
| (ii) Provision of additional ceiling fans in the covered platform shelter. | 0.10 lakhs |

II. TELLICHERY :

- | | |
|--|------------|
| (i) Provision of retiring room and dormitory for 6 beds. | 1.5 lakhs |
| (ii) Provision of canopy in front of station building to improve the facade. | 1.00 lakhs |

III. CANNANORE :

- | | |
|---|------------|
| (i) Conversion of existing over-head water filling arrangement into side filling arrangement. | 2.50 lakhs |
| (ii) Provision of additional ceiling fans in the covered platform shelter. | 0.10 lakhs |

Construction of Railway over-bridges in Kerala

3744. SHRI K.P. UNNIKRISHNAN : Will the Minister of TRANSPORT be pleased to state :

(a) the priority list recommended by Kerala Government for construction of Railway over-bridges during 1985-86 and 1986-87 in Kerala ;

(b) number of such projects being taken up in 1985-86 and stage of execution ; and

(c) whether Railway over-bridges on the National Highways in Kerala will get any special allotments ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) The works recommended by the Government of Kerala for inclusion in the Works Programme 1985-86 are as follows :

1. Road over bridge on Francis Road at Calicut.

2. Road over bridge at Mulagunathukavu (Trichur).
3. Road over bridge between Wadakkancherry and Mulagunathukavu.
4. Road over bridge between Kottayam and Chingavanam.
5. Road over bridge between Shoranur and Vettikattiri stations (Vallathol Nagar).
6. Road over bridge near Cannanore station.

The works recommended by the Government of Kerala for inclusion in the Works Programme 1986-87 :

1. Road over bridge between Ollur and Pudukkad.
2. Road over bridge at Tellicherry.
3. Road over bridge between Kalamancherry and Edappally.
4. Road over bridge at Palghat on old National Highway.

5. Road over bridge between Tripunithura and Mulanthuruthy.
6. Road over bridge between Trichur and Ollur on Nedupuzha Road.
7. Road over bridge between Mullurkara and Wadakkancherry on Trichur-Shoranur Road.

8. Road over bridge near Chirayankil Railway Station.

(b) The following 4 works of road over/under bridges in replacement of existing level crossing are in progress in 1985-86 :

S. No.	Particulars of work	Progress
1.	Road over bridge at Km. 3/1-2 in lieu of existing level crossing at Km. 3/2-3 near Vallathol Nagar.	The progress of the bridge (Railways) portion of the work is 47%, The State Government are to take up the work on approaches.
2.	Road under bridge at Km. 753/6-7 in lieu of existing level crossing (Thavakara Road) at Cannanore.	The progress of the work on the bridge (Railways) portion is 18%; The earth work for approaches by the State Government is in progress.
3.	Road over bridge in lieu of existing level crossing on Francis Road at Km. 664/1-2 at Calicut.	The general arrangement drawings and estimates are under finalization in consultation with the State Government.
4.	Road over bridge at Km. 608/4-5 in lieu of the existing level crossing at Km. 608/7-8 near Kuttipuram.	Contract for the bridge (Railways) portion of the work has been awarded and the work is expected to be started shortly. National Highway Authorities are to take up the work on approaches.

(c) All proposals for road over bridges including those on National Highways are considered on merit taking into consideration the priorities of State Government, National Highway Authorities, traffic density and availability of funds.

Indian classical dances in Festivals of India in France and USA

3745. SHRI N. TOMBI SINGH : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Government are aware that in the Festival of India held in France and United States of America a balance was not struck while presenting the leading Indian Classical dances, resulting in encouragement of a few styles out of proportions;

(b) if so, the remedies thereof and the reasons therefor; and

(c) whether Government would look into the matter?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) There has been no disproportionate encouragement of any particular style of dance, and all the well known Indian Classical dances have been presented by the Festival of India keeping in mind the specific requirements of various programmes and in consultation with the sponsoring institutions in France and USA.

(b) Does not arise.

(c) No further action appears necessary at present.

Drive against corruption

3746. SHRIMATI PATEL RAMABEN REMJIBHAI MAVANI : Will the Minister of TRANSPORT be pleased to state :

(a) whether the Delhi Divisional Rly. Manager had sought public assistance in exposing corrupt officials to them so that the recently started drive against corruption can succeed while speaking to Reporters at Delhi on 4.11.1985;

(b) if so, how many such cases have come to light till date after the above announcement and the details thereof ;

(c) what protection will be provided and facilities and encouragement will be given to those who are bringing to light such cases; and

(d) what action has been taken against those such cases which were handed over during 1.1.84 to 31.10.85 by various individuals and organisations and the details of such cases handed over during the above period?

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

(b) Eighteen complaints have been received about corruption/irregularities in Delhi Area.

(c) To protect the complainants, their identity is kept secret. Experience has been that exposure of malpractices and cases of corruption is considered a social responsibility by the citizens who do it as a duty to the Nation without expecting any facilities/encouragement.

(d) Action as detailed below has been taken during this period against staff for various corruption/irregularities detected :

Removed from service	12
Compulsory Retirement	4
Staff reverted	5
Withholding of increment permanently	2

Transferred	42
Withholding of increment temporarily	290
Suspension of privileges	38
Censure	79
Warned	34
Total	<u>506</u>

Defective construction of second Hooghly bridge

3747. SHRI NARAYAN CHOUBEY : Will the minister of TRANSPORT be pleased to state :

(a) whether attention of Government has been drawn to a report appearing in the Bengali daily Bartaman dated 11.11.1985 regarding the defective construction of the second bridge on the Hooghly linking Calcutta and Hooghly;

(b) whether some pillars were constructed in a substandard manner and when X-rayed, defects were clearly visible;

(c) whether all the pillars so far constructed have been X-rayed;

(d) if not, the reasons therefor ;

(e) whether the sub-standard pillars need demolition or not;

(f) whether any lobby is working so that details of defects of construction of the bridge are not exposed and proper remedial measures not initiated; and

(g) whether the construction of the bridge can be completed within the scheduled time which has already been changed several times?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) The Government of West Bengal, who are primarily responsible for the construction of Second Hooghly Bridge being constructed at Calcutta, are aware of the defect in one of the pillars.

(b) to (e) Only one concrete pillar of Howrah Side Interchange Complex under construction and not of the main Hooghly Bridge was found to have less number of reinforcement bars than specified. The deficiency was detected by actual counting of the exposed bars and not by X-ray. Since checking of pillars in a construction of this type by X-ray examination does not give useful results, the remaining pillars were therefore, checked up by exposing the reinforcements. No defect has been observed on them. The defective pillar of the Howrah Side Interchange Complex has been demolished and remedial measures are being taken.

(f) No, Sir.

(g) The bridge is scheduled to be completed by the end of December, 1987. However, there are some slippages in the progress of work.

[*Translation*]

Utilisation of major rivers for transportation

3748. SHRI NIRMAL KHATTRI : Will the Minister of TRANSPORT be pleased to state :

(a) whether any scheme has been formulated to utilise the major rivers of the country for transport purpose;

(b) if so, the names of the rivers included in this scheme; and

(c) the time by which a scheme for the Ghaghra river for the aforesaid purpose would be implemented?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) and (b) Yes, Sir. Out of 10 waterways identified by the National Transport Policy Committee (May 1980) for consideration for being declared as National Waterways, a legislation for declaration of the Allahabad-Haldia stretch of the Ganga-Bhagirathi-Hooghly river has already been enacted. Schemes have been formulated for the provision of infrastructural facilities on this waterway. Other schemes will be taken up for dec-

laration depending on traffic/works being undertaken by Deptt. of Water Resources, Govt. of India and State Govt. for Irrigation.

(c) A scheme for hydrographic surveys and feasibility studies for development of feeder routes of Ganga including Ghaghra has been included in the 7th Five Year Plan as a Centrally Sponsored Scheme. The implementation programme for the scheme can be worked out only after receipt of detailed estimates from both the Governments of Bihar and Uttar Pradesh.

[*English*]

UGC Grants to colleges affiliated to Burdwan University

3749. SHRI SUDHIR ROY : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether the colleges affiliated with the University of Burdwan are getting grants in due time from the University Grants Commission;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) to (c) According to the information furnished by the UGC, a total grant of Rs. 1,73,76,421 was approved in respect of 50 colleges affiliated to the Burdwan University in the Sixth Plan. Of this, an amount of Rs. 1,00,25,108 has already been released to the colleges. The grants which are still to be released are mostly in respect of building programmes and teacher fellowships. Grants for buildings are released in instalments, the first after the colleges have furnished detailed plans and estimates duly certified by the State PWD, and subsequent instalments, the basis of progress of construction. Similarly grants for teacher fellowships are released to colleges only after the substitute lecturers have been appointed by the colleges and information in respect of which is furnished to the Commission.

Provision for construction of Indira Gandhi Canal

3750. SHRI BANWARI LAL BAI-RWA : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether Rajasthan Government have requested to make special provision for construction of Indira Gandhi Canal during the Seventh Five Year Plan; and

(b) if so, the amount provided for the construction of the said canal and the details in regard to spending of the sanctioned amount?

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

(a) Yes, Sir.

(b) The allocations for the Indira Gandhi Canal Project for the VIIth Plan have not so far been finalised. However, for the year 1985-86 the Project has an approved outlay of Rs. 50 crores; Rs. 5.00 crores for the works on Stage-I and Rs. 45.00 crores for the works of Stage-II of the Project.

Allocations to Gujarat for adult and elementary education

3751. SHRI AMARSINH RATHAWA : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the amount allocated to Gujarat for implementation of adult education and elementary education programmes during the years 1983-84 and 1984-85;

(b) the amount actually spent and details of the results achieved during the above period; and

(c) the allocation made for the year 1985-86?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) The amount allocated by Planning Commission to Gujarat for implementation of Education and Elementary Educa-

tion programmes during 1983-84 and 1984-85 is as under :

	(Rs. in lakhs)	
	1983-84	1984-86
Adult Education	52.00	96.19
Elementary Education	680.00	812.71

(b) The amount actually spent by the State Government and results achieved during 1983-84 are as follows :

(i) AMOUNT ACTUALLY SPENT :

	(Rs. in lakhs)	
	1983-84	1984-85
Adult Education	49.28	96.19
Elementary Education	738.36	812.71

(ii) RESULTS ACHIEVED :

	1983-84	1984-85
	(Anticipated)	
Adult Education (number of additional adults made literate)	127000	214000
Elementary Education (Total number of children covered under Universalisation of elementary education programme-level of achievement)	60.45 lakhs	61.83 lakhs

(c) Planning Commission approved Rs. 150 lakhs for Adult Education and Rs. 700 lakhs for Elementary Education programmes in Gujarat in 1985-86.

District-wise land brought under irrigation in Bihar during seventh plan

3752. SHRI KUWAR RAM : Will the Minister of WATER RESOURCES be pleased to state :

(a) the total area of land proposed to be brought under irrigation in Bihar during the Seventh Five Year Plan period and the District-wise area of the land and to be brought thereunder;

(b) the names of the major/medium irrigation projects in Bihar proposed to be completed during the next five years;

(c) the names of the new projects to be undertaken; and

(d) the estimated cost of the said projects?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) The additional irrigation potential expected to be created during the Seventh Plan is about 1.45 m.ha. The district wise details are not maintained at the Centre;

The names of projects proposed to be completed with the approved Plan outlay have not been indicated by the State Government.

(c) and (d) The new projects for which outlays were recommended by the Working Group of the Planning Commission in the Seventh Plan and their estimated costs are given in the statement given below :

Statement

Names and estimated costs of new irrigation projects of VII Plan of Bihar

S. No.	Name of Project	Estimated Cost (Rs. in lakhs)
MAJOR PROJECTS		
1.	Gandak Phase II	11253
2.	Eastern Kosi Canal Phase II	2155

3.	Masan Dam	5796
4.	Auranga Reservoir	19872
5.	Punasi Reservoir	3649

MEDIUM PROJECTS

1.	Dakra Nala Pump Phase II	868
2.	Bhairwa Reservoir	1100
3.	Keso Res.	860
4.	Salaiya Res.	775
5.	Panchkhero Res.	875
6.	Nakti Res.	755
7.	Surangi Res.	380
8.	Satpolka Res.	995
9.	Kansjore Res.	1530
10.	Ramrekha Res.	1150
11.	Upper Sankh Res.	1260
12.	Dhansing Toli Res.	720
13.	Banki (Irrigation-cum-water supply)	1392
14.	Katri Rss.	845

Amount spent on Adult Education and Functional Literacy Programmes

3753. PROF. SAIFUDDIN SOZ : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state the amount spent (State-wise) on the following programmes, year-wise during the last three years ending on 31 March, 1985 :—

- (i) Adult Literacy Programmes;
- (ii) Functional Literacy Programme; and
- (iii) Other Programmes falling within the purview of Non-formal Education?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) A statement showing state-wise

expenditure incurred under the Adult Education including Functional Literacy and Non-formal Education Programmes during the last three years is given below :

Statement.

'A' Expenditure under Adult Education Programme Including Functional Literacy

(Rupees in lakhs)

S. No.	State/Union Territory	1982-83	1983-84	1984-85
1	2	3	4	5
1.	Andhra Pradesh	119.75	130.72	258.86
2.	Assam	53.34	78.02	145.85
3.	Bihar	135.24	190.30	241.67
4.	Gujarat	72.48	164.18	194.45
5.	Harayana	48.79	87.35	116.07
6.	Himanchal Pradesh	9.64	16.71	21.38
7.	Jammu & Kashmia	17.45	26.86	47.52
8.	Karnataka	83.71	110.23	211.43
9.	Kerala	13.63	35.89	60.24
10.	Madhya Pradesh	142.29	278.09	369.22
11.	Maharashtra	101.60	220.83	279.63
12.	Manipur	20.81	21.86	53.49
13.	Meghalaya	19.67	27.28	30.84
14.	Nagaland	12.03	22.22	24.54
15.	Orissa	64.41	96.69	161.89
16.	Punjab	61.88	72.91	70.47
17.	Rajasthan	103.14	186.34	300.85
18.	Sikkim	4.77	13.89	25.24
19.	Tamil Nadu	98.13	173.83	261.52
20.	Tripura	15.34	17.10	32.75

1	2	3	4	5
21.	Uttar Pradesh	205.83	325.36	504.86
22.	West Bengal	78.32	101.11	119.82
23.	A & N Islands	2.70	2.52	6.57
24.	Arunchal Pradesh	3.72	7.88	21.87
25.	Chandhigarh	1.21	12.63	25.22
26.	D & N Haveli	—	3.25	9.34
27.	Delhi	8.25	25.76	29.34
28.	Goa, Daman & Diu	0.39	0.91	10.06
29.	Lakshadweep	0.70	0.47	2.05
30.	Mizoram	4.76	10.82	9.02
31.	Pondicherry	3.85	15.19	14.10
TOTAL		1507.83	2477.20	3660.67

'B' Expenditure under non formal Education

(Rupees in lakhs)

S. No.	STATE	1982-83	1983-84	1984-85
1	2	3	4	5
1.	Andhra Pradesh	64.17	123.52	118.84
2.	Assam	42.11	56.31	88.13
3.	Bihar	79.15	88.25	272.18
4.	Jammu & Kashmir	1.09	0.64	31.84
5.	Madhya Pradesh	16.74	102.94	232.17
6.	Orissa	31.88	32.90	119.80
7.	Rajasthan	32.12	87.76	232.21
8.	Uttar Pradesh	133.73	179.52	329.75
9.	West Bengal	61.08	130.05	171.87
TOTAL		462.07	801.89	1596.79

[*Translation*]

Assistance for Universalization of Primary Education in Madhya Pradesh

3754. SHRI MAHENDRA SINGH : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state the amount of central assistance provided to Madhya Pradesh for universalisation of primary Education during 1985-86 ?

THE MINISTER OF STATE IN THE DEPARTMENT OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROH-ATGI) : Under the programme of universalisation of elementary education, during the Sixth Five Year Plan (1980-85) direct Central assistance was given for the schemes of non-formal education and appointment of women teachers in primary schools. The proposals of the Government of Madhya Pradesh for assistance under these schemes during 1985-86 are under consideration.

[*English*]

Changed Alignment of Jodhpur Lift Canal

3755. SHRI VIRDHI CHANDER JAIN : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether the foundation stone laying of proposed Jodhpur Lift Scheme of Rajasthan Canal was done by the then Chief Minister of Rajasthan in March, 1984 near about RD 1109 from where the lift canal was to off-take ;

(b) what was the alignment of the lift canal off-taking from RD 1109 at that time and the villages through which the canal was to pass and villages which were to be benefited ;

(c) whether the off-take point of lift canal has now been changed and if so, reasons therefor ;

(d) what is the changed alignment of Jodhpur lift canal and the villages through which the canal passes and the villages which could be benefited ;

(e) whether the new revised alignment of Jodhpur lift canal is technically sound and economically cheaper ;

(f) does the new alignment of Jodhpur Lift Canal involve less lift and reduced quantity of hard rock excavation ; and

(g) if not, how could it be considered as economically viable ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) to (g) The information is being collected and will be laid on the Table of the House.

Festival of India in USA and France

3756. SHRI HANNAN MOLLAH : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether any creation of Tagore has been used in Festival of India in USA and France ;

(b) if so, what were those items and how those were used ; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROH-ATGI) : (a) & (b) Yes, Sir. The works of Tagore have been featured as a special event during the Poetry Festival in Paris. There were readings in French of his poems "Geetanjali" and "The Gardener" which were followed by readings in Bengali and French of selected poems of the last ten years of Tagore's life translated by France Bhattacharya.

These were the following :

1. Le Flute (Banshi)
2. Recontres Imprevues (Hathat Dekha)
—Collection Prantika
—Collection Arogya
3. Le Dernier Soleil (Prothem Diner Surya)

4. **Sur La Rive du Roop Narayan**
(Roop Narayane Kule)

2. There were talks on Tagore, singing of Rabindra Sangeet and dances in the Shantiniketan style.

3. A film by Satyajit Ray on Tagore, was also shown.

4. Two of the films shown under the Film Festival are based on Tagore's works. They are *Ghaire Baire* and *Kshudita Pashan*.

(c) Does not arise.

Allocation of Funds to Different Universities for Research and Academic Purposes

3757. **SHRI VIRDHI CHANDER JAIN**: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether it is a fact that large number of funds are being diverted to universities for research and academic activities and also for library purposes while Government and non-Government colleges and institutions are denied such facilities resulting in increasing deterioration of educational standards in these colleges;

(b) if so, immediate steps proposed to be taken by Government to do away with such discriminatory practice and correct over-whelming imbalances so as to make higher education more purposeful and more broad based; and

(c) the allocation of funds to universities and colleges for various research and field work, building up of libraries during the years 1982-83, 1983-84, 1984-85?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI): (a) to (c) During the Sixth Plan (1980-85) the UGC has sanctioned Rs. 202.81 crores to universities and Rs.55.46 crores to colleges for their development. Of these, the grants paid to universities

for books, journals and library buildings were Rs.21.81 crores and to colleges Rs. 17.88 crores. The grants paid to universities for the quality improvement of research programmes were Rs. 58.39 crores and to colleges Rs. 4.41 crores. As most of the research programmes are conducted in the university departments, a substantial part of the grants for research development is provided to the universities. Most of the colleges are offering only undergraduate programmes and are also receiving development grants from the State Governments. The question of any diversion of resources to universities and discrimination against colleges does not therefore arise.

Increasing Number of Flights from Trivandrum to Gulf

3758. **SHRI V.S. VIAJAYARAGHAVAN**: Will the Minister of TRANSPORT be pleased to state:

(a) whether there is any proposal to increase the number of flights from Trivandrum to the various Gulf countries; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER): (a) and (b) Yes, Sir. Air India has plans to operate two more weekly flights between Trivandrum and Gulf countries in addition to its existing 8 frequencies per week, effective June, 1986, along with the proposed induction of Airbus-310 aircraft into Air India's fleet.

News Item Captioned "Roshanaras Fading Glory"

3759. **SHRI SUBHASH YADAV**:
SHRI DHARM PAL SINGH MALIK:

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

(a) whether Government are aware of the decaying condition of Roshanara garden and Baradari in Delhi; and

(b) if so, whether some remedial steps are proposed to be taken to save these historical places and restore their beauty?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROH-ATGI) : (a) and (b) The conservation and preservation of Roshanara Baradari and the tomb within which are centrally protected monuments is in progress.

The garden and the open area around the baradari are under the control of the Municipal Corporation of Delhi which has been asked to take up their proper maintenance and development.

National Scholarships and National Loan Scholarships

3760. SHRI BHOLANATH SEN : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether any quota was fixed for grant of National scholarships and National Loan Scholarships to the students of West Bengal during the last three years ;

(b) if so, the details thereof ;

(c) the number of students of West Bengal who had received such scholarships during the period mentioned above ; and

(d) the reasons for shortfall, if any ?

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

(b) and (c) The information is as under :

	Quota fixed for West Bengal			No. of students of West Bengal who had received scholarships		
	1982-83	1983-84	1984-85	1982-83	1983-84	1984-85
National Scholarships	1980	2073	2167	1273	1031	Under Process
National Loan Scholarships	1591	1589	1589	1589	1589	1589

(d) According to information supplied by the Government of West Bengal, the main reasons for shortfall in the utilisation of allotted awards were the ineligibility of meritorious students on account of income ceiling and non-receipt of merit lists from the examining bodies in time.

Deaths due to Lung Cancer on Account of Cigarette Consumption

3761. SHARIMATI PATEL RAMABEN RAMJIBHAI MAVANI : Will the

Minister of HEALTH AND FAMILY WELFARE be pleased to state the number of persons affected and died due to lung cancer and particularly due to smoking of cigarettes during 1 January 1984 and 31 October, 1985 ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : The statistics regarding deaths due to lung cancer on account of cigarette consumption are not available. A statement shq-

wing the number of cancer patients who were admitted and who died in specialised

cancer hospitals due to various causes during 1984 is given below :

Statement

Number of Cancer patients treated in specialised Cancer Hospitals according to various causes during 1984

Causes	Admissions	Deaths
1. Malignant Neoplasm at Lip oral cavity and Pharynx	6583	227
2. Malignant Neoplasm of digestive organs and peritoneum	4872	461
3. Malignant Neoplasm Respiratory and intra thoracic organs	2645	230
4. Malignant Neoplasm of Bone connective tissue, skin & breast	4446	119
5. Malignant Neoplasm at genito urinary organs	8804	226
6. Malignant Neoplasm of other unspecified sites	2558	136
7. Malignant Neoplasm of Lymphatic and haemapolic tissue	4045	456
8. Benign Neoplasm	1638	56
9. Carcinoma in Situ	53	2
10. Other & unspecified Neoplasm	1015	16
GRAND TOTAL	40353*	1929

*—Includes 3694 cases whose break-up is not available.

Central water and power research station,
Pune

3762. SHRI B.V. DESAI :
SHRI V. TULSI RAM :

Will the Minister of WATER RESOURCES be pleased to state :

(a) whether despite their commitment to the promotion of R & D efforts, the planners have let down research institutions such as the Central Water and Power Research Station, Pune;

(b) whether against the projected allocations of Rs. 29 crores the Central Water and Power Research Station has been given only Rs. 8 crores resulting in a drastic pruning of the station's long term power plan;

(c) whether the cut will hit futuristic projects including the submarine transport;

(d) whether the developing shipping vessel designs for better efficiency is also hit; and

(e) whether in view of this the Ministry have asked the planners, to stick to the allocation of Rs. 29 crores and not to reduce to Rs. 8 crores?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) to (e) An outlay of Rs. 8 crores is envisaged to be provided during the Seventh Plan to the Central Water and Power Research Station, including Rs. 4 crores for the new schemes. Development of Ship Hydro-dynamic Testing facilities is one of the new proposals. Financial allocations to the Research Institution including the Central Water and Power Research Station at Pune have been made taking into account the overall constraint of funds,

Harnessing irrigation potential of Madhya Pradesh

3763. SHRI AJAY MUSHRAN : Will the minister of WATER RESOURCES be pleased to state :

(a) what is the percentage of irrigation

in Madhya Pradesh ending 1983-84 and how does it compare with all India percentages;

(b) in view of large untapped irrigation potential in Madhya Pradesh and in view of limited resources of the State, what steps are proposed to be taken by Government to speed up harnessing irrigation potential of Madhya Pradesh?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) According to Land Use Statistics for 1981-82 the percentage of gross irrigated area to total cropped area in Madhya Pradesh is 11.54 per cent against 29.15% corresponding to all India.

(b) Water being a State subject, irrigation projects are planned, funded and implemented by the State Governments. However, for speeding up the harnessing of irrigation potential by the States, the Central Government is monitoring select projects and arranging supply of scarce materials and technical assistance, arranging external credit assistance, providing assistance for strengthening State ground water and minor irrigation organisations and giving subsidies to small and marginal farmers for development of minor irrigation.

Coach factories set up during 6th Plan

3764. PROF. P.J. KURIEN : Will the Minister of TRANSPORT be pleased to state :

(a) the total number of coach building factories set up during the Sixth Plan and the total amount spent on them;

(b) the names of states where these units are located;

(c) whether the state of Kerala had demanded that a coach factory be set up in that State during the Sixth Plan;

(d) whether that demand was not accepted;

(e) whether the Government have any

proposal to set up coach factories in the Seventh Plan;

(f) if so, the States where these are likely to be set up?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) None, Sir.

(b) Does not arise.

(c) Yes, Sir.

(d) to (f) Considering all the aspects, Government have decided to set up the new Railway Coach Factory at Kapurthala in Punjab in 7th Plan period.

**Drive against corrupt Railway Officials
Zone-wise Break up**

3765. SHRI PRAKASH V. PATIL : Will the Minister of TRANSPORT be pleased to state :

(a) whether the Railways have launched a drive against corrupt officials; and

(b) if so, the number of employees Zone-wise/Railway-wise against whom action was taken during the years 1984 and 1985, with details thereof;

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) and (b) The activities of the Vigilance and other Departments on the Railways have been intensified to nab corrupt officials as also to reduce/eliminate corruption. Special drive are being organised especially during the rush seasons to detect malpractices in reservation/allotment of berths to passengers on trains and to punish staff found indulging in malpractices.

Details of action taken by the Special Squad of the Railway Board and by the various Railways during 1984 and 1985 are given in the Statements I and II given below :

Statement—I

	1984		1985 (Ja. to Oct.)
1. NO. OF CHECKS CONDUCTED			
(a) Reservation/Booking Offices.	162	(135)	144
(b) Platforms	31	(25)	43
(c) Trains	322	(268)	371
(d) Others	128	(110)	98
	-----	-----	-----
Total	643	(538)	656
	-----	-----	-----
2. No. of touts/Towel-Spreaders apprehended.			
	12	(10)	9
3. No. of cases of travel on transferred tickets detected.			
	25	(20)	64

4. No. of staff found responsible for irregularities.	462	(385)	492
5. No. of staff taken under major penalty action.	66	(55)	135
6. No. staff taken up under minor penalty action.	396	(330)	336
7. No. of staff suspended.	37	(30)	51
8. No. of staff transferred.	11	(10)	36

Note :— The figures of 1985 are for a period of 10 months only. For the purpose of comparison, the proportionate figures for 10 months of 1984 are given in brackets ().

Statement II

ZONAL RAILWAY	No of Preventive Checks carried out.		No. of Cases Initiated for Disciplinary Action.		No. of Staff Suspended.		No. of Staff on Whom Major/Minor Penalty Actually Imposed.	
	1984	1985 (Upto September)	1984	1985 (Upto September)	1984	1985 (Upto October)	1984	1985 (Upto September)
1. Central	1537	999	408	172	2	18	803	385
2. Eastern	1570	1541	460	416	15	20	273	147
3. Northern	1343	1074	465	728	15	117	507	509
4. North Eastern	2583	1728	159	138	11	15	133	132
5. Northeast Frontier	938	1613	26	30	2	10	87	45
6. Southern	2768	1836	128	72	—	—	543	248
7. South Central	3150	2540	250	214	15	14	439	180
8. South Eastern	1268	892	78	102	3	13	132	35
9. Western	2866	2397	115	81	8	35	373	262
Total	18023	14620	2089	1953	71	242	3290	1943

Irregularities in employment against sports quota in Railways

3766. SHRI SOMJIBHAI DAMOR : Will the Minister of TRANSPORT be pleased to state :

(a) the percentage fixed for the purpose of employment against sports quota in Railways;

(b) whether the Railways Department is aware of irregularities, being made by the local officers while filling up the posts against this quota;

(c) whether any complaint has been received by the Department, so far;

(d) if so, the action taken thereon;

(e) whether the Department is considering the employment against this quota too by giving an open advertisement and filling up the posts through Railway Recruitment Board; and

(f) whether the Department is considering the employment against this sports

quota to be restricted to the local zonal candidates instead of considering the candidates of other zones also for employment?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) There is a quota prescribed for recruitment of sportsmen on the Railways. Details are given in the statement given below.

(b) and (c) In the recent past, one complaint alleging irregularity in this matter on North Eastern Railway was received by the Department of Railways. It was found unsubstantiated.

Further information is being collected and will be laid on the Table of the Sabha.

(d) Does not arise in view of reply given to parts (b) and (c) above.

(e) There is no proposal to fill up the posts against the sports quota through the Railways Recruitment Boards.

(f) There is no proposal to restrict the sports quota to the local Zonal candidates.

Statement

Quota prescribed for recruitment against Sports Quota on Railways

Unit	Sports Quota Group 'C' (Class III) Posts	Group 'D' (Class IV) Posts
ZONAL RAILWAYS		
Central, Eastern, Northern, Southern, South Central, South Eastern and Western	Upto 24 in a year	4 in each Division and Headquarters and 3 in each workshop during a financial year.
Norther Eastern	Upto 18 in a year	—do—

Northeast Frontier

Upto 12
in a year

—do—

PRODUCTION UNITSChittaranjan Locomotive
Works, Diesel Locomotive
Works, Integral Coach
Factory.Upto 12
in a yearUpto 10 in^a
financial yearResearch, Designs and
Standard Organisation
(R.D.S.O.)

—

—do—

**Taking over of Ill-Equipped Medical
Institutions**

3767. KUMARI PUSHA DEVI : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government propose to take stern action against some private Medical Colleges to check the proliferation of ill-equipped medical institutions in the country ;

(b) if so, which are the States and Medical Colleges identified as ill-equipped;

(c) whether Government would take over these Medical Colleges to have a centralised scheme of syllabus and studies to the students ; and

(d) if so, the time by which a decision is expected to be taken in this regard ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) to (d) The Medical Council of India inspects the medical colleges periodically with a view to ascertain the adequacy of standard of medical education, including staff, equipment, accommodation, training and other facilities prescribed for giving medical education as well as the sufficiency of every examination. If any medical college is found deficient in proficiency or in terms of staff, equipment etc., the Council directs the medical college to make up the deficiency.

If the deficiency continues to persist, the Council recommends derecognition of the qualifications awarded by the said

college to the Government of India. The inspection of medical college is a continuing process. The Government of India have no proposal to take over any medical college.

**Nationalised Transport Companies Set up
in States Affecting Profitability of
State Transport Corporations**

3768. SHRI MULLAPPALLY RAMA-
CHANDRAN : Will the Minister of
TRANSPORT be pleased to state :

(a) the states having nationalised transport companies set up under the Companies Act, besides having State Road Transport Corporations set up under the Road Transport Corporation Act, 1951 ; and

(b) whether the constitution of such Transport Companies adversely affect the profitability of the State Transport Corporation?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) The states of Orissa and Maharashtra have nationalised transport companies set up under the Companies Act, 1956, besides having State Road Transport Corporations set up under the Road Transport Corporation Act, 1950. In West Bengal, Calcutta State Transport Corporation is set up under the Road Transport Corporation Act, 1950 and Calcutta Tramways Company Limited set up under the Companies Act, 1956. The operations of the two, however, are not comparable, since one of them is operating buses and the other tramways.

(b) As per information received from

the concerned State Governments, this arrangement has not affected the profitability of the State Transport Corporations.

Railway Sidings to Food Corporation of India Godowns in Tikkodi, Shornoor And Mangalore Section

3769. SHRI K.P. UNNIKRISHNAN : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government propose to provide railway sidings to the FCI godowns in Tikkodi, Shornoor and Mangalore section ;

(b) whether the work on the Railway sidings to the FCI godowns in Tikkodi, Shornoor, Mangalore has been started ;

(c) if so, when it is hoped to be completed ; and

(d) if not, the reasons thereof ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Railway siding is being provided for the Food Corporation of India godowns at Tikkodi. There is no proposal from Food Corporation of India for a siding at Shornoor or at Mangalore.

(b) Work on the siding at Tikkodi is in progress.

(c) Completion will depend upon depositing of the full cost of the work by the FCI, which has yet to be done.

(d) Does not arise.

Code of Good Manufacturing Practices For Drug Units

3770. SHRI BHOLANATH SEN : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether the World Health Organisation has evolved a code of Good Manufacturing Practices (GMP) for drugs units ;

(b) if so the details of the code ;

(c) the number of drug units in India which have adopted the code ; and

(d) the steps taken/proposed to make it mandatory for all drug units to comply with the code so that Indian drugs may become comparable to world standards?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) (a) to (c) The World Health Organisation had recommended that Member States should apply to the requirements of "Good Practices in the Manufacture and Quality Control of Drugs" and participate in the "Certificate Scheme on Quality of Pharmaceutical products moving in the International Commerce" to the Drug Manufacturers in their country.

India is a participant country in the Scheme. A close watch over the manufacturing activities of Firms exporting drugs under the Certification Scheme is exercised for quality assurance by the Competent authority. There are a number of manufacturers in various States in India who are availing themselves of this Certification Scheme.

(d) A draft Notification incorporating "Good Manufacturing Practices" in the Drugs and Cosmetic Rules has been drafted and referred to the Ministry of Law (Legislative Department) for vetting before publication in the Gazette.

Teachers Entering Politics

3771. DR. CHANDRA SHEKHAR TRIPATHI : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether it is a fact that the Akhil Bhartiya Abhibhavak Sangh Association has urged upon the Government not to allow teachers to enter into politics ;

(b) if so, whether the memorandum of the guardians is under consideration of the Government ;

(c) if so, whether any decision has been taken in this regard ; and

(d) if no decision has since been taken, the reasons therefor ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROH-ATGI) : (a) No, Sir. The Government has not received such a representation from the Akhil Bhartiya Abhibhavak Sangh.

(b) to (d) Do not arise.

Release of Funds Against Guarantees Issued By Shipping Development Fund Committee

3772. DR. B.L. SAILESH : Will the Minister of TRANSPORT be pleased to state :

(a) whether the Ministry has agreed to release funds to honour the claims payable under the guarantee issued by the Shipping Development Fund Committee (SDFC) to banks and shipyards following the failure of the shipping companies to honour their liabilities ;

(b) if so, the amount his Ministry has agreed to release against the guarantees issued by SDFC ; and

(c) the names of shipping companies involved?

THE MINISTER OF TRANSPORT (SHRI BANSILAL) : (a) to (c) As and when the shipping companies default in their repayments to commercial banks against loans which are guaranteed by SDFC, the commercial banks make claims on SDFC. The SDFC is obliged to discharge its contractual obligations and requisite funds for these amounts are provided for in the Budget of the Department.

Raising of Euro-Dollars For Air India

3773. SHRI B.V. DESAI : Will the Minister of TRANSPORT be pleased to state :

(a) whether his Ministry has asked the International Banks in the race of

raising 443 million Euro-dollars for Air India to revise their bids in order to make the terms more attractive ;

(b) if so, whether any financial decision has been taken by the Ministry in this regard ;

(c) if so, whether any final bidder has been spotted ; and

(d) if so, the main conditions that have been imposed?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) to (d) Offers received from various international banks are still under consideration of the Government.

[English]

11.45 hrs.

SHRI BASUDEB ACHARIA : (Banskura) Sir, today is the third day of Delhi University teachers' strike...(*Interruptions*).

MR. SPEAKER : I have already referred for information and when it comes to me, I will decide what course to take.

SHRI BASUDEB ACHARIA : We have given Calling Attention...(*Interruptions*).

MR. SPEAKER : That is for what I have called for certain information, and you can see me.

SHRI BASUDEB ACHARIA : The Minister is here, he can make a statement. Six thousand teachers are on strike.....(*Interruptions*)

MR. SPEAKER : Does not matter. It is all right.

SHRI BALWANT SINGH RAMOO-WALIA (Sangrur) : Sir, two persons from All India Vimukta Jati Federation are sitting on hunger strike...(*Interruptions*).

MR. SPEAKER : That is a law and order problem.

(*Interruptions*)

MR. SPEAKER : That is law and order problem.

(*Interruptions*)

MR. SPEAKER : Not allowed.

(*Interruptions*)**

MR. SPEAKER : No, this is not the way.

SHRI V. SOBHANADREESWARA RAO (Vijayawada) : The farmers from Andhra Pradesh are saying that the FCI is not helping them. (*Interruptions*)

SHRI SURESH KURUP (Kottayam) : The Minister should make a statement today.

(*Interruptions*)

SHRI V. SOBHANADREESWARA RAO : There is an assurance given in the House. We want your help, Kindly direct the Government.

MR. SPEAKER : I have already asked for information.

SHRI T. BASHEER (Chirayinkil) : The rice allotted by FCI to Kerala is rotten and it is of bad quality.

MR. SPEAKER : Give it in writing. I will find out from the Minister.

SHRI T. BASHEER : The distribution system is suffering.

MR. SPEAKER : Now, Papers Laid.

SHRI SURESH KURUP : Mr Speaker, Sir,.....

(*Interruptions*)

MR. SPEAKER : You give me in writ-

ing. I will take up your case. There is no problem. I will help you, Sir. I am at your disposal, Mr. Reddy. No problem.

SHRI BASUDEB ACHARIA : Ask him to make a statement.

MR. SPEAKER : I cannot ask him, Sir.

(*Interruptions*)**

MR. SPEAKER : I have not allowed this gentleman. Don't record. Now, Papers to be Laid.

11.49 hrs.

PAPERS LAID ON THE TABLE

[*English*]

Annual Report of and Statement re : Review on National Institute of Hydrology, Roorkee, for 1984.85

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : I beg to lay on the Table—

- (1) A copy of the Annual Report (Hindi and English versions) of the National Institute of Hydrology, Roorkee, for the year 1984-85 along with Audited Accounts.
- (2) A statement (Hindi and English versions) regarding Review by the Government on the working of the National Institute of Hydrology, Roorkee, for the year 1984-85. [Placed in Library. See No. LT 1593/85]

Report of CAG of India for 1984.85— Union Government (Commercial) Part V—Cochin Shipyard Ltd., Annual Report of and Review on Mormugao Dock Labour Board, 1984.85, and Review on and Annual Report of Cochin Shidyard Limited, Cochin for 1984.85

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : I beg to lay on the Table—

**Not recorded.

**Not recorded.

[Shri Bansi Lal]

- (1) A copy of the Report (Hindi and English versions) of the Comptroller and Auditor General of India for the year 1984—Union Government (Commercial) Part V—Cochin Shipyard Limited, under article 151(1) of the Constitution. [Placed in Library. See No. LT—1594/85]
- (2) (i) A copy of the Annual Report (Hindi and English versions) of the Mormugao Dock Labour Board for the year 1984-85 along with Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Mormugao Dock Labour Board for the year 1984-85. [Placed in Library. See No. LT—1595/85]
- (3) A copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619A of the Companies Act, 1966 :—
 - (i) Review by the Government on the working of the Cochin Shipyard Limited, Cochin, for the year 1984-85.
 - (ii) Annual Report of the Cochin Shipyard Limited, Cochin, for the year 1984-85 along with Audited Accounts and the comments of the Comptroller and Auditor General thereon. [Placed in Library. See No. LT—1596/85]

**Correction of reply to U.S.Q. No. 1609
re : Private parties to take ancillary
activities of Railways**

**THE MINISTER OF STATE IN THE
DEPARTMENT OF RAILWAYS (SHRI
MADHAVRAO SCINDIA) : I beg to lay
on the Table a statement (Hindi and English
versions) correcting the reply given on 28th
November, 1985 to Unstarted Question
No. 1609 by Shri B.V. Desai regarding
Private parties to take up ancillary activi-**

ties of Railways. [Placed in Library. See
No. LT-1597/85].

**Annual Report of and Review on the work-
ing of Technical Teachers Traing Institute
(Northern Region) Chandigarh, for the
year 1984.85 etc. etc.**

**THE MINISTER OF STATE IN THE
DEPARTMENTS OF EDUCATION AND
CULTURE (SHRIMATI SUSHILA ROH-
ATGI) : I beg to lay on the Table—**

- (i) A copy of the Annual Report (Hindi and English versions) of the Technical Teachers' Training Institute (Northern Region) Chandigarh, for the year 1984-85 along with Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Technical Teachers' Training Institute (Northern Region) Chandigarh, for the year 1984-85. [Placed in Library. See No. LT—1598/85].
- (2) (i) A copy of the Annual Report (Hindi and English versions) of Sardar Vallabhbhai Regional College of Engineering and Technology, Surat, for the year 1984-85.
- (ii) A copy of the Review (Hindi and English versions) by the Government on the working of Sardar Vallabhbhai Regional College of Engineering and Technology, Surat, for the year 1984-85. [Placed in Library. See No. LT—1599/85].
- (3) (i) A copy of the Annual Report (Hindi and English versions) of the Visvesvaraya Regional College of Engineering, Nagpur, for the year 1984-85.
- (ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Visvesvaraya Regional College of Engineering, Nagpur, for the year 1984-85. [Placed in Library. See No. LT—1600/85].

- (4) (i) A copy of the Annual Report (Hindi and English versions) of the Maulana Azad College of Technology, Bhopal, for the year 1984-85.
- (ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Maulana Azad College of Technology, Bhopal, for the year 1984-85. [Placed in Library. See No. LT—1601/85].
- (5) (i) A copy of the Annual Report (Hindi and English versions) of the Regional Engineering College, Warangal, for the year 1984-85.
- (ii) A copy of the Review (Hindi and English versions, by the Government on the working of the Regional Engineering College Warangal, for the year 1984-85. [Placed in Library. See No. LT—1602/85].
- (6) A copy of the Annual Accounts (Hindi and English versions) of the Maintained Institutions of the University of Delhi, Delhi, for the year 1982-83 together with Audit Report thereon.
- (7) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (6) above. [Placed in Library. See No. LT-1604/85].
- (8) A copy of the Annual Accounts (Hindi and English versions) of the Regional Engineering College, Calicut, for the year 1984-85 together with Audit Report thereon.
- (9) (i) A copy of the Annual Report (Hindi and English versions) of the Regional Engineering College, Tiruchirapalli, Tamil Nadu, for the year 1984-85.
- (ii) A copy of the Annual Accounts (Hindi and English versions) of Regional Engineering College, Tiruchirapalli, Tamil Nadu, for

the year 1984-85 together with Audit Report thereon.

- (iii) A copy of the Review (Hindi and English versions) by the Government on the working of the Regional Engineering College, Tiruchirapalli, Tamil Nadu, for the year 1984-85. [Placed in Library. See No. LT—1605/85].

11.51 hrs.

MESSAGE FROM RAJYA SABHA

[English]

SECRETARY-GENERAL : Sir, I have to report the following message received from the Secretary-General of Rajya Sabha :

“In accordance with the provisions of rule 127 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to inform the Lok Sabha that the Rajya Sabha, at its sitting held on the 11th December, 1985, agreed without any amendment to the Payment of Bonus (Second Amendment) Bill, 1985, which was passed by the Lok Sabha at its sitting held on the 4th December, 1985.”

11.52 hrs.

PUBLIC ACCOUNTS COMMITTEE

Twentieth Report

[English]

SHRI E. AYYAPU REDDY (Kurnool) : I beg to present the Twentieth Report (Hindi and English versions) of the Public Accounts Committee on action taken by the Government on the recommendations contained in their 84th Report (7th Lok Sabha) relating to Customs Receipts and Union Excise Duties.

COMMITTEE ON PETITIONS

11.55 hrs.

First Report

MATTERS UNDER RULE 377

[English]

SHRIMATI ABIDA AHMED (Bareilly): I beg to present the First Report (Hindi and English versions) of the Committee on Petitions.

ELECTION TO COMMITTEE

National Shipping Board

[English]

THE MINISTER OF TRANSPORT (SHRI BANSI LAL): I beg to move the following :

“That in pursuance of sub-section (2) (a) of Section 4 of the Merchant Shipping Act, 1958, the members of this House do proceed to elect, in such manner as the Speaker may direct, four members from among themselves, to serve as members of the National Shipping Board, subject to other provisions of the said Act.”

MR. SPEAKER : The question is :

“That in pursuance of sub-section (2) (a) of Section 4 of the Merchant Shipping Act, 1958, the members of this House do proceed to elect, in such manner as the Speaker may direct, four members from among themselves, to serve as members of the National Shipping Board, subject to other provisions of the said Act.”

(The motion was adopted)

[Translation]

- (i) Demand for checking use of intoxicating drugs, particularly smack by youth

SHRIMATI SUNDERWATI NAWAL PRABHAKAR (Karol Bagh) : Mr. Speaker, Sir, the workshop on Narcotics being held in Delhi at present is a timely and an important step. Such workshops should be organised in other cities as well. The recent decision taken in the SAARC meeting is also a welcome step. I am sure, these efforts would result in finding a way out so that playing with the lives of our children, especially young girls, could be checked. This is my belief that we shall have to make concerted efforts in this direction, particularly to check the use of smack. If this is not done, the future of the next generation will certainly be doomed.

[English]

- (ii) Demand for taking more stringent steps to control the deteriorating law and order situation in Delhi and have more Police Control Rooms for the purpose

SHRI D.N. REDDY (Cuddapah) : Law and order situation in the city of Delhi is fast deteriorating. There is no day when some gruesome murders, assaults and Bank robberies do not occur in the city. Government should take more stringent steps to control the situation, and have more police control rooms.

- (iii) Demand for constructing new railway line for the backward area of Thane and Nagar districts in Maharashtra

SHRI S.G. GHOLAP (Thane) : Both the ghats, namely, Kasara and Khandala on Central Railways are very much overcrowded and therefore, as an alternative line and to give facility of Rail to backward area of Thane and Nagpur Districts, new Rail Line of Malshetghat Nagar Rail should be taken up immediately by the

Railway authority. I, therefore, request the Central Government to direct the Railway Board to take up the new line immediately.

- (iv) **Need to develop the Vizhinjam Fishing Harbour into a dry dock cum cargo harbour during the Seventh Five Year Plan period**

SHRI A. CHARLES (Trivandrum) : Vizhinjam Fishing harbour in Trivandrum has all the potential for development as a cargo harbour. There are also natural facilities to build a dry dock in this harbour. From the answer given by the hon. Minister to Unstarred Question 1985 it is seen that the proposal is under the active consideration of Government. The construction of the Fishing harbour though badly delayed is now in progress and it will be completed by 1987-88. Construction of two break waters has been completed under the Fishing harbour project. A temporary wharf is also available. The depth of the sea and the availability of construction materials within the vicinity give ample scope for developing the neglected port into a dry dock cum harbour. The several lakhs of traditional Fishermen confined in the coastal belt of Trivandrum are below the poverty line. The problem of educated unemployed is also the greatest in this district. If the Vizhinjam Fishing harbour could be developed into a dry dock cum cargo harbour, it would generate sufficient employment opportunity to this weaker section of the community. I would, therefore, urge that the above work be given top priority in the Seventh Plan and the work completed during the plan period itself.

[*Translation*]

- (v) **Demand for an Ammonia factory at Phulpur to increase production of urea**

SHRI RAM PUJAN PATEL (Phulpur) : Mr. Speaker, Sir, I want to draw the attention of central government to the announcement made regarding setting up of Soda Ash Factory in IFFCO, Phulpur. The former Agriculture Minister, Rao Birendra Singh had announced on 30th December,

1981 in the presence of the late Prime Minister, Shrimati Indira Gandhi in a large public meeting that another Soda Ash Factory would be set up in IFFCO, Phulpur. The announcement had set a wave of happiness among the people. In view of this announcement, I also made publicity among the people that the government had taken this step for the development of this area. But no concrete steps have so far been taken in this regard which may show that the proposed factory will be set up there. The then Agriculture Minister had made announcement of this useful project in an area which was represented by late Pandit Jawaharlal Nehru. I have come to know that due to some unforeseen circumstances, setting up of Soda Ash Factory there is not possible. I was given an assurance that some other big factory would be set up there in lieu of the proposed Soda Ash Factory. The General Manager of IFFCO, Phulpur has submitted a proposal to the government for setting up an Ammonia Plant. It will involve a cost of Rs. 275 crores. Besides, this will require lesser cost as compared to other places and will be set up within a shorter time. I had sent written requests to the hon. Prime Minister, hon. Finance Minister and the Agriculture Minister on 21.6.85 and 17.7.85 in this regard. But no final decision has so far been taken. I request the Central Government to set up the said Ammonia Factory at IFFCO, Phulpur at the earliest to increase the production of urea there.

[*English*]

- (vi) **Need to ensure prompt payment of dues of paddy growers of Punjab and Haryana far paddy purchased by F.C.I.**

SHRI BALWANT SINGH RAMOO-WALIA (Sangrur) : The farmers in Punjab and Haryana have not been paid their amount for paddy purchased by Food Corporation of India. All this paddy was purchased by Food Corporation through commission agents. In many cases a period of 25 days to one month has lapsed. The number of farmers who have not been paid their dues is in thousands and the amount exceeds Rs. 150 crores. Whenever the farmers approach the

[Shri Balwant Singh Ramoowalia]

commission agents they are told that Food Corporation of India has not paid money for their paddy. Foodgrain mandis of Sangrur, Barnala, Dhuri, Dhanaul, Tapa, Malukatla and Nihal Singwala owe Rs. 2 crores each to the farmers. The delay in payment is adding to the hardships of the farmers as they are to pay back the cooperative loans, bank loans and purchase seed and fertilizers for Rabi crop. The Minister of Food and Supplies should intervene immediately and help the suffering farmers.

[Translation]

(vii) Need to amend the Forest Conservation Act for speedy development of undeveloped forests and backward areas

SHRI M.L. JHIKRAM (Mandla) : Mr. Speaker, Sir, Government have along been making efforts for the development of undeveloped forests and backward area and are committed to undertake development work on priority basis there. But such areas fall cent percent under forest and hill areas. Sir, after the enforcement of the Forest conservation Act, 1980, a ban has been imposed on the non-forestry use of the forest land. Therefore, it has become necessary to amend the said Act to facilitate development of such area so that roads, canals, electricity lines, irrigation barrages, etc. could be built there. Unfortunately, many works have been lying incomplete in those areas on which crores of rupees have already been invested. The portion of work already done is getting destroyed. Besides, no new construction work is being taken up in those backward areas.

Therefore, I humbly request the Central Government to suitably amend the said Act. Otherwise, these backward areas would continue to languish in the 19th century, what to talk of 20th and 21st century.

(viii) Demand for setting up a Fertilizer factory at village Nawan, Hanuman-garh Tehsil of District Ganganagar in Rajasthan

SHRI BIRBAL (Ganganagar) : Mr.

Speaker, Sir, a discussion had taken place in Lok Sabha on 12-8-1980 on the question of setting up of a fertilizer plant in Ganganagar district. The concerned hon. Minister had given an assurance that a factory would be set up in Rajasthan but he did not disclose the place where it would be set up. I came to know from you that the factories to be set up in future would be located near the actual consumers so that they could get cheap fertilizers and in time.

I would request you to set up the proposed factory at village Nawan in Hanuman-garh tehsil of Ganganagar district, in support of which I submit the following facts :—

1. The entire quantity of fertilizer to be produced in the proposed plant will be consumed in the Ganganagar District itself.
2. That the land was earmarked for this proposed 25-30 years back in the said village and the said land has not been put to any other use to date.
3. That raw material and water is available near this village which are essential for a fertilizer plant.
4. That Ganganagar is an industrially backward district and no public sector industry has been set up there as a result of which unemployment is growing there day by day.
5. That labour force is also available there to work in the proposed factory.

Therefore, my submission is that this factory will provide means of livelihood to the poor people of this backward district. So, the said factory should be set up immediately.

12.00 hrs.

**MOTION RE : CHALLENGE OF EDUCATION—A POLICY PERSPECTIVE—
Contd.**

[English]

Mr. Speaker : Now we take up item No. 12, The time allotted was 5 hours. We have already taken 7 hours and 19 minutes, i.e. 2 hours and 19 minutes more than the allotted time. But still some more hon. Members want to participate. So, I will give three minutes each to four or five members.

SHRI KADAMBUR JANARTHANAN (Tirunelveli): Mr. Speaker, Sir, I thank you for giving me an opportunity to participate in the debate on the new educational policy, which is the base to form a new India in the 21st century. Now, still roughly one-third of the country's population is literate, in the sense not illiterate.

12.01 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*]

With this meagre average of literacy, it is difficult for this poverty-laden country to face the new educational policy and its challenges.

Of course, this new Government facing the 21st century in the near future has been bold enough to face this challenge and has rightly raised open debate in this august House.

My submission is whether we can be successful in implementing our new policy with this meagre percentage of literacy. So, at the outset, we have to accept that whatever method we adopt, we have to make education compulsory as a national policy at least up to the age of 10, that is to say, till 5th Standard.

For the poor people living in rural areas, particularly not to feel the hardship and the compulsion made by the Government, free nutrition meals should be given throughout the country till the age of 10, that is to the 5th Standard.

The success of this Scheme mainly lies in stopping the drop-outs in the rural area at the primary education level.

How much our ancestors regarded the primary education can well be seen in our sayings in the teachings to the children as Matha, Pitha, Guru as the Gods which we see on earth.

So, what is the fate of primary education today? The primary school teachers are the men who do not get any other job than this job. So, the whole scheme's success mainly lies in the dedication and interest taken by the primary class teachers who can inculcate in the tender minds of children the idea that education is as important as clothing and food.

The primary school teacher's selection is more important than even university lecturer's selection. Regarding this, I would like to submit to this House the opinion of the born educationist Mr. Duncan Greenleece, a scholar who had been to India with our Father of the Nation, Gandhiji, in the early 30s. His opinion is that till the 3rd Standard, only female teachers should be appointed to teach our children from Baby Class to 3rd Standard at least. Only they can have a motherly attitude and patience to teach young children. Only then we can shape the future human resources which will be useful in 2000 AD.

At this juncture, I have to show the figures of our education expenditure, rural and urban areawise. During 1950-51, rural area expenditure was Rs. 38.3 crores and urban area expenditure was Rs. 718. crores. During 1970-71, rural area expenditure was Rs. 494.8 crores and urban area expenditure was Rs. 623.7 crores. These figures show that rural area education is not encouraging on the expenditure side. Now 14 or 15 years have passed.

India is a country of villages. We have to care and nurse more the rural children than the urban children. The Central Government should care for the primary education and secondary education should form the base of our education so that universal and higher education will look after themselves.

[Shri Kadambur Janarthanan]

But in rural areas, though people intend to send their children to school nowadays, they are not inclined to send their children to school because they want them to earn even at the age of 7 or 8. Only free nutrition meals and free uniforms and free books till the age of 10 at least in all rural areas throughout the country can only be a proper step for our country to minimise drop outs, thereby making our youngsters at least considerably more literate by 2000 AD. That alone can pave the way to success.

Primary and secondary education are the most vital stages to be cared for by the Government. I think, primary and secondary education is more important than University and higher education and, therefore, appointment of primary and secondary school teachers is more important.

With these words, I thank the Deputy-Speaker for having given me this opportunity to speak.

SHRI K.S. RAO (Machilipatnam) : Mr. Deputy-Speaker, Sir, I am very happy that it has been realised that the type of education we are having in this country is not suitable to the present needs of the society. Changing the name of this Ministry of Education to that of Ministry of Human Resources Development is itself a clearcut indication that human resources which can be said to be a raw material available abundantly in this country need to be converted into finished products so as to serve as an effective instrument for the transformation of the society in this country. I consider that the unsuitable system of education that we have now is the root cause of all the ills in this country.

Whenever we have any discussion in the House, every Minister complains that there is the constraint of resources. How will they get these resources unless they improve the knowledge and potential of the human-beings to generate and produce wealth in this country? I wish to know from the hon. Minister whether they want to go only at the same speed at which they were going all these years or they are really interested in bringing about a revolutionary

change in the system of education in a speedy way so that we will not lag behind the other countries where the technology is changing very fast and the gulf between us and the other countries will not widen. If this gulf is allowed to grow in a bigger way, then it is possible that once again our country will find itself under slavery. So, to the extent possible, the maximum funds must be provided to this Ministry. But at the same time I cannot understand how the Government object to some private managements starting institutions where they also act as a catalyst in pooling resources from those people who are in a position to help and thus providing free education to a certain percentage of the poor people. I am not interested in Government encouraging private institutions in the normal course if the Government had the resources. But when Government feels that they have no resources, they can certainly allow the private managements to start institutions with Government having rigorous control so far as standards are concerned.

I wish the educational system is totally overhauled. I am of the opinion that at the VI Class itself the aptitude of the boys and girls must be analysed and found out, and vocational type of education must be introduced from VI to XII Class. From XII Class onwards, to degree and post-graduate courses only those boys and girls who are found to be meritorious should be admitted. Similarly when it comes to the question of research and development, only those boys who are innovative and who have creative thinking must be allowed to pursue further studies. There is no point in giving degrees without imparting any skill and confidence and making them feel frustrated and unemployed, thus adding to the unemployment problem in this country.

I am of the opinion that the system which was introduced by the Britishers was with a view to exploiting the resources of this country for their own benefit. If that is realised, then we can certainly shape our boys to suit to our needs and thus increase production which in turn will provide enough resources for the various Ministries.

When the Industry Ministry is asking

for more funds from the Finance Ministry, should they not realise that human resources development is also to be considered as an industry in a way to harness the human resources of this country which will give better and faster dividends.

I am of the opinion that there must be free and compulsory education upto XII Class. Beyond that there can be selective education.

Rural areas must be given proper attention without which the rural areas will be deprived of the right type of education.

The Human Resources Development Ministry must give wide publicity for their intentions in changing the type of education and they must also conduct seminars; not asking them to do it on their own effort because they have got meagre resources. They must involve not only academicians but also industrialists and executives, preferably some post-graduates who can also be of guidance and they can also explain their own experiences and their problems in life.

The intention of the Government is to provide a self-reliant nation. Without human resources development, it will only be a dream and in case this neglect is still continued, the disparities in economic conditions between region and between community and community will naturally lead to disintegration of the country. This aspect must be taken care of and they must understand that human resources development has got a role to play in maintaining the integrity of the country and survival of democracy.

I am of the opinion that the allocations to certain Ministries like Defence and Communications etc., can be reduced and the bulk of the allocation can be made to this Ministry, so that this will give better and faster dividends in this country more than any other Ministry or any other organisation.

Women, as everybody knows, are neglected to a very great extent and I wish that they must also be given proper place in the society with right type of education.

There are various crafts which are neglected. We are not able to get competent men to generate wealth. So, in those particular areas where we are short of people, we can straightaway enter into the profession to general wealth. This aspect must also be taken care of.

[Translation]

SHRI MANOJ PANDEY (Bettiah): Mr. Deputy Speaker, Sir, I rise to support the new Education Policy. The importance of education in our country is linked with our social and economic set up. So far as the agricultural sector is concerned, the situation there today is that when a son is born in the family of an agricultural labourer, he is considered as a source of income right from his birth. He is considered a source of income for the household. This is our economic and social system. You know that agricultural sector in our country is not organised. We have raised this issue in this august House a number of times that an effort should be made to make the agricultural sector organised. But no effective measures have so far been taken in this direction. First of all, we should find out whether all the boys who go to primary schools are duly enrolled in those schools or not. I have evidence to show that these boys are not enrolled. The boys attend the classes, but there is no record to that effect. My suggestion is that committees should be set up at the State and the Block level to find out whether boys are actually enrolled in the schools or not. A number of my colleagues have mentioned about drop-outs. The extent of drop-outs is maximum in the age group of 6 to 14 years; it is over 70 percent in this age group. We are aware of the fact that as soon as the boy reaches the age of six or seven years, his guardians take him along to the fields for work. At present, we have a number of schemes like N.R.E.P. and R.L.E.G.P. under which they get a pretty good amount as minimum wages. Thus, they use him as a means to eradicate their poverty. Mr. Deputy Speaker, Sir, I am of the view that as long as this type of thinking continues, no education policy, howsoever radical it may be, can be successful. As long as we continue with such social and economic concepts, we cannot

[Shri Manoj Pandey]

succeed. Therefore, our first priority should be the programmes for eradication of poverty and for this purpose it is necessary to include two-three things in our new Education Policy. For instance, we provide food for work under N.R.E.P. and R.L.E.G.P. My suggestion is that more food-grains should be given as incentive to such persons whose wards are regularly going to schools in the rural areas and are not engaged in any other vocation. If we give two kilograms of foodgrains to such people instead of one kilogram, it will be an incentive to them.

Our second major need is that whereas we are giving training to the rural youth for self employment under the TRYSEM scheme, we should also impart training to such students of class VIII to class X or XII as have aptitude for handling small machines. Although, we are giving such training now-a-days, yet my view is that we should train the students of class VIII to class XII under the TRYSEM programme in the trades of mechanics of small tractors, watch makers or manufacturers of other items of daily use such as transistors, etc. By doing so, we can also provide them good jobs. I feel that in this manner their mental development will take place and the crisis in the matter of admission to universities will also lessen.

In the present circumstances I consider the three language formula is the best policy. Under this policy our national language, Hindi and other regional languages should form part of our curriculum and all the regional languages should be encouraged in the country. Hindi should be made compulsory and as a policy matter English should be made an optional language.

Secondly, we have seen and many of our friends here have also drawn the attention towards the fact that many primary schools are not housed in buildings. I would like to say that at least during the current five year plan, building for all schools should be constructed on priority basis under the R.L.E.G.P. and N.R.E.P. programmes, so that the students can be accommodated there. After this, steps can be taken to provide other facilities. In our

villages there are many schools where students are taught under a tree and no other facility is available there.

In the end, I would like to say that committees should be set up at national level and state level to monitor whether the wards of people in agricultural sector go to schools regularly or not. With these words I am grateful to you for giving me time to speak.

[English]

SHRI S. JAIPAL REDDY (Mahbubnagar): We are fortunate to have a learned and experienced Minister for Education in Mr. P.V. Narasimha Rao, though his Department has been needlessly redesignated in a high-sounding fashion.

The subject of educational reforms is so vast that no useful purpose can be served through such omnibus discussions in the House or through omnibus and symposia that are being organised throughout the country.....

SHRI RAM PYARE PANIKA (Robertsganj): As the hon Member finds no useful purpose in this discussion, I request him not to speak.

Mr. DEPUTY SPEAKER: No, no. Please don't interrupt. He has got only two minutes. Please continue.

SHRI S. JAIPAL REDDY: I, therefore, suggest that discussion or seminar or symposia be henceforward held on various individual aspects of the subject. It has become fashionable for anybody who becomes Chief Minister in the State or anybody who becomes Prime Minister in the country for the first time to talk of new education policy. It implies as though we have not had any well-organised or well-conceived education policy.

Sir, I happened to go through the Kothari Commission report. I do not know what distinct improvement we can really make on the Kothari Commission report. The problem that we now find today in the country arises from our inherent failure to implement the recommendations of our

own expert committees and commissions.

We know our priorities. Our first priority was to liquidate mass illiteracy. The second priority was to achieve the goal of universal elementary education. The third was to introduce the stream of vocationalisation from 8th class. But we know how the elitist pressure in this country has perverted, debauched and subverted all these agreed priorities.

I do not like to go into facts and figures though I have them at my disposal. The educational picture that emerges from the document is like Medusa's head which anybody who looks at it with naked eyes will be reduced to stone if he has a heart.

Sir, the World Bank report says there will be 500 million illiterates in this country by 2000 A.D. in the age group of 15-29 accounting for 55 per cent of the world's illiterates. The UNESCO study reveals that the critical threshold of adult literacy level should be 70 per cent if we are to achieve this goal of universal elementary education. Therefore, our priorities are clear. We know inspite of these priorities we have made disproportionate progress, the rake's progress in the sector of higher education. The Kothari Commission report suggested that we increase our expenditure on education from 3 per cent of GNP to 6 per cent of GNP but we have not been able to raise the expenditure at all. So, the question is not one of policy at all. The question is one of political will. To camouflage this basic problem it has become intellectually fashionable to talk of new education policy. If the talk was merely fashionable I would not have been disturbed. At least there are two signals in this document which are alarming. The two signals are : one, privatisation; second, elitisation if I am forgiven for the coining of this new expression.

The document lays lot of emphasis on privatisation. In 1950-51 the contribution by the private donors to the expenditure on education accounted for 11.6 per cent. In 1980-81 it came down to 3 per cent. So, what is the point in expecting the community to mobilise the resources.

So, what is the point in expecting the community to mobilise more resources?

To allow more enterprises in the private sector is to allow the private profiteers to exploit education for their own commercial ends at the cost of Government Exchequer.

Sir, coming to the elitisation, well, I am not really opposed to the quality in school education. The document talks of district model school. The Kothari Commission Report talks of neighbourhood school concept. We have regressed from the concept of neighbourhood school to that of district model school and this district model school has been conceived to increase the quality of secondary education. The boys are to be recruited on the basis of merit. But which boys will be able to win the seats during common examination? Only the boys from the upper-class will be able to complete that examination successfully. I know the subjective inclination of our Minister. But I am not sure whether he has succumbed to the elitist pressures generated in the corrupting ambients of Imperial Delhi. Therefore, Sir, my plea is not to talk of new education policy. There has been extraordinary degree of consensus both among the educational experts and political parties in regard to the priority tasks of our education, Our failure is on account of our inability to observe our own agreed priorities. What the Minister should now address to is the task of whether our country, our Government can summon up the political will to implement our agreed set of priorities, at least at this belated stage.

Sir, I do not want to go into the details. But I want to the hon. Minister to address himself to this task, political tasks on which this document does not shed any light whatever. On the contrary, it only gets our confusion worse confounded.

[Translation]

SHRI RAM NAGINA MISHRA (Salempur) : Sir, I know that there is shortage of time. I have been given only 5 minutes time to speak on this subject of education. Therefore, it is very difficult to say all the things within 5 minutes.

Learned persons have expressed their

[Sbri Ram Nagina Mishra]

views on this subject. I would not like to repeat them. Fortunately, the Minister of this Department is one of the few learned persons in the country. The subject of education is under discussion and I would like to know from the hon. Minister whether this education will be given shape according to Indian culture or Western culture. It is a matter which merits discussion.

Sir, when we want to meet our selfish end, we take the name of Gandhiji. I was a very small boy at the time when Gandhiji had gone to inaugurate the Banaras University. There it was written in English "Banaras Hindu University" and in Hindi. "Banaras Vishvavidyalaya". Gandhiji had raised an objection against it. He asked Malviyaji that it should be in Hindi. Malviyaji had agreed to it. Gandhiji was of the view that the language should be Hindustani and script should be Nagari. Not only this, when the Constitution of the country was framed, it was enshrined in the Constitution and all the learned persons had also realised that if India was to be kept united, there ought to be a national language; and it was decided that Hindi should be the national language in India. It is written on paper and also in the Constitution. But what is the actual position? I asked one of my friends why he speaks English. I was amused and surprised at his rep'y that he spoke English to impress the Press and our leaders so that they might consider him a learned man, and tomorrow he might be appointed a Minister. The Opposition Members also speak in English so as to raise in the esteem of the country and the leaders of their Party. The English language did not have a sway even when the country was not independent. Will the hon. Minister state whether there is any court of law in the country where judgements are delivered in our language, in our national language, Hindi? Right from High Courts to the Supreme Court all the judgements are delivered in English. Not only this, even names are written in English. Even names are not written in Hindi. Some committees have been set up to propogate the national language, Hindi. Some half hearted measures are taken to propogate Hindi just as a facade, but actually the cause of

Hindi is being harmed much. The words of Mahatma Gandhi and Pt. Jawahar Lal Nehru are not being given a practical shape. Therefore, you will have to decide to what extent the national language would be developed and whether education would be imparted in the country in the national language or in the Western language?

The second thing that I would like to say is about the manner in which education is being imparted. When the Britishers came to India, they introduced a system of education to produce clerks in order to get their work done, but even now we are following the same policy. I admit that some development has taken place. A farmer feeds a cow so that it may yield milk at due time. You can imagine the condition of that farmer when it does not yield milk? Today, a farmer gives money, fine clothes, shoes, socks, coat, tie to his son and sends him to school in the hope that he will support him in his old age.

But after completing his studies, he does not get any employment. When asked about his qualifications, he replies that he is an M.A. in Hindi, but is unemployed due to this very reason. Being unemployed he wanders on the streets. His marriage also takes place. He is compelled to waylay persons at knife point. I just want to point out the plight of Hindi now.

Not only this. What is the system of education today? It is heard that in Bengal stories about prominent leaders of China are taught.

SHRI BASUDEB ACHARIA (Bankura) : Where have you heard this? It is incorrect.

SHRI RAM NAGINA MISHRA : I wish I were wrong, but I have heard so. Has no leader been born in India? Shakespeare and Napoleon will be taught but nothing will be taught about Ganga-Yamuna, Veer Savarkar, Gandhi, Subhash Chandra Bose. I submit that we should have an education policy, which should generate feelings of patriotism. There is no language problem. You may impart education in regional languages. We want

that biographies of Gandhiji, Subhash Chandra Bose and Bhagat Singh should be taught on matter whether the language is Bangla or Hindi or Gujarati.

Mr. Deputy Speaker, Sir, you have rung the bell, but I would like to raise some other matters also. Who are selected in I.F.S., I.P.S. and I.A.S.? Only English knowing persons are selected there. Hindi knowing persons are not able to go there. By chance someone may succeed, otherwise none succeeds. I want to know from the hon. Minister whether it would be ensured that Hindi scholars are selected in I.A.S. and I.P.S. examinations. An expert of our national language living in India has the right to be appointed on higher posts and he should be given preference in this respect.

The Universities are just adding to the number of unemployed youth. It would be better if education is made compulsory up to 12th or pre-college level and after that only brilliant students may be given admissions in the universities.

I would like to make one more submission. If you want peace in the educational field, and if students are to be educated and if the hon. Minister and all other Members agree, a rule should be framed to ban elections there. If it is not done, the purpose is not going to be served. They may be allowed to take part in politics. They should get education there, but there should not be any elections. If this is done, the problem will be solved automatically.

Time is short. I would again like to the hon. Minister to evolve an education policy during his tennure under which the country's language; the national language may prosper. The citizen of this country may be able to work in his own language and not remain a slave of Western language. With these words I condude and thank you for giving me time to speak.

SHRI RAMSWAROOP RAM (Gaya) :
Mr. Deputy Speaker, Sir, it is a matter of great fortune that education policy is being discussed in the House and different views are being expressed by the hon. Members.

Our hon. Minister of Human Resources is a learned man. I would like to make a few submissions before him. Unfortunately, even after 37 years of Independence we are making experiments in the field of education. Even after 37 years we have not been able to decide as to what should be our education policy. I find that our education policy has dual system. Today, a village school has neither a building nor any teacher whereas all types of facilities are available in D.P.S. and other public schools. You say that our education policy should be such as may prove helpful in establishing an egalitarian society, but there are contradictions in respect of setting up an egalitarian society. You are imparting double standard education in the country and are saying that you will build an egalitarian society. Education is the soul of the nation and contradictions in it would harm the country immensely. In 1966, the Kothari Commission had categorically stated that the national education system should be based on the basic values and healthy traditions of the nation. It should be the instrument of social and economic changes so that an independent and egalitarian society can be built. I am seeing the same state of affairs even after 17 years. You had enforced the education policy in 1968 and we are making an analysis of that policy after 17 years. I feel that our education did not help in establishing an egalitarian society. Rather it has helped in setting up a society full of disparities. In universities you will find that clashes take place on account of caste consideration. There are clashes between scheduled castes and students belonging to higher castes. Students are exhorted to raise voice against the reservation system. Our education is not proving helpful in setting up an egalitarian society today. Our education should be employment oriented. There are 4 crore unemployed persons in our country. Unemployment problem is a very big national problem. I, therefore, desire that you may formulate an education policy which may build an egalitarian society. You talk about setting up of model schools. There is a government school in every town. Do you think model schools will be able to meet your desire? You should stop this dual system

[Shri Ramswaroop Ram]

of education and bring uniformity in education from primary school level to other type of education. Similar curriculum should be followed at all the places so that even if you are sitting in Shastri Bhawan, you can know as to which lesson is being taught in a particular class of a particular school in Gaya at 12.30 hrs and at that particular time similar lesson should be taught in Tamil Nadu and Kashmir as well. You should evolve an education policy under which there should be uniform course and uniform curriculum. I think, then your education would be helpful in creating an egalitarian society. Otherwise, after 17 years, you would again present a document regarding challenge of education and demand a discussion thereon in the House. You should abandon the scheme of opening model schools, close the public schools and bring about uniformity in education. The education which is prevalent these days is faulty and is being imparted as an experiment. You will have to stop such type of education.

Second thing which I would like to submit through you, Sir, is that the number of drop outs is increasing very much. There are 76 per cent drop outs. Where does this drop out take place? It takes place where there is poverty and the poverty in this country is prevalent among the Scheduled Tribes. Only their children drop out. Last time when the Third and the Fourth reports of Ministry of Social Welfare were being discussed, I had suggested that with a view to check the number of drop outs, a programme of food for education should be undertaken. The incentive by way of money should be stopped and in its place foodgrains should be given to them. If a student goes to school for studies, he should be given one kg. of wheat or other foodgrains. This would provide an incentive to them and in my view the number of drop outs will go down. I would like to submit that the number of drop outs is very high at present.

Time is very short and as such I cannot go in detail. But I must say this much that a concrete policy should be formulated in this country so that all the

children are admitted in the schools. This faulty education and the dual system should be done away with and there should be uniform education from Primary level to Twelfth standard. Only then I think our education would be helpful in creating an egalitarian society, otherwise diversity in education would continue.

With these words, I conclude my speech.

[English]

MR. DEPUTY SPEAKER : Mr. Piyus Tiraky, Mr. Janga Reddy, Mr. Kali Prasad Pandey—all are not there. Now Shri Owaisi.

PROF. SAIFUDDIN SOZ (Baramulla): The hon. Minister had promised yesterday that I could have five minutes more.

MR. DEPUTY SPEAKER : No ; you can only ask for any clarification.

PROF. SAIFUDDIN SOZ : In the place of Members who are absent, I may be permitted.

MR. DEPUTY SPEAKER : You cannot represent others. You have already been allowed 25 minutes.

[Translation]

SHRI OWAIISI (Hyderabad) : Mr. Deputy Speaker, Sir, this Motion regarding education policy is under discussion in the House. After independence, the question of education has been causing us anxiety and we have been thinking as to which policy should be followed and which language should be adopted.

During the period of anxiety, we had taken certain steps, but you can see for yourself as to what have been the results? It has been guaranteed in the Constitution that there would be universalisation of education by 1960, but still there have been no results so far, because compulsory education has not been provided.

You have seen that there are 76 per

cent drop outs, because our education does not set any aim before us.

The first objective of our education should be to create good character among our youth, but we laid less emphasis on character and we continued to establish only educational institutions. The result is before you. In our country maximum emphasis should be on producing students of good character.

Secondly, you have said that Model schools should be set up. Such schools must be set up, but the question is that efforts should be made to improve those schools which are already there. I do not mean to say that you should not open model schools. I am not opposing them. But the schools which are already there should at least be provided more facilities. Though we have opened schools at every place, yet you will find that there are no chairs or benches, no black boards and not even teachers. Even trained teachers are not available to us. What will be the outcome thereof? We are of course spending the money, but there has not been any tangible result.

In our country, there are minority communities also. Their mother tongue is Urdu. You should take steps for its development also. But I regret to say that wherever there are Urdu schools, the attitude of the Government is that these schools should close down somehow or the other. Where there are schools, there are no trained teachers.

The question is why do you not open Teachers' Training colleges? No college is opened for them. The result is you also demand money. If a High School is to be opened, a sum of Rs. 20,000 is demanded as deposit. How can the poor deposit Rs. 20,000? In case we open our own schools so that we may promote our own language, and run those schools without the aid of the Government, all sorts of hindrances are put in the way.

I would like to refer to the Education Bill brought forward in Andhra Pradesh. This Bill is of its own kind. The Consti-

tution permits the minorities to open their own Education institutions, but certain restrictions have been imposed in the Bill which make it difficult for the minorities to run their own educational institutions. We are running a Medical college and an Engineering college, but the State Government is putting hurdles in our ways. The State Government asks us not to charge capitation fee. All right, we will not charge any capitation fee, but we can accept donation. If you put restriction even on that, then the question arises as to how we run our institutions. Sometime; we are threatened with seizure of accounts, sometimes we are threatened that we would be prosecuted. All sorts of efforts are made to put the minorities in trouble. I would, therefore, like to submit that whatever steps you take in future, some such provisions should be made in them so that we could run our educational institutions without any hindrances. We do not accept a single paisa from the Government and when we are running a Medical College or an Engineering College with our personal funds, the Government need not interfere in our affairs. You should see as to what is the standard of education there. The people of your universities visit those institutions and commend the standard of education there. All sorts of facilities have been provided there, but despite that new obstacles are put before us on petty grounds. I would request Shri Narasimha Rao to see to it that we are able to run our educational institutions smoothly and we do not face any difficulty.

Similarly, under Laskani formula, the minorities should be given facilities. Under the Three Language Formula, if one wants to learn Urdu, one should be provided the facility to learn Urdu. Nothing should be imposed on us. Just now it has been said in this House that in the name of language, many differences arise and as a result many development programmes are held up or come to a halt due to these controversies. It would, therefore, be better if you provide all such people the facility of imparting education through their mother tongue. In addition, I would like to make one more submission. As I said in the beginning also, a good

[Shri Owaisi]

character should be developed among the students. It is essential that the students are given religious education. Religious education should be given to the people of all the religions so that a good character is developed among them and they also make their contribution to the progress of the country.

I would like to express my thanks to you that you provided me an opportunity to express my views.

SHRI UMAKANT MISHRA (Mirzapur): Mr. Deputy Speaker, Sir, Late Prime Minister, Shrimati Indira Gandhi, while making a convocation address on 11th November, 1983 in Gorakhpur University, had said that a change in our education system should have been made immediately after independence. New education system should have been implemented immediately after independence. We are facing difficulty today, because it was not implemented at that time. As a result, our children are facing difficulty today. But it is a matter of satisfaction that our Prime Minister has taken a bold step and has decided to make a change in our education system and it is also commendable that this difficult task has been entrusted to a scholar-politician of the country. We hope that he would be able to accomplish this task successfully.

As time is very short, I am putting forward certain suggestions. My first suggestion is that basic education is the foundation of education in the country. The education from class I to class VIII is the very foundation of our education and its condition is at the lowest ebb in the country. The basic education in this country was introduced in the country at the instance of Gandhiji. The condition of education in the villages from class I to class VIII is appealing, but it is a State subject. Though the State Governments are looking after this, yet it is the duty of the Government of India to improve the condition of education in the country. It should discuss the matter with the State Governments and intervene in this matter and try to save the foundation of the country. The students of class I to class VIII are the children between the age group of 5-6 years to 14-15 years and this is the age group when habits

are formed and character is developed among them which becomes a part of life. It is at this age the students come to know about Rama, Krishna, Akbar, Ashok, Gandhi, Jawahar etc, It is in this age group the students learn not to discriminate between human beings on the basis of caste or creed; spirit of renunciation, spirit of making sacrifices and taking bold steps and morality is inculcated. It is at this age that an attitude to achieve high ideals is developed in his mind.

Knowledge can be linked with action. Therefore, basic education i.e. education from Class I to Class VIII may be improved. Today the number of educated unemployed is increasing day by day in the country. High School, Intermediate, B.A. and M.A. pass youngmen are without jobs these days. A very serious problem has developed in the country. In order to solve this problem my practical suggestion is that in every Development Block and Tehsil of the country a vocational training institutes or schools having capacity of thousands of seats may be set up. Such a scheme may be formulated without going into ifs and buts. Trades may be decided keeping in view the industries in the area. They may be trained as mechanics, fitters or to manufacture agricultural implements and articles of local requirement. Students who have passed Junior High School Examination and above may be given admission in those schools. It will stem the late of those persons to some extent who after getting higher education hanker after a job. Education should be linked with knowledge and knowledge should be linked with action and action should be linked with skill. In fact, full combination will have to be ensured through education in this country, It is not a system of meditation, but a very simple combination. Lord Krishna had said : *Yoga Karmshah Koushalam*, i.e. efficiency lies in action. The education system should be such as may link knowledge with action. Knowledge should be linked with action and action with efficiency. Only then we can march ahead. I suggest that opening up of new High Schools, Intermediate and B.A. Colleges in every Development Block and Tehsil Headquarters may be stopped and no fresh grants

may be given therefor. If education is to be made employment-oriented and educated unemployed youth are to be given employment and if their knowledge is to be linked with action and efficiency, vocational training centres must be set up in each Development Block in their place. In our country educated persons are adopting consumer culture indiscriminately. It will be very difficult to ensure country's development if conditions similar to those in Japan, Canada, America and France are developed. I am very happy to note that our Hon. Prime Minister has stated during the course of his speeches at many places that ours is a spiritual country. Therefore, we should not dispense with spiritualism which is the only means to ensure welfare of the country. Spiritual legacy should be linked with education. Everybody cannot become a Pundit, a learned person, an ascetic and a Mahatma but he can at least follow these ideals. It has been stated in the Upanishads :

*Ten tynkesan bhunjeetha margridhah
kaschasviddhan*

[English]

Enjoy with a spirit of sacrifice.

Do not try to snatch others.

[Translation]

Such a spirit should be developed. I have also seen engraved somewhere above the doors of the Parliament House : *Yatra Vishwam Bhavatek Needam*. We should build a world where everybody should have equal opportunities. Such high ideals are enshrined in Quran, Geeta and Veda also. We should impart education by which we may be able to get rid of consumer culture. So long as we run after materialism, our welfare is not possible. High ideals should be incorporated in education and knowledge should be linked with action and action with efficiency. In brief, I would like to say that proper steps should be taken in this direction. With these words I conclude.

*SHRI G.S. BASAVARAJU (Tumkur) :
 Mr. Deputy Speaker Sir, in this august

*The speech was originally delivered in
 Kannada.

House, for the last two days we are discussing a vital subject 'Challenge of Education—a policy perspective'. Many of my colleagues have expressed different shades of their opinion. I want to speak on some important aspects of our education system.

Education should be for the all round development of the child. The entire future of our country depends upon the type of education that is imparted in our schools.

Late Pandit Jawaharlal Nehru had the foresight of sound education. To impart real education we have to keep in mind the foresight of Pandit Nehru. The destiny of our country is being shaped in class rooms. Our late president Dr. Radhakrishnan was not only a renowned philosopher but also a great teacher. He said that the responsibility of producing patriots lies on the teachers. Mahatma Gandhi's views on education are also very relevant to the present education system. Stressing the importance of mother tongue in educational institutions he said that "We have become foreigners in our own mother land". He gave utmost importance to moral education and character building. All these views have to be considered to build a strong foundation of our system of education.

There are various stages in our system of education. They are pre-primary, Higher Secondary, College and University education. Pre-Primary is the most vital stage, because this forms the base of the system. In urban areas pre-primary education is some what better. But unfortunately in the rural areas this has been neglected completely. Many children in villages do not go to schools upto the age of six or seven. This problem has to be tackled by the Government immediately.

Secondly I want to express my views on primary education which is also in bad shape. There must be uniformity in the education system of our country from Kanyakumari to Kashmir. The selection of primary school teachers is not being done properly. Very intelligent persons will become Doctors, Engineers and I.A.S. officers. Other intelligent persons will

[Shri G. S. Basavaraju]

become officers in various fields. Persons of average intelligence will take up other jobs. Others, with a very low intelligence and those who do not have any other way take up this profession. Neither they have dedication nor love for the profession of teaching. Therefore I urge upon the Minister to take up this matter seriously and to appoint well trained and intelligent teachers. Before selection the candidates antecedents have to be taken into consideration. Persons from the merit list should be appointed as teachers. They should be given handsome salary.

Black boards, seats and other facilities have to be provided promptly in the primary schools. At present the school lack all these essentials.

School children of today do not know who is Mahatma Gandhi. They have not heard of Kabir, Ramakrishna Param Hans, Swami Vivekananda, Basaveswara and other social reformers. Therefore I urge upon the hon. Minister to give importance to moral education in our schools. Our children should be made patriots. They should be made good citizens of our country. The Govt. has to take this responsibility of imparting good education.

Unfortunately, at the college and University level also the standard of education is deteriorating. Lecturers and Professors do not feel their moral responsibility. They go to restaurants and bars with their own students. In my area one of the lecturers has opened a bar in the name of his wife. This is the state of affairs of the teaching community in our college. Addition to narcotics and other intoxicating drugs is also on the increase among the college and university students. It is high time to check all such immoral practices.

Adult education and women's education should be given utmost importance in our education system. If one man is educated then only one person is educated. But if a woman receives education then the whole country is educated.

The number of holidays and the period of vacations must be reduced. Now our

education institutions hardly work for 6 months for a year. This practice has to be stopped forthwith.

Children's burden of carrying too many books has to be reduced. Vidya-piths are rendering good service to the nation. Therefore, Vidya-piths should be opened throughout the country. Anganwaris also must also be started all over the country. Military training must be made compulsory. Retired army personnel and NCC trained persons should be appointed to impart military training in each school.

Our hon. Minister is an expert educationist and a great scholar. I hope he shall mould the future of our nation and take it on the path of progress and prosperity. I thank you for giving me this opportunity. With these words I conclude my speech.

13.05 hrs.

COMMITTEE ON PAPERS LAID
ON THE TABLE

[English]

(i) Fourth Report

SHRI C.K. KUPPUSWAMY (Coimbatore): Sir, I beg to present the Fourth Report (Hindi and English versions) of the Committee on Papers laid on the Table.

(ii) Minutes

SHRI C.K. KUPPUSWAMY : Sir, I beg to lay on the Table Minutes (Hindi and English versions) of the sitting of the Committee on Papers laid on the Table relating to their Fourth Report.

MR. DEPUTY SPEAKER : Now we adjourn for lunch and will reassemble at 2 p. m.

13.08 hrs.

The Lok Sabha then adjourned for lunch till Fourteen of the Clock.

The Lok Sabha re-assembled after Lunch at three minutes past Fourteen of the Clock.

[MR, DEPUTY SPEAKER *In the Chair*]

MOTION Re : 'CHALLENGE OF EDUCATION—A POLICY PERSPECTIVE'—
Contd

[*English*]

MR. DEPUTY-SPEAKER : Now, the hon. Minister may reply.

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI P.V. NARASIMHA RAO) : Mr. Deputy-Speaker, Sir, I am very grateful to the hon. Members who have made this discussion almost a marathon. We wanted to finish it in five hours, but they have proved how unrealistic it was to think of five hours for a subject like this. I am happy about it, and I know that many more Members wanted to speak. I would like to tell them that they need not feel disappointed for not having got an opportunity to speak in this House. I am available to them at any time. If they have any suggestion which they consider should come to me and prove useful to me, I will be open, to talk to them, discuss with them and accept any of their suggestions after discussion.

Sir, as I have said in my opening statement, this is only a part of the nationwide debate that is now on. Just tomorrow we are going to have a two-day Conference of the Members of the Legislative Councils from different States elected by teachers and graduates constituencies. We thought that since for many many years they have been representing the interests of the teachers as well as expressing opinions on education in general this is to consult them. I am going there myself while allowing a free expression of views, I will be at hand to be of any assistance to them.

Sir, in the history of education such an indepth debate has not taken place. This is the best thing that could happen for the education in any country that on the one

hand the Prime Minister, the Head of the Government, has taken upon himself the task of putting education back on the rails, not only back on the rails, but may be at the centre of the scheme of things so far as Government is concerned, and on the other hand we find a fermentation, a very intense fermentation of ideas going on all over the country. I am sure the result of this fermentation will be good and education hereafter will have a better prospect of becoming more useful from the point of view of human resource development.

There are two aspects of education, although in a strict sense we are discussing a document which has been circulated in lakhs and which mainly is the focus of attention today all over the country. In this debate also naturally this document as was envisaged by the motion moved by me, has been the focus of attention. But apart from the document, in my opening statement I have also submitted certain other dimensions of this activity because when this document was prepared and placed on the Table of the House, the new Ministry of Human Resources Development was not in existence. So, this document became a document on education *per se*. Although it does have certain other aspects included in it, yet it is on education *per se*, but after the formation of the new Ministry, education has to be looked at from two different points of view—one, as a part of the wider programme of human resources development and two, as education *per se* because ultimately we have to go in for micro-planning on education. So, these two aspects are equally important and I would like to deal with these two aspects separately for the sake of convenience although conceptually speaking, these are not quite separate.

I have said in my statement briefly that human resources development is a package ; it is not just one activity, it is a package of several activities which have been carried on so far both at the Centre and in the State Governments in separate compartments. Naturally, they had their separate targets and whether one Minister was dealing with them or different Ministers were dealing with them, they did not have

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the integration which is needed in order to make them a package. So, this is the first time that all these activities have been conceived of as a package and this package needs to be delivered to every baby who is born in this country and as I said, from conception to graduation this is the range with which we are concerned in this Ministry. Beyond this range, naturally other Ministries would come in.

But to the extent this range operates, we have to—(1) coordinate with other Ministries ; and (2) integrate the activities of the package which we are offering from our own Ministry.

I would like to place before the House what has been done in pursuance of this conceptualisation. It is not just a matter of spelling out. But certain concrete steps we have taken because ultimately everything will depend not so much on slogans, not so much on our ability to explain a thing but the ability to implement it. I would just give you one example. Take the Health Ministry, for instance. Now, it is obvious that if any package of human resource development has to be developed, it has to be first between education and health. Education naturally becomes our first concern. But at the same time without the package having a very substantial portion of health in it, the whole package of human resource development at the level at which we are applying it, will be lopsided. So, the first thing we did was to sit with my colleague, the Minister of Health and also with my other colleagues who are dealing with certain subjects which were outside the Ministry before the new Ministry came into the picture like I.C.D.S., like nutrition like ante-natal care of the pregnant mother and so on. So, we all sat together and we found certain very interesting developments which we would never have found but for the fact that this Ministry came into being. We sat with the Health Ministry and went into the details.

As you are aware, this year on the 19th November, a nation-wide programme was started by the Health Ministry for immunisation of all babies. They have taken about 36 or 38 districts in this

country and they want to complete all the districts and to achieve 100% coverage within the next five year plan; i.e. the Seventh Five Year Plan until 1990. Now the question is, what do we do? The life of the child is being handed on from one hand to the other ; from one Ministry to the other. The moment he is born, the baby is passed on to Mrs. Kidwai and at the end of one year, when the booster doses have all been given, the child is passed on back to me. And I pass on the child to Mrs. Alva for ICDS programme, nutrition etc. Then, she passes on the baby when it becomes, say 4 years' old or 5 years' old to Mrs. Rohatgi who puts him into school. Now the mis-match lies in the come. Immunisation programme is supposed to achieve full coverage at the end of 1990, the integrated child development programme is going to cover only a portion of that. What happens because of this mis-match? The child gets, until one year, all the doses, all the immunisation programmes. But thereafter, it does not get nutrition. Thereafter it does not enter into Anganwadi because Anganwadi is not available. So, we came to the conclusion that wherever there are such gaps in this, we would like to cover as far as possible, the whole country, within the next five years. But we have no money for that. Yet we do not stop. We go into the nitty gritty of it. We find out if we can scrape the bottom a little more, if we can scrape from here and there what we need. Similarly, the integrated programme will be left in the air unless we benefit from the money spent in it and see that the coverage is as nearly full as possible. That exercise will be, may-be in the next one or two weeks. The Health Secretary, the Education Secretary and all those who are concerned would go into it fully and give a report to us as to how much money will be required additionally if the coverage which we have in view is to be achieved. Now, this exercise could not have taken place if the new Ministry had not come into being and we had not liaised and coordinated with the other Ministry.

There is another very interesting aspect. One programme starts from one end of the country or one end of the State ; the

other starts from the other end. Or even if you go to a district, one programme starts in one block, the other starts from another block with the result that the package is not formed at all. The package is not delivered to the baby. In one block, they may have taken the programme of immunisation but that baby does not get the Anganwadi benefit immediately after immunisation, whereas in some other block, there is an Anganwadi but the child who is in the Anganwadi has not been immunised before. This again is a mismatch. Money is being spent on both programmes. So, we have also told the Secretaries that while drawing up their programmes they should be common, the area should be common, so that the programmes could be common and also overheads could be reduced and so many other facilities we can get, if we have the areas first demarcated so that all the programmes are concentrated in those areas. These are very simple things, very simple. When I tell them, probably you will say "Oh." This is something self-evident." But sometimes, something which is self-evident needs to be told all over again very many times. These are the simple things which we have gone into and we have no doubt that as a result of this, you will get the package delivered to the baby and at the end of five years, we will be able to achieve the largest possible coverage in these programmes. So, this is the first step of human resource development.

Then, we have to liaise with the Labour Ministry. We have to liaise with the Agriculture Ministry, the Food Ministry. If we want to give food to these children, we will have to liaise with the Food Ministry. We are going to do that, tie-up all these programmes so that the package becomes a really good, useful, wholesome package and will be delivered to the baby. At the moment, I really do not know to whom turn to. If I turn to the Panchayat Samitti man, he says "Where is the money for it?". I will have to find out what I can give by way of nourishment to these children, not the normal stuff which takes so much time to cook and perhaps is not properly cooked. We do not want to depend on individual cooks and individual institutions, on individual tastes. The

cook may be angry and the boys will get bad food. It is not to be like that. We would like to see that our food technology can come to our aid. I have spoken to certain technologists from other countries also who claimed that their countries are very high in food technology. So, I would like to throw a challenge to our own food technologists in this country whether they can produce small packets of food, full of vitamins, which can be just given like biscuits to the children and still, all the nutrition that is needed is concentrated in those biscuits or in whatever form they produce it. Again this has become a challenge to another Ministry and challenge to our technology. In the same way, if we have to again come to the rescue of these children in their usual habitat; what is it they generally have at their homes? Maybe most of them have seen the father coming back drunk and beating the mother. It is quite possible. What do we do to see that they have some time, some peace of mind, to study, to do their home-work; to come to school next day with some preparation? We have just no idea what they are going through. We are sitting in Delhi but most of us come from the villages. We know what is going on there. We have intimate knowledge of what is going on in the villages. But for those who have always been sitting here, it will be very difficult even to imagine what is going on there, unless relate our personal knowledge of these things. Most of us know; I know because I am a first generation learner; before me, in my family, nobody knew English, nobody knew Urdu, nobody knew any science, but they were all wise people; I cannot say the same about myself, through I can say that I am educated. So, there is a hiatus between the two. That is a different story. So, this is the package which we are going to deliver, which we have decided to deliver, and in the process of preparing this package, we are getting in touch with all the other Ministries. Now, we cannot have all the activities under one Ministry. The whole Government will become one Ministry in that case. That is not possible. A package will have to be evolved out of the coordinated efforts of many Ministries, and to start with, the new Ministry which has been formed gets the minimum number of

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activities which are needed as a nucleus to this package. The nucleus is ready with us. But the nucleus is not enough; we will have to coordinate with the others. And this is what we are doing, what this, as a part of the total programme of human resources development.

Now I would come to education proper, education *per se*. As I said, it is only for the convenience of discussion. I am not really treating them as separate which it is not the intention of this Ministry to do. But we have to spell out certain things in the field of education separately.

Before I go further, about this document, I have to refer to some words bandied about here; the most important is that it is 'elitist'. I have not been able to understand this word. But in any case the epitome of this document is found in the very last paragraph. Now I would like the hon. Members to listen to this and tell me where elitism comes.

"In broad terms, the task of evolving the New Education Policy would consist of laying down a long-term strategy for education in which the requirements of universalization of elementary education; production of sophisticated manpower in adequate numbers to deal creatively with new technologies; diversified vocationalisation; and the creation of an overall environment for change and development through adult and continuing education would be integrated with measures to improve the quality and outputs of all other educational sections. In this integrated strategy, specific roles will have to be assigned to different agencies for drawing up and implementing detailed programmes. To ensure functional and sequential complementarities, it will be necessary to set forth the framework for interaction and integration."

Now I do not find--

PROF. SAIFUDDIN SOZ (Baramulla):
This paragraph is allright.

SHRI P.V. NARASIMHA RAO : Do you want me to go from paragraph to paragraph ?

PROF. SAIFUDDIN SOZ : Not at all.

SHRI S. JAIPAL REDDY (Mahbubnagar) : What is new about it?

SHRI P.V. NARASIMHA RAO : That is why I have said that this paragraph is the epitome of the whole thing, it is the gist of the whole thing...

PROF. SAIFUDDIN SOZ : We accept.

SHRI P.V. NARASIMHA RAO : You accept the epitome, you accept the gist which has been given in this paragraph. Therefore, logic demands that you also accept the details....

SHRI S. JAIPAL REDDY: The epitome is stale. (*Interruptions*)

SHRI P.V. NARASIMHA RAO: At the beginning, so far as the educational ladder is concerned; we start with pre-primary, which is again a part of the ICDS programme more or less. We do agree that pre-primary education has not received so far the attention which it deserves. It has been left mostly to private agencies or non-official agencies. Now the time has come when we have to pay much more attention to pre-primary education because we have seen—this is the experience—that where pre-primary education is imparted to a child, it is not really education, it is a kind of initiation; when this is imparted, it becomes easier for him to go on to the school; instead of going to the school at 5-plus straightway, if he passes through pre-primary or Anganwadi or whatever programme we have, it will be much easier.

It will be much easier if this part of the programme is integrated with or located as close to the school as practicable. It may not be possible everywhere. But wherever it is feasible, it should be our endeavour and it will be our endeavour accordingly. Since these activities have now come under one umbrella—of course, this is only a Central

umbrella; we don't know what the State umbrellas are. We will have to talk to the States and see if they can also do as we are doing in the interest of the children and if they agree, then the activity becomes one activity, one part of it in proximity of another and therefore it will make for great convenience in the conducting of these activities.

Then we come to elementary education about which all members; not only all members, maybe all sections of the people in this country feel very much agitated and rightly so. I would like to say categorically what we have achieved. Although it is not highlighted in this document, this document was not meant to highlight the achievements. It was deliberately meant to highlight the failures. In a way, this is a confessional statement, a confessional statement of all those who were involved in the process of education so far—State Governments, Local Bodies, Central Government, people, people's representatives, Members of Parliament, everybody. So, it is a common confessional statement.

That is why, the authorship has not been given. When Prof. Soz and some others said about authorship, I said that I am prepared to give the authorship to them because it is as much your confession as mine. So, the authorship will be that of the entire nation. May be all Members of Parliament Those who want to put their signature here or their names mentioned here, are welcome.

SHRI S. JAIPAL REDDY : It is the case of collective self-confession.

SHRI P.V. NARASIMHA RAO : Yes, it is a case of collective self-confession because we have led to this situation.

When we went to a village in 1951-52; if there was a breached tank and at the same time if a school was needed, we had no doubt as to what was the first demand of the people. We have absolutely no doubt. Even if today there is a breach in a tank, breach for the last two or three years and also there is a great need for a school to be repaired and so on, first they would like to have both. Of course, the

demand would be for both. But if there is going to be a choice, if they are presented with a choice, then we all know what the choice is going to be.

So, there is no use of our really asking for more than what the people are prepared to accept as their priority. So, our programmes have by and large followed very closely the priority which has been there in the minds of the people. Now that we are self-sufficient in food, we seem to have forgotten all about it. But put yourself in the position in which you were in 50's, with every three years or every two years a drought coming in most areas, what else could they think of except the tank, except irrigation, except food, except keeping body and soul together? So, in the scheme of things something has happened which we all see today and we have to put our heads together and find a solution to this. There is no use of ruminating over it in any other fashion.

Sir, I have also said in my statement something which I want all members to think about. We have criticised ourselves, rather severely, because even after 38 years of independence, even after 35 years of the constitution coming into force, this part of the commitment of the directive principles has not been implemented.

Now, I would like all of us to go to each directive principle in the Constitution and I am sure, the amount of success and the amount of achievement.....

PROF. SAIFUDDIN SOZ : This is different, Sir.

SHRI P.V. NARASIMHA RAO : I will tell you something more about it. I have already said something about the priorities which the people had in view. Article 45 says that the State shall endeavour to provide within a period of 10 years from the commencement of the Constitution for free and compulsory education for all children until they complete the age of 14 years. Prof. Soz has not yet given me a method of compulsion which is acceptable to the people. I am waiting for it. But shall we go back to Article 24 which says:

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"No child below the age of fourteen years shall be employed to work in any factory or mine or engaged in any other hazardous employment."

What does this mean? It means simply and plainly that even while the Constitution was being written, the farmers did envisage some work being done by the children of this country below 14 years of age. There is another very interesting interlude in this. In the original draft it seems that child labour below the age of 14 was completely banned. I will read an extract from Dr. Ambedkar's speech. I quote :

"I am not prepared to accept the amendment of my friend, Mr. Nasiruddin Ahmed. He seems to think that the object of the rest of the clause in Article 36 which was Article 45 at that time, is restricted to pre-primary education. That is not so. The clause as it stands after the amendment is that every child shall be kept in the educational institution under training until the child is of 14 years. If my hon. friend, Mr. Nasiruddin Ahmed had referred to Article 18 which forms part of the Fundamental Rights, he would have noticed that a provision is made in Article 18 to forbid any child being employed below the age of 14. So the prohibition is there..."

PROF. SAIFUDDIN SOZ : What are you trying to prove ?

SHRI P.V. NARASIMHA RAO : What I am proving is that even while the Constitution was being made, there was an idea. There was an admission that they will not be able to ban child labour totally. .. (Interruptions). Please follow my line of argument. Therefore, it follows that they did envisage that some children would not be able to get schooling. So, the natural corollary was that right from that time, some amount of non-formal education had to be introduced. ...

PROF. SAIFUDDIN SOZ : Kothari Commission had reviewed the situation in 1966. Those broad recommendations before the nation are relevant to us.

SHRI P.V. NARASIMHA RAO : What is relevant is what is written in the Constitution. I am going to the Constitution. ...

PROF. SAIFUDDIN SOZ : That was reviewed by Kothari Commission.

SHRI P.V. NARASIMHA RAO : Reviewed—yes. But what is the point in reviewing it? They have given their recommendations. But the point is that when you appoint a Commission... (Interruptions) No, Prof Soz, I want you to really appreciate this. I am not trying to gloss over. When you appoint a Commission on a particular subject, for that Commission, that subject is the real subject and nothing else. Sometimes other factors contributing minus or plus to that subject are liable to be overlooked to some extent—not deliberately but in the very scheme of things it is like that. If it is going to be Education Commission, then it will be education. If it is Minorities Commission, it will be minorities. If it is some other Commission, say Irrigation Commission, in all their 4 or 5 volumes it will be only irrigation. Therefore, the subject of the Commission becomes much more important to that Commission than many other matters which may be equally important from the point of view of actual life. That is what I am trying to say—that even at that time, it was not clear that all children were being sent to school and then, compulsorily.

Again, in 18 or 19 States, they have passed legislation making elementary education up to 14 years compulsory. Now I would like to know whether there is a single case where any parent has been sent to jail or fined or penalised for not having sent his child to school. It is not there. ...

PROF. SAIFUDDIN SOZ : There is no funding.

SHRI P.V. NARASIMHA RAO : I am coming to funds.

Prof. Soz, you are a Professor. I would like you to be patient.

I have never been a professor but I have been much more patient. (*Interruptions*)

Now, I come to the next point which you raised. You raised the point whether we have the facilities. I would like to squarely place before you the situation as we have been having it from time to time. There is an enrolment of 91.92 per cent. Now, I would like to ask you how there could be enrolment of 92 per cent in this country if there had been no infrastructure. If it had been 1948, 1949, 1950 or 1951 could you have achieved 91 per cent enrolment ?

AN HON. MEMBER : What about drop-out ?

SHRI P.V. NARASIMHA RAO : The boy does not drop out before entering the school. I am coming to drop-out presently. I am not running away from drop out. My whole idea is to concentrate on drop-out and incidentally to tell the hon. Members what we can all do about it.

So, 91-92 per cent enrolment does mean infrastructure being available at the school level. The all India drop out average is 76 per cent. What does 76 per cent mean in the all India context mean ? It is just a figure. It starts from 6 per cent in Kerala and goes to 92 per cent in other States. Let us get it straight. There are some States who have done it. Kerala has done it.

There drop out rate is just 6 per cent. It means nothing. If they have 94 per cent retention they would be able to have 100 per cent retention within no time with a little extra effort. But where the drop out is 92 per cent, viz., if in Rajasthan we see the educational picture it is so depressing as was described by Shri Vyas ji yesterday then I would like to ask are both the cases same? Is the case of Kerala same as that of Rajasthan? Not at all. That is where we have to discriminate. That is where we have to go into the picture much more carefully and in greater detail.

SHRI S. JAIPAL REDDY : In Kerala the budget spent on education was 36.1

per cent while it was less than 10 per cent in Rajasthan.

SHRI P.V. NARASIMHA RAO : You have said exactly what I wanted to say. The child in Kerala is no different from the child in Rajasthan. But the compulsions in Rajasthan seem to be different from the compulsions in Kerala. I do not know why, but the scale of priorities in Kerala is different from the scale of priorities in Rajasthan. Now, we will have to go into this. That is what I mean when I say that an all India average is nothing. Even a district average is nothing. So, we will have to take up a massive programme of going from school to school. It may not be possible sitting here in Delhi. Most of us have been elected from villages but I want to say that we have perhaps made use of the schools for holding public meetings and nothing more. (*Interruptions*)

What I am saying is that we have not really paid attention to the schools that the schools deserve. This is the thrust of my submission. There may be hon'ble exceptions. I bow before them but if they are exceptions then the exceptions prove the rule.

Now, how to stop the drop out? I had stated in my speech day before yesterday that you know your target....

SHRI S. JAIPAL REDDY : We were not there when you spoke.

SHRI P.V. NARASIMHA RAO : Here also it is a question of comparative priorities—the priority of staging a walk out was more than the priority of education.

So, Sir, who are our clients? Who is your target group? That group as I said is in Class I this year in 1985. Can we do something to stop these children from dropping out from Class I? Is there anything which the members would like to tell me how we are to do it? I have started in a modest way getting into the districts, calling the district authorities and trying to find out school by school, what is happen-

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ing. We have taken up some districts. We will take up some more. Let us not run about the whole country-side—the whole gamut. We have a clientele already marked out for us. If we see to it that the child who has entered Class I in 1985 continues upto Class V in 1990, then you have solved the problem of drop out at least for the future. However, this is easier said than done.

After all, it is not hundred per cent correct, when we say that the children are dropping out because of lack of facilities. This is what I want Prof. Soz to remember. If the facilities are good enough for 30 or 35 per cent, who has made this segregation? Has anyone gone there and said: "All right, you drop out because there are no facilities and the others remain because there are facilities."

SHRIMATI GEETA MUKHERJEE (Panskura) : This is a fallacious argument.

SHRI P.V. NARASIMHA RAO : This is not a fallacious argument. Please listen to me.....(*Interruptions*).

I have already accepted your charge that the facilities are insufficient. Okay, but I want to tell you that the drop outs are dropping out not only because there is lack of facilities, but there are other factors. This is what I am driving at.....(*Interruptions*).

MR. DEPUTY-SPEAKER : Let him finish; I cannot allow such kind of a dialogue. No discussion please.

PROF. SAIFUDDIN SOZ : We are making it a lively debate.

SHRI P.V. NARASIMHA RAO : Yes, he is making it very lively; I am also finding it very lively. There is no doubt about it...(*Interruptions*). Thank you for making it lively in your own way.

The point is that I have to sit with Vyas ji for Rajasthan; I have to sit with the Education Minister of Rajasthan; I am calling him in the next few days. We are concentrating on the stages which came

from the bottom in elementary education. I am doing that exercise for Rajasthan, Uttar Pradesh, Bihar and Madhya Pradesh. In the next few days I shall find out if they know a little more than I know about the dropouts, as they would. I am calling their officers, calling the Ministers because sitting in Delhi and imagining things is not going to help. We will have to go to grass-roots.

SHRI K. RAMACHANDRA REDDY (Hindupur) : There are many economic compulsions also for dropouts.

SHRI P.V. NARASIMHA RAO : We will have to find out first how many presents are really making their children of four plus, and five plus work for their earnings. I can understand ten and ten plus; eleven and eleven plus. The child goes to school at five. How many parents are there in this country, heartless parents, if you wish to call them, who are sending their five year old to earn something for the family. If it is so, we will have to look into it. If it is not so, we will have to look into reasons, why the non-enrolment is still there.

SHRI S. JAIPAL REDDY : That is what we want you to do.

SHRI P.V. NARASIMHA RAO : Therefore, the time has come.....(*Interruptions*).

SHRIMATI GEETA MUKHERJEE : Is it happening for the first time?

SHRI P.V. NARASIMHA RAO : It is for the first time that everything is happening again. Madam, it is for the first time that the Human Resource Development Ministry has come into being. That is why I say let us go into the micro planning process of education. The micro planning process starts with the child, with the parent, with the family and the school and that is where we have to start. I am not saying that by just saying so, it is going to be achieved. It is not going to be achieved so early.

In every Lok Sabha constituency, we have a complement of non-officials—the

Lok Sabha Member is there and under him we have eight or seven or six or five, whatever may be the number, MLAs and then under him we have the Pradhans, Pramuks, Zilla Parishads, Panchayat Samithis and Panchayats and right down to village level, we have this kind of non-official machinery working. The official machinery is also working there. So with the cooperation of these two machineries, what has been overlooked so far needs to be gone into in greater detail. That is all I would like to say. And in this, if Members of Parliament would like to give a helping hand I am prepared to give you whatever assistance that we can. Whatever figures we have here, I am sure, these figures are not fully correct. May be, you have much better figures are dead figures. They mean nothing to me on proper. When I say 76 per cent or 65 per cent is the drop-out rate, it means nothing to me. You will have to look at it in your district. I am sure, this will vary from district to district. This will vary from area to area in the same district. If there is a district only half of which is very prosperous and the other half is all uplands and so on; the conditions will vary between those two areas. So, let us really bring to bear our knowledge of the local conditions on this particular phenomenon, which has now assumed such formidable proportions. This is all I would say. I will certainly be in touch with you. Let us look into it more carefully. And if you say that there is something very peculiar in a particular constituency, I am prepared to sit with you and analyse it. Unless you analyse the causes, unless you are dynamic enough to go to these parts and do something, it would not be possible to tackle the problem.

PROF. SAIFUDDIN SOZ : Before that, you will have to make some announcement that first priority will be given to universalisation of primary education.

SHRI P.V. NARASIMHA RAO : Yes, that is my next point.

Whatever money we have there is no use of our deploring that it is very little and very inadequate and so on. We know that it is inadequate, although the Prime

Minister was good enough to add a good dose of Rs. 15000 crores at one pinch. At a pinch, he did it. Now even that is not going to be enough.

SHRI S. JAIPAL REDDY : He did it for district model schools.

SHRI P.V. NARASIMHA RAO : It is not necessarily so, Jaipal. The point is we have got Rs. 1500 crores. It is not necessarily for one thing only. I will explain the model schools when I came to it. You seem to be jumping gun all the time.

Now, we will have to make up our mind. Are we prepared to say that a particular percentage of this allocation should be earmarked for elementary education? You are the law makers. You please tell me.

SEVERAL HON. MEMBERS : We are all for it.

SHRI S. JAIPAL REDDY : The document itself says that our expenditure on primary sector, on elementary education has declined from First Plan to Sixth Plan. So, we are with you if you say that so much amount will be reserved for expenditure on elementary education.

SHRI P.V. NARASIMHA RAO : I will make full use of this commitment when we have strikes and things like that in future from the other areas. This is a commitment from you.

(Interruptions)

SHRI NARAYAN CHOUBEY (Midnapore) : You have a commitment from him. Are you giving a commitment?

SHRI P.V. NARASIMHA RAO : I am really serious: I am not saying this in a flippant manner at all. But you cannot have it at both ends—this side and that side, elementary education and for all the other sectors, the emphasis will come in one sector, it is not possible.

I take it, as a result of this discussion; as a result of this referendum taken just

[Shri P. V. Narasimha Roa]

now within a few minutes, that the House is of the opinion, the hon. Members of Parliament who have been elected from all the constituencies in this country are of the opinion that a definite portion of the resources should be earmarked for elementary education and they should not be diverted to any other activity.

SOME HON. MEMBERS : Yes, Yes.

SHRI P.V. NARASIMHA RAO : Thank you very much. Next year, I will come back and tell you what I have done.

SHRI NARAYAN CHOUBEY : It should be substantial.

SHRI P.V. NARASIMHA RAO : Now, any addition to ge-ticulation will not add to the emphasis. So, let us go to the next point.

SHRI S. JAIPAL REDDY : Sir, we wanted to de-emphasis the model schools and class-rooms.

SHRI P.V. NARASIMHA RAO : As I said, I am going to concentrate on the States while the enrolment and drop-outs are very very unfavourable and I shall come back to the House and I hope the House will insist on more and more debates like this, not less and less.

Now, I come to Secondary Education. I am sorry I am taking a little more time. But many points have been raised and I am thankful that the Members are very patient and willing to hear me. So, I would come to Secondary Education.

When we dealt with primary, we found that what is needed in primary education is was still a programme of expansion, more teachers, more black-boards, more schools, more class-rooms—and so on. May be in some areas, schools are needed. But the point is—whatever we have to give as facilities to the schools,—they need to be augmented, quite substantially at the elementary level. But the same is not true at the high school level because we have about 52,000 to 54,000 high schools in the country. What is needed is their consolidation. We do not need another

50,000 high schools in this country. May be, marginally here and there we may need. But what is needed is consolidation. We have to give them facilities, we have to give them equipments and books, we have to give them better trained teachers, we have to re-vamp the training programmes of the teachers and so on. And for this stand point there is a qualitative difference between the elementary stage and the high school secondary stage. Let us first recognise this.

Sir, I have said in my statement that we are going to take up a massive country-wide programme of school improvement. Now, I will tell you what we mean by school improvement. For the first time, in the Seventh Five Year Plan, Government of India has decided to shoulder substantial financial responsibilities for meeting the facilities in schools which will bring the much needed improvement in the standard of school education. Some of the notable initiatives which we are planning to initiate from this year are making girls' education free from Class 9 to Class 12. About this Shrimati Sushila has already informed you the other day in this scheme, we are stipulating now that it is not just making it free but it is reimbursing also. Actually the State Governments are supposed to tell us how many girls are in Class XI and Class XII because of the free education and we will reimburse them for whatever tuition fee they would have got from these girls. In the scheme, we are stipulating that this amount will be used by the State Government for providing free uniforms and constructing bath-rooms and lavatories in schools. Now, we do not want this money to be diverted to something else. We are subsidising them, we are re-imbursing them for the fees that they would have got. But we are requesting them that this money should remain here, since this department itself needs this money.

And we say give them uniforms, construct bathrooms, construct lavatories and so on. For this, if this money is utilised we will be happy.

SHRIMATI GEETA MUKHERJEE : I want a clarification. For the States which

are having already education free for girls, what will you reimburse?

SHRI P.V. NARASIMHA RAO : If it is free whrt do I reimburse?

(Interruptions)

SHRI BASUDEB ACHARIA (Bankura): It is alreay free in our State.

SHRI P.V. NARASIMHA RAO : This reimbursement is not a grant. This reimbursement is something in respect of fees which they would forego actually. I do not know what foregoing means—foregoing 10 years ago? I am not sure. I will examine that. You should be happy that you have foregone this and you have taken a lead over other States, so that they follow your example and we help them in following your example. That is the point.

(Interruptions)

SHRI G.M. BANATWALLA (Ponnan): Why punish those States which have given priority to education? It should not be. They should be rewarded.

SHRI P.V. NARASIMHA RAO : I will tell you. I am aware of the fact that, if a State has already done this, we have two options. Taking an imaginary view of how much they might have lost, we reimburse or in the alternative, we know that no State in this country is fully provided for in education. Now, there may be some other areas where these States are deficient and we could certainly go to their help. The other States whom we are reimbursing for girls' education may or may not have come to that level where we need these things. So let us go into it in greater detail. It is not a question of a crown grant being given free here. The point is we are helping certain States. You know that we have to do something like equalisation of opportunities. Now if a State is lagging behind for any reason, we will have to go to the aid of that State. For the first time, we are quoting it in the Seventh Plan. If you start putting all kinds of obstacles, then there will be nothing.

PROF. P.J. KURIEN (Idukki) : A particular State which has reached a certain level of achievement in education should not be at a disadvantage.

SHRI P.V. NARASIMHA RAO : No, it will not. It will not be at a disadvantage. We will give great publicity to all of you from those States. As I said, whatever options are open including on a certain conceptual or imaginary basis; these States also would be considered, but I would certainly advise you against it. You can say "yes, we have done this. But we are deficient in such and such area, you please help us." That would be a more reasonable demand to make. I do not have to tell you, what demands you should make on me. Under the scheme of strengthening of teachers' training institutions, there is a proposal to assist 1500 teaching training institutions for the school sector and the SCERTS. Now this again is a massive programme. 1500 of these schools will get some assistance, we will see how to assist each of these schools, what they are deficient in and how we can assist them. This is under consideration. Also under the scheme of science and environmental education in schools, there are proposals of assistance under consideration. Now the point is at the high school level, what is lacking and sadly lacking is science equipment laboratory equipment and so on. We know of schools where the teacher alone is supposed to do the experiment. So we will give more assistance because we have to create a scientific temper, for which this is needed. We are considering seriously what we could do for these schools and we will do that. The programme of non-formal education which is proposed to be continued during the Seventh Plan would bring educational facilities within the reach of habitations not served by schools and in other places to the population of drop-outs, who do not find it possible to attend schools.

This programme can bring acceptable educational facilities within the reach of every one in the country, by the end of the 7th Plan. This is what is being done: a huge programme of non-formal education, to supplement the formal education that we are giving. We have not yet finalized

[Shri P.V. Narasimha Rao]

all the arrangements. On this matter, if you have any other suggestions.....

15.00 hrs.

SHRI S. JAIPAL REDDY : The programmatic content of non-formal education is very weak, and the structure is also weak.

SHRI P.V. NARASIMHA RAO : If you have any suggestions for strengthening this content, I would certainly welcome them; that is why I say that nothing is finalized. I would not like to finalize anything before I have had consultation with Members of Parliament—which is being done now. So, if you have any suggestions please give them. (*Interruptions*) I understand this. I know that non-formal education is something new in this country. It has not been really implemented with great success; it has been done only with partial success. If you have got any idea as to how to make it stronger and more purposive, I would like to have your suggestions.

With this, we pass on to Universities.

SOME HON. MEMBERS : What about vocationalization? Ten-plus-two is very important.

SHRI P.V. NARASIMHA RAO : About universities, a charge was made that the Universities in the South were getting a raw deal. This is a very serious matter, on which we can certainly discuss with a certain relaxed mood. When you say some area is being discriminated against, it becomes at once a serious matter. I would like to remove this impression. These are the grants paid by U.G.C. in the 6th Plan:

	No of Universities	Grant (in lakhs)
South ...	21	3,574
North ...	28	3,448
East ...	22	2,434
West ...		3,074

So, the higher figure is for the South. (*Interruptions*) Now hon. Members from other areas should not combine with the South. South has been given grants, naturally on merits. There is no question of South getting any extra grant supply because it is the South; similarly in the case of East or North. South has got it because probably it has done well. That is all.

Coming to UGC, whatever suggestions have been made by hon. Members, it is a fact that so far as higher education is concerned—not higher technical education, but higher education *per se* is concerned, the outlays in this Plan, according to what we have decided by consensus, would have to be under certain constraint; and we cannot possibly go beyond a point. We would like to keep that in view because this is in conformity with the consensus.

At the same time, we are going in for a real meaningful programme of distance education. I just wanted to say this in connection with character building, which many Members spoke about. Character building is something which again is not like building a house. We know that in *Mahabharata* in this very place, or somewhere near here, we had Dronacharya. He was the common teacher of Kauravas and Pandavas. So, what the products of the same school, can become in later life, is not very much in the hands of the teacher, although the teacher has done his best by giving them whatever education he wanted to give, or he thought best, and in the best manner he thought it should be given. So, we have an example right from *Mahabharata*. (*Interruption*.) But more than Kauravas and the Pandavas, we have the first example of distance education in the same *Mahabharata* and that is Ekalavya. He was not allowed to this school because he was not a prince; he was a pauper; he was a commoner and therefore by his own devotion to Dronacharya, he put a statue of Dronacharya in front of himself, and achieved greater *dhanur vidya* than all the Kauravas and Pandavas. Therefore, this very partial teacher had to demand his thumb as *guru dakshina*. (*Interruptions*)

[*Translation*]

This practice had all along been there. That is why I am giving the remedy. This is the remedy.

[*English*]

Therefore, it is not so much character building by the volition of the teacher. He has to do whatever he has to but something more needs to be done, environment needs to be improved. If that student is living in an environment which is unhealthy for thought, deed, everything, then we cannot expect a miracle to be done, to be achieved only by the teacher.

Now I am coming to the question which has been rather worrying everybody here and it is what are called 'model schools'. Now, I want the attention of the hon. members on this and no interruption until I have finished.

AN HON. MEMBER : You are taking too much for granted. That is why you want no interruption.

SHRI P.V. NARASIMHA RAO : Because I want to explain things and put them in the right perspective. In my statement, I have given certain parameters of these schools. I would like to place them before the House again since some members were too much pre-occupied with the walkout the other day. I am sure, those who walked out and may be those who did not...

SHRIMATI GEETA MUKHERJEE : I want to put the record straight. We had requested the Speaker to go on with the debate so that we could participate.

SHRI P.V. NARASIMHA RAO : It has been done. It is all for your benefit. At your behest, this is being done for three days instead of one. First, let me tell you that this programme is a total programme; it is not a partial programme; it is to take up a massive long-term nation-wide programme of school improvement and to support and stimulate it by statting a fair number of quality institutions

which endeavour to serve as a catalyst for the above mentioned long-term programme. The main characteristics of these institutions are exactly what we have been taking all the time. (1) Quality. What we have been saying is that our schools are devoid of quality. (2) Social justice, that is education to be available irrespective of parents' capacity to pay. What we have been saying is that we have a elitist system now where if a few parents can pay a high fee even if their children are duds, they can go and get a seat in those institutions. This is the position today. This is not going to be the position in that school. (3) Merit-based and cultivation of talent. Now, I come to exact figure and facts in a minute. Please do not get restlers. Utility and social purpose conforming to accepted national policies including the policy of the three language formula which is not acceptable in certain areas, but we will accept it and introduce it and implement it in these schools wherever the schools are situated including area where the States do not accept this.

And it will be to their benefit. Number five: They have largely rural coverage and six: fostering national integration. When and as these institutions are established—this is very important—an elaborate scheme to radiate quality from them would be formulated and implemented drawing from experience, as we go along. This school is not going to be an ivory tower, this school is not going to be a small isolated school, a small island of excellence in a sea of mediocrity. This is not going to be like that. This is more or less going to be according to what Dr. Kothari has said when he talked of pace setting institutions. Even if it is not identical in concept the idea of talent cultivation has been accepted on all hands.

Now the point is, not only this, on the other side of the spectrum, other end of the spectrum, if there is a boy or girl, who is substandard for various reasons, we will have to help them to come up to the standard. And if on this end there is a boy who can finish one year's course in six months, we will have to help him in skipping something and improving himself and coming to the stature which he is capable of.

[Sbri P.V. Narasimha Rao]

Now, here is the most important thing: I am really astonished at the amount of disbelief on the part of the Member of Parliament in the talent available in the villages in our country. I am really astonished. We had an idea of opening two such schools on an experimental basis.

SHRI P. KOLANDAIVELU (Gobichettipaligam) : I referred to it.

SHRI P.V. NARASIMHA RAO : You referred to it, but I would like to tell you that there was no firm date decided because we did not want to start half-baked and half-ready schools and become a point of ridicule by everyone.

SHRI P. KOLANDAIVELU : It was already announced.

SHRI P.V. NARASIMHA RAO : No. In this year it was announced it. There is nothing sacrosanct about this. These are two experimental schools.

It so happened that there are some matters incomplete in regard to the construction of buildings and so on they will be looked into. But what I really want to emphasise is this fact, that for these two experimental schools all the other things were done, notably, selection of children. And this is where I want the real talent of the countryside to be recognised by you. The analysis of the entrance tests held recently for the two model schools at Jhajjar in Haryana and Amaravati in Maharashtra revealed some interesting results.

PROF. NIRMALA KUMARI SHAKTAWAT (Chittorgarh) : Why not in Rajasthan?

SHRI P.V. NARASIMHA RAO : We will do it. Next year it is coming in any case. I am only trying to convince those who *ab initio* are against these schools. If I can even soften them a little, it would be good. All the others are in favour, I know.

In the list of selected candidates 80 from Jhajjar, 20 Scheduled Caste and Scheduled Tribe candidates have secured

marks ranging from 93 per cent to 75 per cent! Including one Scheduled Caste student standing first one of the blocks! This is the available talent. The range of marks in Amaravati school is 91 per cent to 74 per cent. With the result that although these schools have given reservation according to whatever scale is in vogue; the SC+ST boys did not even need reservation! They got many more than the reserved seats. In one school perhaps it has come to almost 50 per cent of the entire admissions. And, why not? If these candidates who were otherwise getting reservations, do not need reservation, if on their own merit they are able to secure admissions of this order spontaneously, this something of a revelation. Their testing was spontaneous, they did not know they were going into this school, nobody coached them, nobody started a teaching shop for them. We just went and just caught them, wherever they were, and had a test and this is the result. Now, how many lakhs and lakhs of such students may be languishing—because, we do not have a school to admit and give them free education!

MR. DEPUTY SPEAKER : Sir, are they first generation students because there may be some IAS officers' sons or somebody?

SHRI P.V. NARASIMHA RAO : Absolutely first generation students from the villagers, belonging to the Scheduled Castes. We do not have 91 per cent marks in others.

PROF. SAIFUDDIN SOZ : What will happen to 'Y' number which will remain outside?

[Translation]

SHRI RAM DHAN (Lalganj) : There are no Scheduled Tribes in Haryana.....
(Interruptions)

SHRI P.V. NARASIMHA RAO : I am not talking about the Scheduled Tribes but about the Scheduled Castes.

... (Interruptions)

SHRI RAM DHAN : I want the Government of India should adopt this policy in respect of I.A.S. also. In an I.A.S. examination 24 candidates had obtained better marks as compared to general candidates, but they were appointed against the reserved category and not in the general category...*(Interruptions)*

SHRI P.V. NARASIMHA RAO : Now, you have started an altogether a different subject...*(Interruptions)*

[English]

Mr. Jaipal Reddy knows, when he was MLA—he had been an MLA as long as we remember—we had certain schools opened on these lines in Andhra Pradesh. The record of those schools has been scintillatingly bright. In the Tenth class examination, numbers one to ten almost invariably have bagged by these schools. Who are they? They are not landlords; they are not from the cities; they are ordinary children of ordinary people. I had visited those schools myself because I had something to do with the starting of those schools. We had made analysis of the class composition of these boys. I have got the analysis with me here over the last ten years. I can tell you that the talent which we have been able to spot in the villages, is something fantastic. It is unbelievable. This is what we want to cater to and not to make it a high brow institution. It is going to be in sheds, I do not know. I do not have buildings. I am not going to spend Rs. 2 crores for a building, as has been said here and there out of ignorance. That is not the idea. I am going to go to State Governments, ask them for the building, give me one Zila Parishad school out of the whole district anywhere they wish or give me land or some abandoned buildings, PWD buildings, project buildings—there are so many buildings which are abandoned, people are just taking bricks out of them—which are not being put to use. I am prepared to put them to use. So, we will sit with the state Governments and try to find out what they can do.

SHRI S. JAIPAL REDDY : It is not relevant because the recruitment is from

the lower standard and not from the Eighth standard as is sought to be done in the case of district model schools.

SHRI P.V. NARASIMHA RAO : The examination was held for students in the fifth class. The school is going to be from class 6th to class 12th. This is the same thing as in Andhra Pradesh except that here it is higher Secondary and there it is High School.

About technical education, one point which would like to highlight and which has been highlighted by several Members, is the capitation fee—selling of education to the highest bidder, who probably will get it back from dowry. All these have been highlighted. Shall I take it that this means an endorsement of the House that we should do something about it, put our foot down and see what we can do it?

SEVERAL HON. MEMBERS : Yes.

SHRI S. JAIPAL REDDY : As a national policy!

SHRI P.V. NARASIMHA RAO : I do not have to elaborate this, but this is one point I wanted to ask about and on this I am very happy and very grateful to the House for having given me this sanction...*(Interruptions)* Now I have got what I wanted from the House. The rest of it you and I, everybody will put our heads together, go into the nitty gritty Statewise, districtwise, school-wise.

I am prepared to sit with anyone who wants to discuss any educational problem in any area of this country because there is no such thing as a national average. You have to go to the last level, lowest level where education is being imparted.

About sports and other activities which come under this umbrella, I have not said anything because it is only about this Challenge of Education that we have been discussing... *(Interruptions)*

PROF. SAIFUDDIN SOZ : What about vocational and technical education, Sir ?

[Prof. Saifuddin Soz]

DR. SUDHIR ROY (Burdwan) :
What about democratic management?

SHRI AJAY MUSHRAN (Jabalpur) :
What about NCC, Sir.

SHRI P.V. NARASIMHA RAO : NCC is not under me, it was. Now it is NSS and NYK. But, in any case, I have not really lost my touch with the NCC. We are preparing a very widespread scheme of certain programmes being taken up by the NCC, by the NSI and by the Nehru Yuvak Kendras. We have about three million strong force, one million NCC, one million NSS and maybe one million Nehru Yuvak Kendras or maybe much more if we really organise all the Kendras. So, we have a very huge youth force in this country which can be put to very good use, and because all these have now come under one Ministry, it is going to be much easier for us to organise it than it was before. Even then it was organised, but now it is going to be much easier. So, I will come back to the Parliament, or if the Members want, I will certainly like to take them into confidence at the proper time. The things are being worked out.

On vocational education, unfortunately we have not been able to make any plan outlays so far. I must first make that confession. Although we are all wedded to vocational education, in the present scheme of things as the plan allocations for the Seventh Plan stand, it has not been found possible to accommodate vocational education, but we are not going to give it up. We had set up a committee, and that committee has given a Report, a very practical, feasible kind of Report which needs to be implemented and probably—I am not again making a commitment—with the commitment for vocationalisation that we have, it is just unthinkable, so far as I am concerned, that we should not have any allocation for vocationalisation at all in the plan. We must have it. We will find it. How much, to what extent, will depend on the result of our efforts. In the next few weeks, I will come back to Parliament with whatever has been worked out. But I would like to assure you that vocationalisation will not be ignored, will not be put on the shelf. It will be implemented to

the extent it is feasible under the overall constraints as you know, but it will be implemented.

AN HON. MEMBER : What about the expansion of technical education.

SHRI P.V. NARASIMHA RAO; I have already said about that.

Today we have more than 20,000 engineers unemployed in this country. What do I do with the engineering colleges and the engineers? So, what is needed today is a different kind of technical education. It may not be totally different but it will be substantially different because what we need today is the middle level technician and not the high level technician or the graduate. I am told that the number of nurses per doctor in this country is shockingly low, I am told that the number of health workers in this country is shockingly low. We will have to take up, either as part of the vocationalisation or as an independent activity or independent programme in itself, a massive programme of getting these jobs properly taught and these boys and girls properly trained so that the entire gamut of our services, whether medical services or engineering services or health services, does not become lopsided. If there is a hospital in which you have four operation theatres five or six surgeons and only one anaesthetist, he becomes a bottleneck. So, we do not want these human bottlenecks to be formed everywhere as it is happening today unfortunately. We will go into it in great detail. One word about Adult Education.

SHRI RAM SINGH YADAV : What about teachers?

SHRI P.V. NARASIMHA RAO : I have told you. They are going to get assistance from us.

SHRI RAM SINGH YADAV : What about discipline in schools?

SHRI P.V. NARASIMHA RAO : First thing is assistance. If there is nothing there, there is no discipline also ! We will have to give them something before we

get them into some kind of order there. I will not go into those details just now because they are being worked out.

About adult education, again, this is something which has been sometimes maligned, sometimes glorified, and most of the time ignored. This is what I would like Members of Parliament to consider. Even if you are able to plug all the drop outs (which itself is something very, very difficult) you will have to keep going the programme of Adult Education on a commensurate scale and at a level of high efficiency. Because ultimately, it is only the mother who can really do something in the service of the nation in order to bring about all round development in the personality of the child. So, it will have to be a massive programme. At the moment it is not big. I do not know how much money we will have for it. But the idea and the intention is this—to have adult education strengthened to whatever extent it is possible. Again in this, our youth, our NSS, our NCC all these forces which we have, may be of immense help to us. They will also be of help to us in conducting surveys. We really do not know about many things. If you have some small organisation to conduct a survey, they may go to the village and come back and they may not find what all they want to find there. At that moment, a person may be absent who could give them the real information. On the other hand these boys and girls coming for the villages could give us lot of information, they could get us lot of information. During the holidays for instance when they go to their own villages they can do the survey. It is such an interesting job—going from house to house, place to place, man to man, woman to woman; and asking for their views, asking their position, etc. So, whether it is economic or social or political or whatever it is, a thorough survey of the conditions in the villages can be achieved only by deploying this very large force of youth in this country. They will also be useful in Adult Education programmes.

Now we have started this exercise of getting all these into a massive programme of education in this country as part of Human Resources Development. I wish that

Members of Parliament and all others who are interested would give a helping hand. Because, it is their programme. This is a programme of all of us. Ultimately they would like this programme to succeed. Now, as we go along, I will be reporting from time to time and taking the House into confidence. Sir, I have taken a very long time. I conclude.

PROF. SAIFUDDIN SOZ : Sir, I want to seek a clarification. I will take only three minutes.

MR. DEPUTY SPEAKER : You can't take three minutes. Be brief. What is the clarification you want?

PROF. SAIFUDDIN SOZ : I want clarification on one or two points. I will not take much time. I know I have taken some time already. (*Interruptions*) He must attend to what I say. (*Interruptions*) I am not raising any issues. For his opening remarks and his speech, I must congratulate the Minister; we agree with it. But my question is this : Will he agree with us in one thing? Will he now re-arrange the priorities, will he now re-adjust the priorities to see that the first area of thrust is Elementary Education? Will he do it? Model schools and others will come later on. That is number one. Will you evaluate your Human Resources Development and make it compulsory that Health should be a part of your Ministry? Then, number three is this...(*Interruptions*). I want a five week discussion of this Status Paper by topmost experts in this country. Then finally, Sir,...

MR. DEPUTY SPEAKER : Already what you have told, he has accepted. Why are you saying the same thing again? We go to the next subject,—Items No. 13 and No. 14.

PROF. SAIFUDDIN SOZ : I want the same steps for NCERT and NEPA. So far as the UGC is concerned, I am not happy with its working. UGC could have the same position as the Medical Council of India...(*Interruptions*). Can the University Grants Commission do anything for re-arranging.....(*Interruptions*). I don't understand them.

[Prof. Saifuddin Soz]

MR. DEPUTY-SPEAKER : No, you have already spoken,

(Interruptions)

SHRI P.V. NARASIMHA RAO : I take all this as your views. Okay?

PROF. SAIFUDDIN SOZ : What is your response to it? I want your response. (Interruptions). Why are you crying? I don't understand it.

SHRI AJAY MUSHRAN : You can't go on talking like this. You had already taken half-an-hour for speaking.

(Interruptions)

15.31 hrs.

FUTWAH-ISLAMPUR LIGHT RAILWAY
LINE (NATIONALISATION) BILL
AND
SUPPLEMENTARY DEMAND FOR
GRANT (RAILWAYS)* 1985-86

[English]

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : Sir, I beg to move.*

"That the Bill to provide for the acquisition, in the public interest, of the undertakings of the Futwah-Islampur Light Railway Company Limited in relation to the Futwah-Islampur Light Railway Line and for matters connected therewith or incidental thereto, be taken into consideration."

The House is aware that in the past assurances have been given that a Bill for nationalisation of the Futwah-Islampur Light Railway will be brought before the Parliament. This Bill was introduced in the House on 21.11.1985 and is before the House now.

*Moved with the recommendation of the President.

Futwah-Islampur Light Railway is a 43.45 km. long narrow gauge line taking off from Futwah station on the Patna-Mokemb main line. It is owned by the Futwah-Islampur Light Railway Company Limited. The track and rolling stock of this line are in a dilapidated condition. Running of trains on this line is, therefore hazardous from the safety point of view.

Moreover, the Futwah-Islampur Light Railway Company has been suffering heavy working losses. The Government is required to ensure an interest of 3.5% on the paid-up share Capital of the Company besides meeting the working losses. The subsidy paid during 1983-84 alone amounted to Rs. 14.76 lakhs.

The assets of the Company are proposed to be taken over through the present legislation by payment of an amount of Rs. 19.29 lakhs as compensation.

It is proposed that, after nationalisation all the eligible employees of the Light Railway be absorbed against vacancies on the Indian Railways.

Sir, with these words, I would commend the Bill for consideration of the House.

Mr. Deputy-Speaker, Sir, the Supplementary Demand for Grant (Railways) for 1985-86 may also be discussed along with this.

MR. DEPUTY-SPEAKER : Yes, both will be discussed together. Motion moved :

"That the Bill to provide for the acquisition, in the public interest, of the undertakings of the Futwah-Islampur Light Railway Company Limited in relation to the Futwah-Islampur Light Railway Line and for matters connected therewith or incidental thereto, be taken into consideration."

MR. DEPUTY-SPEAKER : Motion moved :

"That the respective supplementary sums not exceeding the amounts

shown in the third column of the Order Paper be granted to the President of India out of the Consolidated Fund of India to defray the charges that will come in course of payment during the year ending the 31st day of March, 1986, in respect of the heads of Demands entered in the second column thereof—Demand No. 16.”

Supplementary Demand for Grant Railways for 1985-86 submitted to the Vote of Lok Sabha

No. of Demand	Name of Demand	Amount of Demand for Grants submitted to the Vote of the House
1	2	3
		Rs.
16.	Assets—Acquisition, Construction and Replacement	
	Other Expenditure	433,00,00,000

MR. DEPUTY-SPEAKER : Both the Bill and the Supplementary Demands for Grants are before the House. Time allotted for this discussion is four hours.

Mr. Srihari Rao may initiate the discussion.

[Translation]

*SHRI SRIHARI RAO (Rajamundry) : The Government have come before the House seeking approval for the Supplementary Demands for Grants amounting to Rs. 433 crores for Railways. It is said that this amount is intended to be spent for expediting the progress of ongoing works/schemes under the various plan heads like Rolling Stock, Line Capacity Works, Track Renewals, Electrification projects, signalling and Telecommunications, Workshops etc.

*The speech was originally delivered in Telugu.

Sir, I am sorry to point out in all these spheres the Railways have failed miserably. Hundreds and thousands of crores have already been spent on these projects and the progress has been nil. There is nothing for which this Government can take credit.

Now, the Railways have been clubbed with other transport wings. Now it is just another wing of the Ministry of Transport and lost its identity. Indian Railways are the second largest railways system under one management in the world and the largest single undertaking not only in the country but in Asia with a capital investment of around Rs. 9500 crores and a total staff strength of about 1.7 million. The route length of rail network exceeds 61,600 Kms. Such a large undertaking has now been clubbed with other wings of transport just for the sake of coordination. It is not a justified change. All these years, a separate budget used to be presented to the Parliament for Railways. I do not know whether the Govt. is going to present a separate budget for Railways now onwards or depart from this practice. I want the Minister to clarify the position of the Government on this point.

Sir, the modernisation programme is not at all satisfactory. There is hardly any modernisation. Signalling system is still based on the obsolete methods. Our Railways have yet to go for automatic warning system.

15 34, hrs

[SHRI VAKKOM PURUSHOTHAMAN in the Chair] :

Track is old which is causing many accidents every day. That is not being replaced speedily and as a result of it our trains are running slower than bullock carts. Rolling stock designs are out moded. Loco engines are yet to be replaced. Electrification programme is going on at a snail's pace. Diesel is being imported every year worth several hundred crores and as such we are losing much of our foreign exchange. If we switch over to electric trains we can not only conserve much of our foreign exchange reserves but

[Shri Srihari Rao]

also make the railways journey cheaper, comfortable economical and safer. Sir, in this connection, I want to add that one of the most important routes in the country namely, Madras-Calcutta has not so far been thought of for electrification. It is one of the oldest lines in the country. Both passenger and freight traffic on this route fetches more revenue than any other routes. It runs through 4 States. There is every need to electrify this route as early as possible. I hope the Government would take it up immediately. Along with this I urge upon the Government to take up electrification programmes of all the important routes and especially those which connect State Capitals immediately.

Sir, survey has been ordered for the Kakinada-Kotipalliline via Ramachandrapuram almost a year ago. But the survey work has been going on very slowly. This route does not require much of investment. All the necessary infrastructure is available there. All that the Railways have to do is to lay the track and run the train on it. Now the population in the area has gone up to 10 lacs and there will be good income. The Government must give priority to the construction of such lines, for the cost and time required for construction of such lines will be very less and they yield a good revenue.

Sir, at Nidadavolu in A.P. a flyover was sanctioned this year. But the execution of the work is being delayed. It is almost one year since the flyover was sanctioned. I request that this flyover should be completed at least during 1986.

Sir, Vishakhapatnam is one of the most important cities in the country. Besides being a port, it is also an industrial, commercial and educational centre. Public Sector Undertakings are located here. Vizag steel plant is fast coming up. Yet, there is no direct train between New Delhi and Vishakhapatnam. I take this opportunity to request the Minister to bifurcate the present AP Express at Kazipet and run at least 7 bogies upto Visakapatnam. I hope he will concede this request of mine immediately.

The work on the Third Railway bridge

on river Godavari in AP has been painfully slow. At present this work has been suspended. I request the Ministry to direct the concerned person to expedite the work to complete the bridge early. An allocation of Rs. 2 crores was made in the budget for electrification of Kazipet-Sanatnagar Section. For some unknown reasons the allocation was reduced. I request that sufficient money be allocated for speedy completion of electrification of Kazipet-Sanatnagar Section.

Sir, for the past 25 years, not a single new railway line has been laid in Andhra Pradesh. The Railway Minister continues to neglect AP even to this day. There are several new lines which have been pending before the Railway Ministry for sanction. I earnestly request the present Minister to depart from the past practice of neglecting AP and sanction all these lines or at least a few lines in the immediate future and do justice to my State.

Sir, the present increase in traffic should not be mistaken for improved performance of Railways since there is no other go, people are travelling by trains. I suggested several times in this very House, that the hon. Minister and other top officials of the Ministry should travel incognito in trains to get first hand knowledge of the problems and difficulties of the passengers. There are many irregularities and take action against the erring officials, the condition of Railways can improve considerably. It will be a fine example of democracy, if the Minister himself goes out to meet the common people and solve their problems.

Sir, Rajiv Gandhi wants to take the country to 21st century. His Government should try to improve the conditions of Indian Railways which are still in early Nineteenth century. Steps have to be taken to bring in the revolutionary changes in the Railways. Transport capacity has now reached a plateau and additional output is possible only on the basis of adequate investments to increase capacity and productivity. During the 6th Plan our performance was not good. At least during the 7th plan we should try to make up for the loss otherwise it will be very difficult to reach and step into the 21st century Shri

Madhav Rao Scindia who is looking after Railways is young and energetic Minister. I hope he would infuse dynamism and improve the Railways.

Sir, thanking you for giving me this opportunity. I conclude my speech.

[English]

SHRI JAFFAR SHARIEF (Bengalore North): Mr. Chairman, I have taken this opportunity to speak on the Supplementary Grants as I felt this is the opportune time. Generally, many of our Members of Parliament speak elaborately on the railway budget, the Budget which already prepared and presented to the House. So, generally the scope is limited and whatever is being discussed at the time of the railway budget is going to be only useful for the next Budget. I have chosen this particular time because in the next Session when we meet, the railway Ministry will come before this House with the Railway Budget. This is the exact reason for me to choose this opportunity to make certain observations after quietly observing the functioning of the railways. I have the unique opportunity of associating with the railways for nearly four years and ten months; more or less I have to say, I have completed a full term. With my experience and a little knowledge that I have been able to gain during my tenure, I must say, I must complement the railways that it has its ability to deliver the goods or to undertake any challenge if any task is given to them.

I have always held this view—I have gone on record many times on the floor of this House—that next to Defence, if there is any system which can take up challenges and complete tasks, it is the Railways. We also know that this is a very basic infrastructure for our economic growth. I have observed in this House—and there is nothing to complain about; it is but natural—that the Members of Parliament who come here would generally like to represent their States or Constituencies and the problems relating to them. Although I have a few such points to mention, because of my association with the Railways, I personally feel that I must take this oppor-

tunity to lend my helping hand to my friend, Shri Madhavrao Scindia, who has taken my place in looking after the Railways.

With my experience I have found that it is not always left to the will of the Ministry or of the Railway Board; the problem is more either with the Planning Commission or with the Finance Ministry. Generally we talk about new railways lines, new trains, new Stations all sorts of things that we need. But we forget those basic areas where we should begin, the people who run the system. I would like to draw the attention of my friend—I know he is working harder than I did; he must be already aware; nevertheless, I would like to bring it to his notice—to the fact that the basic area which deserve his attention is the railway colony. Just now we have heard the Education Minister referring to the environment. What is the environment here? It is the railway colony. It is traditional in the Railways that the raitwasmen's children take up jobs in the Railways. It is here that much requires to be done. Whatever we have today is the legacy which has been left behind by the Britishers and the Rajas and Maha ajas—what the British contributed and what the Raja and Maharajas of those days contributed. We have used those assests to the maximum extent without any further investment. Nobody thinks of this seriously—neither the Planning Commission nor the Finance Ministry, nor even the Railways themselves because of our interference and pressures. We are not concerned about how the railways staff work, whether they have proper quarters, whether they have proper educational facilities for their children, whether they have proper health care; we do not look into these—what we want is that the Railways should run. So, it is here that we must pay some attention. I request my young friend, Shri Madhavrao Scindia, to visit the railway colonies. I had the privilege—my friend, Mr. Narayan Choubey, knows—of visiting Kharagpur in the Eastern Railway. There is a whole township which has come up there; there is an elected municipality; such is the system there. To maintain those assests, what is the contribution?

[Shri Jaffar Sharief]

The contribution during our time was about Rs. 5100 crores or we might have got a little more. Now it is about Rs 2000 crores per annum whereas for the planning period it will be about Rs. 8000 crores. What is this amount? I am sorry, this—being the supplementary demands, we generally know that the Prime Minister and the Finance Minister are not going to be here in the House. But I am sure, whatever we express will go to their notice or my friend will carry it to them.

I have heard that my friend spends a lot of time in his office even at odd hours. I would advise him rather to spend time in the Railway Board, he must spend time with the Planning Commission, with the Finance Ministry and with the Prime Minister to see that, whatever he commands as his political equations, he should be able to bring more resources. For the rest of it, I have already said, the Railways have the ability to run the show.

I was just going through the Railway Convention Committee Report where they have made certain recommendations. I observe the economy, the economy on the steam. Naturally it is a costly affair. Only two systems, i.e., diesel and electricity are going to be the cheaper ones. Ultimately our national policy and our goal is to go in for electrification.

Sir, I would very much suggest that this is the particular time when—whatever Mr. Narayan Choubey may shout, they are weak today; we have a massive mandate, there are another four years before the next elections; I am sure he will also be one with us—we should go towards achieving our national goal.

SHRI NARAYAN CHOUBEY (Midnapore): Otherwise you will lose the next elections.

SHRI JAFFAR SHARIEF: I am saying this particularly because the shape of things when we took over in 1980—1978-79, 1979-80 and 1980-81, although we took over in 1980—was in shambles. The power houses never used to have coal, neither the steam plants, nor the washery, no production oriented industry used to

have any coal. We used to monitor every-day its movement.

Sir, during our time, I must say in all fairness, with the talent available with us in the Railways—I hope they have better talent today; I am sure about it—they came out with two novel ideas. One hardest factor in the Railways is the line capacity and to increase the line capacity the cost of investment is more and the time consuming factor is also more. So, the best that could be possible is to use the existing line capacity available. For that what we did was to have double heading of the trains carrying more passengers on the same line capacity at the same time than the Jumboo rail system, carrying bulk of the commodity from one end to the other, have boosted our revenue. Railways started mobilising resources, building up resources which always the Planning Commission or the Finance Ministry say that you are not doing it properly. To-day it is no secret, it is on records and one can compare 1978-79 and 1979-80 with 1980-81, 1981-82, 1982-83, 1983-84 and 1984-85 and onwards and see what is going on and how the Railway have worked to mobilise the resources. When the railways are struggling to mobilise the resources, it is the responsibility of the Planning Commission, it is the responsibility of the Finance Ministry and it is the responsibility of the leadership of the country to give all support so that the basic economic structure which is so essential to our economic growth is preserved. Here, again another two areas I would like to point out to my friend which are normally being neglected by the Railways. Railways are dominated by two things. One is traffic and mechanical and engineering. They have brought another one or two systems like Medical and the Police—RPF. Now you have taken the entire responsibility of the RPF. It is a good thing that you have done. Here again those areas are not being properly taken care of. I would suggest to my friend that they should not feel orphaned. Ultimately, it is the Board—the Members coming from various disciplines decide and they remain there as the custodians and whenever they are coming out with some sort of modification—I do not know—if they are coming up, it is well and good. Other-

wise, the Minister should take particular care when nobody represents them on the Board which is the final authority.

Now coming to certain other areas, about the passenger amenities which we talk about here, one thing I want to say. Though I plead that we should concentrate more on passenger amenities, I do not understand the logic of going in for some Yatri Niwas or something like that. Various agencies are there. Now the Ministries are being regrouped. There are various agencies which take care of it. The basic responsibility of the railways is transport. We have gone into catering. We have gone into health. We have gone into so many aspects which are essential for the system. But this is an area—although I am not going to oppose it and you are not spending much money on it—about which I would ask whether really and genuinely we need it or we should allow it to be looked after by other agencies. The Tourism Ministry is there and a number private sector agencies are there....

MR. CHAIRMAN : Please now conclude.

SHRI JAFFAR SHARIEF : I just started.

Secondly coming to the other areas—now that you have rung up the bell, I do not want others to feel that I am taking their time.

MR. CHAIRMAN : I have given you sufficient time....

SHRI JAFFAR SHARIEF : I would say two things that you should concentrate upon if you want to build up the economy of the country. One is electrification by which you avoid the embarrassment of increasing the freights and fares every year and you can bring them down and make the freights and fares cheaper. Second is doubling of the line capacity where doubling is required. These are basic things.

I have said already about the staff—right from the bottom to the top.

16.00 hrs.

Now, coming to another thing, about my own area and the constituency, although I will not speak for the constituency but I will certainly speak for the region. Otherwise people will feel that we have not done justice to them.

We took up certain projects during our time. You have come out in Supplementary Grants allocation for on-going projects. I would like to know the definition of on-going project. Is an on-going project going to be stopped just because the government or the Minister has changed? It is a very sad state of affairs. Even during our time and earlier to us when Shri H.M. Patel was the Finance Minister and a railway line was sanctioned in Gujarat. Later on a Congress M.P. got elected from that area. He came and started fighting with us that he has to face the people's music because we are not giving enough funds. We allowed that scheme to continue. When we come out with a scheme it is not merely the Railway Ministry which does. It goes to the Planning Commission. It goes to the Finance Ministry. We feel sorry and it pains us. We do not go by any regional bias. We go by the total interests of the country and, particularly, in an area like Railways, which is the basic economic sector, we cannot go by our likes and dislikes. We have to go by the totality of the country's interests.

Sir, the backwardness of an area will not go without the infrastructure. One argument put forward is that returns are not there. Sometimes development will come only if the infra-structure is provided. These are two sides of the same coin. Here in their wisdom the Planning Commission, the Finance Ministry and the Railways come to a conclusion and take up some project and if that project is going to be stopped just because the Minister has changed or the Government has changed—forget about us. We are not important—what will the people think? We talk of national integrity. How will we ensure confidence in the mind of the people? We have to take care of this.

Secondly, now the basic electrification should be our goal. The Bangalore Jalarpet

[Shri Jaffar Sharief]

line was included in the Sixth Plan. It was approved by the Planning Commission and passed by this Parliament. But in the last Budget to my surprise I found it is not even in the Seventh Plan. This is very unfortunate.

Similarly I must say let us not forget during this period of 38 years there is enormous growth both economically and population-wise. Our responsibility has increased. This responsibility we cannot discharge by centralisation. You have come up with a new Division. I do not know why you are shirking about new Zones. You must decentralise if you want effective functioning. Then only you can monitor closely. The Railway Reforms Committee recommended the formation of Zones. I do not know whether this recommendation is being put to cold storage. You must make a beginning on it. There is a feeling that although from Karnataka four Cabinet Ministers were there—I was the last junior—yet we did not do much for Karnataka because we never had a biased approach towards our region. We had a total approach. As we have not been able to do much now people say since you did not do much you are not there also. I have assured them if I am not there yet my good friend is there.

SHRI MADHAVRAO SCINDIA: The credit for Wheel and Axle plant having been set-up at Bangalore goes to Mr. Jaffar Sharief.

SHRI JAFFAR SHARIEF: We have got Wheel and Axle Plant in Bangalore and I take the credit for having started and completing it. This Plant was inaugurated by the late Prime Minister, Shrimati Indira Gandhi. But nevertheless many areas like Chitradurg Rayaghada railway link are still pending for which funds were not made available. Then conversion of Bangalore-Mysore metre-gauge line into broad gauge is pending, Harihar-Kottur missing link is to be completed.

One more point which I would like to point out is that Government must take care of the bridges. A number of bridges are very old and there is a great risk involved in this. This is also an area for which you

have to find money. Therefore, Sir, I would strongly plead with the Finance Ministry and the hon. Prime Minister to give considered thought to my suggestions and make sufficient allocation of funds for various schemes. Moreover, when the Planning Commission once make allocation, should not interfere with the Railways and they should allow them to do their job. With these few words, I support the Demands for the Supplementary Grants for Railways.

SHRI VIJAY N. PATIL (Erandol): Mr. Chairman, Sir, in Railways we are suffering from five 'overs'. One is over time, second is over-staff, third is over expenditure, fourth is over-due replacement of tracks and the fifth is over pressure for the construction of unremunerative new railway lines. Sir, we have introduced modernisation. But we are not able to reduce the number of employees vis-a-vis rail track per kilometre and we are not able to control the number of employees in Communication also.

Then, Sir about 17,000 kilometres of railway track are over-due for replacement. As my friend, Shri Jaffar Sharief mentioned about the bridges, the bridges are included in the tracks also. The speed of the super-fast trains have to be minimised because of these old bridges and old railway tracks. The danger of accidents is increasing although Shri Bansi Lal and Shri Madhavrao Scindia along with their Railway Board staff are able to minimise the incidence of accidents during the last some months. But the danger is still there and it will continue to prevail. Not only that. The average speed of the passenger trains has gone down. Even the speed of the goods trains has gone down. If you compare the figure for 1965-66 for diesel and 1968-69 for electrical goods trains, you will find that in 1984, the speed is reduced to about 1.2 kilometres per hour as compared to 1.5 in 1968-69. Why is it so? We are increasing our efficiency, we are trying to increase the speed of trains. But because of the overdue replacement of tracks for which necessary funds have to be made available, are not able to achieve good results. There is an overpressure for construction of new unremunerative lines. If you go into the

details of the railway network, you will find that there is more of railway network in the northern part of India, but the percentage of return to investment is negative. It is minus figure for the Railways in the Northern region. The Central Railway has got less network of railway lines but the return to investment is plus in the Central Railway. (*Interruptions*)

I agree with the hon. Member that in this Ministry as compared to the other departments of the Central Government, the Minister can exert his pressure for sanction of new railway lines in his area, whether those are remunerative or un-remunerative. But in that context, I would like to say that we have to think of remunerative lines, those lines which can reduce the distance between two stations of heavy traffic, as also strategic lines. The border States are given priority because of defence requirements. Some States got priority because the Ministers belonged to these States, for example Uttar Pradesh and Bihar. But one thing I want to repeat, which I mentioned in 1977 through questions, is that we have to think of new Central railway lines. There is a Central railway line and a Western railway line between Delhi and Bombay, but the existing Central railway line between Delhi and Bombay is more utilised by the Southern railways. For example, the section between Delhi and Harsi is overcrowded by the south bound trains, that is, Trivandrum Express, K. K. Express, Madras Express, Andhra Express etc. Between Bhusawal and Manmad, the south bound trains—Ahamedabad - Trivandrum - Bangalore—crowd in. I would, therefore, suggest to the hon. Minister that a survey should be made for a new Central railway line between Manmad-Indore-Guna-Gwalior. This will reduce the distance considerably by about 150 kms as compared to the present Central railway line.

SHRI MADHAVRAO SCINDIA : I think, all the unbiased mood that Shri Jaffar Sharief had created in me has been dispelled completely.

SHRI VIJAY N. PATIL : By this the backward area of the Central India, that is, Madhya Pradesh will be greatly benefited,

and the Manmad-Gwalior section will be able to reduce the lead of existing Central railway line between Delhi and Bombay. I urge upon the Minister to consider this seriously.

There is one more point. There are some States, for example the State of Maharashtra, who are ready to contribute something through employment guarantee to the workers for earth work on railway lines, collection of metal and other financial support for new railway lines. If some States come forward with such proposals, it should be considered and their backlog should be made good.

Since independence, some thousand kilometres of railway lines have been added, but they have been added only in some States, not proportionately in all the States. This imbalance needs to be corrected.

With these words I conclude and support the Supplementary Demands of the Railways.

[*Translation*]

***SHRI R. ANNANAMBI (Pollachi) :** Mr. Chairman, Sir, I am grateful to you for giving me this opportunity to make a few suggestions on behalf of my party the A.I.A.D.M.K., on the Supplementary Demands for Grants of the Railways for 1985-86. Through these supplementary demands the approval of this House is being sought for a sum of Rs. 433 crores to meet the additional expenditure on Railways. Out of this, only a sum of Rs. 12.29 crores is being allocated to Southern Railways, which spreads over the four southern States of Kerala, Tamil Nadu, Karnataka and Andhra Pradesh.

The primary reason for the economic and industrial backwardness in the four southern States is the existence of metre-gauge track to maximum length. When the raw materials are to be transported from Northern States to Southern States and when the finished products are to be

**The speech was originally delivered in Tamil.*

[Shri R. Annanambi]

transported from Southern States to Northern States, the transshipment of goods from metregauge to broadgauge causes inordinate delay. Consequently the industrial progress is jeopardised.

34 years after Independence, in 1981 the Railway Board sanctioned Karur-Dindigul BG projects. This has not made any significant progress because of inadequate allocation of funds for this project. It was estimated at the time of sanction that this project would cost Rs. 40 crores. But the progress of the project at the snail's pace makes us to suspect that ultimately the cost of the project may be of the order of Rs. 100 crores. I wish that this important Karur-Dindigul BG project is completed before Tamil Nadu enters century. I want substantial funds to be allocated for this project in Tamil Nadu.

In these Supplementary Demands a sum of Rs. 2.5 crores is allotted to Integral Coach factory at Perambur. I am sorry to say that for the past many years the metregauge coaches, metre gauge engines and metregauge wagons are not being manufactured at all. In BG wagons, many modern and latest developments have been introduced. But the MG wagons look like the monuments of olden times. The old steam engine for MG track is still hauling the goods wagons and passenger coaches. In the matter of MG track, I am sorry to say that the Railway Administration is showing step-motherly attitude. This is not a baseless allegation. In the Railway Budget not even one-tenth of money is spent on the development of MG lines, leave alone the conversion of MG into BG track. It is said that during the 7th Five Year Plan, a major portion of the allocation is for rehabilitation programme of the Railways. I wish that at least in the 7th Plan substantial money is allocated for the progress of MG lines.

During British regime, a survey was conducted for the railway project from Chamarajanagar to Palani via Sathyamangalam and Dharapuram. If this project is taken up for implementation, then the chroni-

cally backward areas of Tamil Nadu will open up for development.

I want that the hon. Minister of Railways hears the demand I am making. He is interested in talking to another member.

[English]

SHRI MADHAVRAO SCINDIA : I have the hearing what the hon. Member says. I have given the other ear to the other Member.

[Translation]

SHRI R. ANNANAMBI : I demand that the Railway Board should order a new survey of Chamarajanagr—Sathyamangalam—Dharapuram Palani Railway Project. This has been the long-standing demand of the people of Tamil Nadu.

Sir, the Mangalore mail goes to Madras via Podanur and it does not touch Coimbatore which is within 10 Kilometres from Podanur. Coimbatore is known as the Manchester of India with hundreds of textile mills and foundries. I want that Mangalore Mail should touch Coimbatore also. Similarly, Delhi Jayanthi—No. 132, which was stopping in Tiruppur for two minutes, is not stopping now. I want that the Minister should order the halt of Delhi Jayanthi at Tiruppur at least for two minutes.

The progress of Railways is the basis for the country's economic and industrial development. The Railways are not getting adequate allocation from the Planning Commission. I suggest that the hon. Transport Minister should be made a Member of the Central Planning Commission and then alone the interests of Railways will be protected.

There should be a railway line between Pondicherry and Bangalore via Villupuram, Tiruvannamalai, Krishnagiri, Kaveripattanam, Rayakottai and Osur. The Salem-Bangalore MG line should be converted into a BG line. This will help the long distance trains from Kerala to go to

Bombay, Delhi etc. via Bangalore. This will save time and fuel. In my constituency, we have Dindigul-Olavakkod MG line. I demand that this must be converted into BG line. The Railway Overbridges were built during British rule envisaging the growth of BG lines. All the MG line which were laid by the Britishers must be converted into BG track as early as possible.

The Ondipudur Railway crossing near Coimbatore is closed frequently for trains movement. Those who want to go to Suler Airport and those who come from Suler Airport are to cross the railway gate. Because of frequent closure, they are greatly handicapped. I demand that a Railway Over-bridge should be constructed here. In Murichi near Coimbatore we have industrial estate. The to and fro movement of raw materials and finished products is affected because of frequent closure of railway gate here. There is industrial sluggishness and production loss because of this. I suggest that an over-bridge should be constructed by the Railways. Before I conclude, I demand that the former Members of Lok Sabha, Rajya Sabha, State Legislative Assemblies and State Legislative Councils should be given free railway passes from their hometown to the capital city of Delhi. I want to emphasise that these former representatives of public should be helped in this way. With these words I conclude my speech.

[English]

MR. CHAIRMAN : Shri Sahu. I find he is not here. Shri Panika.

SHRI NARAYAN CHOUBEY : Sir what about our side ?

MR. CHAIRMAN : I will give an opportunity later. The discussion is not yet over. In fact I have already called one person from that side.

SHRI NARAYAN CHOUBEY : It is a bigger party.

MR. CHAIRMAN : His name was only given just now. His name was not there.

[Translation]

SHRI SHIV PRASAD SAHU (Ranchi) : Mr Deputy Speaker, Sir, through you, I heartily support the Appropriation (Railways) Bill presented by the hon. Minister and want to draw the attention of the hon. Minister towards Bihar. You have electrified Railways or have laid new lines in different parts of the country but it is a matter of regret that no provision for a new line has been made for Bihar in the Seventh Five Year Plan. As you are aware, population-wise Bihar is a big State and the Chota Nagpur area is particularly poverty stricken area but it has large reserves of minerals. Metals like coal, gold, copper, aluminium, iron etc., are available there. In spite of this, no new railway line has been provided there. I come from Ranchi. It was a very big district which was later on divided into three districts—Ranchi, Lohardaga and Gumla.

First of all I want to quote the words of the Late Shri Lalit Babu, the former Railways Minister, which he had spoken in a public meeting in Samastipur at the end of his speech on 2 January, 1975 before his death. He had said that he was going to provide a railway line in the remote hill areas of Chota Nagpur. He also promised that the Ranchi—Lohardaga metre gauge line and the 15 km stretch of Lohardaga-Tori line would be converted into broad gauge lines. The second announcement he made was that India's tenth Divisional Headquarter would be in Bihar and the survey for selection of site has started. He is no more with us. I would like to know from the hon. Minister that if a Minister of Cabinet rank makes an announcement, is it not your duty to implement that. After this announcement he died in a bomb explosion. Therefore, on December 1, 1981 the then Railways Minister Shri Kedar Pandey had announced in a Press conference in Patna that in the tribal areas of Bihar three new railway lines i.e. Deoghar to Dumka, Ranchi to Hazaribagh via Koderma and Ranchi to Lohardaga would be constructed. He too is no more with us. But the Government has not paid any attention to the announcement made by him.

The area which I represent is the

[Shri Shiv Prasad Sahu]

poorest and unfortunate not only in India, but also in the entire world from where every year some two lakh Adivasi migrate to Punjab, Haryana and Uttar Pradesh in search of livelihood. They start leaving in January and by February end the area is sans about two lakh Adivasis. They leave because there is poverty and unemployment in this area. The Hon. Prime Minister, Shri Rajiv Gandhi has been touring the poverty stricken areas in every State. He is also worried as to how their living standard can be raised. Is there any State—whether it is Uttar Pradesh, Madhya Pradesh, Punjab, Assam or any other State—from where to lakh persons leave every year in search of livelihood? Ranchi is the only district from where the people migrate for this purpose. But the Government have not paid attention to this aspect.

I would also like to state that Ranchi, Lohardaga and Tori line has been surveyed four times so far. Later on, during Shri Kedar Pandey's tenure a survey was also started. In reply to my letter, it has been stated that these lines are increasing losses to the tune of 3.4 per cent. I agree that they are suffering losses. Even then I would request that this line should be constructed, keeping in view the peculiar condition of the area. Not only two lakh persons migrate from this area, it is also ironical and strange that every year about two hundred to three hundred girls of this area are also sold in the market. Therefore, in view of the unemployment problem, I once again request that this line should be constructed as a special case.

I want to refer here to a letter written by Deputy General Operating Superintendent (Survey), Bilaspur.

[English]

The letter says :

“Sub : Conversion of Ranchi-Lohardaga Railway Line to broad gauge, and its extension to Tori.

Ref : Your letter No. 564 dated 12.9.85

Traffic survey has already been completed. The engineering survey including recess work will be completed by the end of October '85. We will circulate the project report for H.C.D. clearance by end of October '85. We will let you know about the cost-effectiveness of the project by the first week of November.”

[Translation]

The month of November is over and we are now in the middle of December. The area has been surveyed departmentally and I understand that this survey has revealed 12 per cent profit. It likely to earn profit, the line must be constructed because the condition of the people there is very bad. Not only this on July 10, 1980, more than 30 MPs from Bihar had given a memorandum to the Hon. Prime Minister and the then Railway Minister, Shri Kamalapati Tripathi for conversion of Ranchi-Lohardaga-Tori line into broad gauge line. The Hon. Prime Minister herself had announced in 1980, the laying of Ranchi-Hazaribagh line via Koderma. She is no more alive and the two Railways Ministers are also not alive. I would like to know from the hon. Minister to what will be the fate of those announcements. I would urge him that keeping in view the special circumstances and the poverty prevailing there, Ranchi-Hazaribagh line via Koderma and Ranchi-Lohardaga-Tori line should be converted into broad gauge line because this has rich deposits of minerals. The Coal is also available in abundance and it has the biggest reserve of bauxite in Asia. Cooper is also available here. Bamboos are also available in abundance in the forests. Therefore, a paper factory can be set up there. I hope that you will consider my demands sympathetically.

SHRI RAM PYARE PANIKA (Roberts-ganj) : Mr. Chairman, Sir, I raise to support the Supplementary Budget (Railways).

It is true that when the last Railways Budget was presented; all the sections of the House demanded more funds but the Ministry has been provided by the Planning Commission and the Finance

Department only Rs. 433 crores which is quite inadequate. Therefore, my first demand is that when the next Budget is presented this Ministry, keeping in view the feelings and aspirations of the House, should be provided with much more funds. Alongwith it, I also want to say that in spite of less funds, the goodwill that the Railways have earned during the last one year is commendable. There has been all round progress in the Railways. Be it punctuality, safety or efficiency, the Railways have improved even with financial constraints. For this, first of all I want to congratulate the hon. Minister, the Transport Ministry and Railway Board and hope that in future more improvements will be effected. After all, it creates an infrastructure on which depends the economy of the country. Unless the Railways function efficiently the economy of the country cannot function well.

Not taking more time and keeping in view the limited resources available, I would now speak about providing train services and facilities to the people of my area. Just now one of the hon. Members spoke about Chota Nagpur. Kalka, Hatia train which connects Chota Nagpur is not a daily train. It runs 5 days a week. I request that it should run daily. Number of seats should be increased for those stations from where more passengers board the trains. For example, Renukot is an industrial area and it is necessary that reservation quota for that station is increased every year. It is an industrial area. Therefore, ACC coaches and first classes coaches should be added to that train. Tata-Amritsar Express should be extended to Howrah so that it is connected with Calcutta.

I also want to state that Mirzapur is a historic city and is a place of great religious importance. The city has a holy temple of 'Mother Vindvasini and thousands of devotees alight and board the trains there. Therefore, every train should have a stoppage of 2 minutes. Similarly, in Chunar also all the trains should stop for 2 minutes. There is no train to connect this area with Bombay. Mahanagari train which starts from Varanasi via Allahabad should be extended to Bombay via Chunar,

Chopan, Singrauli and Katni. This will reduce the distance on the one hand and on the other hand. Adivasis and labourers will be benefited. The pressure of trains on Allahabad will also be reduced with this step. The Adivasis who travel from Chopan to Katni will also be benefited and botheration of the people of South India will also be removed. Till now the stations had no sheds, but now they have got sheds and mail trains can be provided a halt there. So, arrangements should be made to run more trains there in order to provide transport facilities to people. The passenger train running between Allahabad and Chunar should be extended to Varanasi via Junathpur and Vyas Nagar. The people of these places experience great difficulty in going to and coming from Varanasi. This train will provide them great facility. This train was in operation till the time the Minister of Railways hailed from this area or Panditji was the Minister of Railways or Minister of Railways hailed from Bihar. But later on it was cancelled. It was cancelled on the plea that this route was not feasible. It has caused great inconvenience to the people. I demand that this train should be extended upto Varanasi.

Similarly, the Chopan Express train may also be extended upto Shakti Nagar and Singrauli. It is said that trains are running punctually. I would like to point out that Gomoh Express is there to provide connection to Chopan Express. But Gomoh Express leaves before the Chopan Express arrives. It is due to the fact that the train is detained for a consideration time at Chopan. So instead of detaining it at Chopan it should be allowed to reach its destination direct in order to provide a great facility to passengers.

Sir, the train running between Chopan and Mirzapur should be run from Renukot to Mirzapur. Similarly, the train between Gadhwa and Chunar should be extended to Varanasi. These trains will provide great facilities to the local people.

I would like to make one more submission. Railways are required to be modernised to some extent. Eighteen thou-

[Shri Rampyare Panika]

sand metres of railway track is worn out. I demand that you should provide funds for its renewal. This causes late running of trains and inconvenience to passengers. This House is aware and people of this country should also know that trains become late due to worn out railways track. You should pay more attention towards renewal of railway track. It is very important.

You have stated that there has been improvement in the matter of reservation for Scheduled Castes and Scheduled Tribes in the Railways. I admit that in certain categories their quota has been filled, but still there are many categories in which their quota has not been filled. You should fill this quota also. So far as the question of promotion is concerned, the rules relating to promotion of Scheduled Castes and Scheduled Tribe employees should be strictly followed in order to remove resentment among them.

The members of the families of ex-railways employees are not getting railway jobs at present. The dependents of loyal workers should be provided employment in order to satisfy them.

There was a proposal to set up a division in Chopan. For this purpose infrastructure was also created in Chopan and A.D.R.M. office has already been set up there; but the Division has not been set up soon. It will help the Railway Administration to function in a better way.

Railway catering service has improved. But, there is still need to be strict with private contractors. The quality and quantity of the meals served by them are still of lower standard. It needs to be improved.

The ticketless travel has not been checked to the desired extent. For this purpose you should be strict with the ticket checkers to minimise ticketless travel. Similar is the situation in respect of reservation of seats. One cannot get reservation without paying extra money. You should examine this aspect also.

[English]

SHRI R.P. DAS (Krishnagar): At the outset, Sir, I would like to congratulate the young Minister for bringing in the Bill for nationalisation of Futwah-Islampur Light Railway Line. I support this Bill. I also support the Supplementary Demands for Grants.

The Minister has asked for Rs. 433 crores to make the supplementary expenditure in the current year. Out of Rs. 433 crores, he has asked for Rs. 100 crores for construction of railway lines and Rs. 60 crores for electrification. Here I want to make two points. One is about some railway projects which have already been submitted by the West Bengal Government, and the second is about some problems relating to wagon industry in West Bengal.

Coming to the first point, I would like to mention that the West Bengal Government has already submitted nine projects for approval of the Ministry. Out of these nine projects only four have been approved by the Central Government. And on some of them work has already been started. These projects are circular railway: construction of a double line between Dum Dum and Bangaon, construction of a broadgauge line from Malda Hilly-West Dinajpur through Balurghat and construction of Hawrah Amta Champadanga Dunkuni Sheakhala broadgauge line. Out of these four, only two have been put to work. The Circular Railway is under construction and doubling of Dum Dum Bangaon line has not yet been completed. The other two have not been taken up for work. I request the Minister to complete all the works have already been approved by his Minister. Out of another five only one has been implemented that is, a new train between Calcutta and Purulia. Another four remain to be implemented. They are: construction of a railway line from Budge Budge to Namkhana, construction of a railway link line from Raniganj to Bankura via Mejia, construction of a new broad-cum-metre-gauge line connecting New Jalpaiguri with Siliguri Jn. via Rangapani to avoid traffic congestion and Tumluk Digha line. I think, the hon. Minister

may have known that the Tumluk Digha railway line was taken up by the then Railway Minister, Mr. Ghani Khan Chaudhary and the Chief Minister was asked to start the work of acquiring land. The State Government has acquired some land also. But lately it was known that the Planning Commission has not approved Tumluk Digha railway line. I request him to look into the problem of this area in depth and give approval to this line.

The Calcutta Circular Railway has been approved by the Railway Ministry and some work has already been done in phases. Now, 8 kms of line has yet to be taken up for construction. Of this 7.5 kms of line between Princepghat and Majherhat should be taken up immediately so that it can connect Majherhat railway station itself. Another 3 kms of line between Taltala and Dum Dum was to be taken up for work. But there was some problem of rehabilitation of some people who were already settled on the path of the railway line.

They have to be rehabilitated somewhere or other. But I would suggest that this Ministry may sit with the State Government and come to a settlement so that this three kilometres portion between Tala and Dum Dum may be constructed and the entire circular railway may come into force. It is not like the Delhi circular railway. One phase of this circular railway has already been put into operation between Tala and Princess Ghat, and it has been very popular in that area. I would like to quote one figure here. In November 1984, the number of passengers using this section was 1,62,441 and in January 1985, the number went up to 2,44,585 which testifies the popularity of the service. But only two trains are running in this section and these trains are consisting only of ten coaches. Therefore, these trains are always over-crowded because the people are very much eager to travel by this circular railway. This railway also touches the Bara Bazar and Dalhousie Square. So, I would request the Railway Ministry that the construction of the remaining portion of the circular railway should be taken up immediately and should be completed as quickly as possible.

I would like to make a few more suggestions. One is regarding the extension of railway line from Tarakeswar to Arambagh and Bishnupur on the Eastern Railway which was also promised by the then Railway Minister. So, this scheme has to be implemented keeping in view the promise made by the Minister concerned, and I again suggest that this scheme should be taken up as quickly as possible.

Another suggestion is regarding the Ranaghat-Gede line. This line was taken up most probably in the Second Plan for electrification. The platform are raised and the iron pillars on both sides of this ten kilometres line are also erected. But in spite of that, this scheme was abandoned, and the money allotted for this scheme might have been shifted to some other scheme at that time. Therefore, if the Government now takes up this Ranaghat-Gede electrification scheme, it would not need much funds to complete the entire portion which is not more than ten kilometres or something like that. Therefore, I would suggest that this scheme should be taken up and this should be done within a short time.

I would also like to highlight the construction of a railway project in Tripura. The first phase of this project is between Churaibari to Dharmanagar. This 12-kilometre section is a narrow gauge running section. The Government has taken up the work on the second phase between Dharmanagar and Kumarghat which is about 40 kilometres. This phase is now under construction. But now the third phase of the project between Kumarghat to Agartala, which is about 150 kilometres, has to be taken up as quickly as possible because if this portion is completed within a reasonable time, then the essential commodities and other things can be easily brought to Agartala, the capital of the State. Therefore, I suggest that the work on this portion should be taken up as quickly as possible.

I will now come to the problems faced by the wagon industry of West Bengal. The wagon industry is a very important industry of West Bengal. It had about 16 units in the State but now those 16 units

[Shri R. P. Dass]

are depleted to ten units and out of these ten units also, Government have taken over six units. These included the erst-while giant engineering companies, namely, Braithwaite, Burn, Jessoph and Indian Standard Wagon, etc.

This time the Ministry placed order for only five thousand wagons. But later on this was increased to 12,000 wagons. But the utilisation capacity of this unit is for 30,000 wagons per annum. In early Sixties, the off-take was 25,000 wagons on an average. But now it has come down to 5,000 which is 15 per cent of the total utilisation capacity. I request the Minister to place orders for at least 20,000 four-wheeler wagons per annum to this unit so that this unit may be saved from prolonged sickness. With these words I conclude.

[Translation]

SHRI JUJHAR SINGH (Jhalawar) : Mr. Chairman, Sir, I have been writing to the hon. Minister of Railways for long that the Railway facilities in our area are not very satisfactory and the number of existing trains needs to be increased. Every time the reply of the hon. Minister is that there is shortage of locomotives, coaches and terminal facilities and there is lack of other facilities. Sir, in this very background supplementary demands for grants worth Rs. 433 crores have been presented in the House. I feel that keeping in view all these shortages these demands for grants are quite insufficient. I, therefore, submit that adequate funds are required to be available to the Railways to provide the required facilities.

The Railway Department is a very big department where about 20 lakh employees work. Since it is a very big department, it has become a convention in our country to present its Budget separately. I, therefore, once again submit to the Planning Commission and the Finance Ministry that supplementary demands of Rs. 433 crores are not adequate for the Railways. More funds are required to be made available to it. Now, instead of stressing all these things, I would like to draw the attention of the hon. Minister towards my constituency.

There are two important railway lines from Kota area : one is for Delhi and Bombay and the other is from Kola to Guna, Bina and Bhopal. We have been pointing out for long that passenger traffic for Delhi and Bombay has considerably increased but only the number of fast trains has been increased, which do not carry the load of intermediary stations due to which the ordinary passengers have to face great difficulties. We have been demanding for the past many years that a new railway line should be laid between Kota and Delhi. In this connection many recommendations have also been received from there and after conducting inquiry the Railway authorities have found our demand as genuine. But as I have stated in the beginning, this demand of ours is not being met due to a number of shortages. I again request that efforts may be made to meet our demand. Sir, until our demand is met, through you I would like to make a submission to the hon. Minister. At present tickets are not issued for fast trains like Frontier Mail, etc. from Kota to Delhi and Bombay for intermediary stations where these trains stop. We agree that no tickets be issued from the stations at which these trains stop but tickets can be issued to get down at those stations at least. If it is done, passengers will get certain more facilities. It is an administrative matter. I, therefore, request that instructions be given to issue tickets from Delhi or Bombay to detain at the intermediary stations on this section where fast trains stop. You will not have to incur extra expenditure on it, but passengers will certainly get some facilities.

Similarly, shuttle trains runs from Mathura to Baroda on this line but the number of coaches is not adequate. On the assurance and instructions given by the hon. Minister additional coaches were attached for some days, but later on their number was again reduced. Sanctioned coaches is 8, but sometimes there are 3 coaches and sometimes 4 coaches only. Even otherwise there is shortage of normal trains for passengers. Shortage of coaches adds to the difficulties of people of our area, particularly on the Delhi-Bombay main line. I would like to request the hon. Minister to make arrangements to meet this shortage.

Sir, I would also like to say something about the Kota-Bina line. I have told that this line has overaged tracks and on a 66 km long track it is not possible to maintain a speed of more than 50 kms and on a 59 km long track it is not possible to maintain a speed of more than 75 kms per hour. Sir, this situation is a proof in itself that these tracks are overaged and are required to be replaced immediately. I have come to know that efforts are being made to improve only 25 km long track on this line. Sir, it is not sufficient. 125 kms long track between Kota and Bina is defective. It requires to be improved. More trains are required to be run on this line but we are not getting additional trains on this line due to these very constraints.

Sir, through you, I would like to request the hon. Minister to make arrangements to provide us facilities on both the trains as Le are not getting this facility. I want the hon. Minister to pay special attention towards it so that people of this area may get this facility. Facility of only fast train is available at Kota proper but that also is for the affluent class who get their seats reserved in advance. The ordinary passengers do not have any facility as they have to purchase ticket on the day of their journey. The ordinary passengers are not getting any facility of the fast train.

Sir, in the end I would like to request the hon. Minister that Rajdhani Express may be provided a stoppage at Kota. At present this train does not stop at Kota. It stops at Gangapur which has less importance as compared to Kota. I, therefore, request the hon. Minister, through you, that arrangements may be made to provide stoppage of Rajdhani Express at Kota. It will be of great convenience to the people there.

Sir, with these words I conclude and thank you for giving me time to speak.

SHRI LAL VIJAY PRATAP SINGH (Sarguja): Mr. Chairman, Sir, I support the demands for grants presented by the hon. Minister. Before I say something about these demands for grants, through you, I would like to draw the attention of the hon. Minister towards my constituency.

Sir, Sarguja is a backward, predominantly adivasi and remote area. Incidentally, it abounds in natural wealth and keeping in view this aspect the Central Government has made adequate arrangements for its exploitation and has constructed a branch line known as Bijli-Vishrampur line in order to facilitate transport of coal in large quantity. I would like to point out that it played a vital role in the economy of the country also. I am also compelled to point out that large quantity of coal and other raw materials are available there and these are transported through this line, but you have not expanded the railway line by an inch for the convenience of the people. I would, therefore request the hon. Minister that our District Headquarter, located at a distance of 25 kms only from the railway line, may be linked with a rail line immediately.

17.00 hrs.

Mr. Chairman, Sir, you know that all projects cannot be taken up due to financial constraints. If we see the size and the magnitude of the Railways, we shall find that this is a unique department. It requires huge funds. In the present situation, if we ask them to accomplish such a big task with so small a fund, it would seem impossible. Therefore, I shall request you to arrange double the amount in the Budget for this purpose.

You know pretty well what is the condition of the railway service in Sarguja? In this connection, I want to raise 1 or 2 demands which can be met with very small funds. There are two passenger trains in Sarguja—one is B.B.M. and the other is 407-408. If we attach additional bogies in these trains for big cities like Bilaspur, Bhopal, Allahabad and Delhi, it will be very beneficial. It will help solve the problems of the area to a great extent.

You are well aware that there is a direct train service between Vishrampur and Delhi. If in the same way a bogie is attached to Kalinga Express, it will greatly help in the development of that area. There is a junction named Anupur nearby. This has been a very neglected junction. There is no arrangement for public address

[Shri Lal Vijay Pratap Singh]

system at this junction. I request that arrangement for public address system should be made there and the reservation quota for the passengers of brounch line in respect of all the trains should be allocated.

17.04 hrs

[MR. DEPUTY SPEAKER *in the
Chair*]

So far as the question of Demands for Supplementary Grants is concerned, these are quite justified demands, whether it is the construction of integral coach factory at Kapurthala, or import of air conditioned coaches alongwith technology or the locomotive factory at Chitranjan or over-bridge on Gwalior-Jhansi Road. I shall request the Government once again to allocate more funds for the Railways so that the Railway network which for the present is spread over 60 thousand kilometres is extended further in a big way. The Planning Commission and the Ministry of Finance should think over this matter in this light and keeping in view its importance, the amount allocated may be increased manifold.

I also want that our lines from Vishrampur (Bijuri) be extended upto Barwadi. You are perhaps aware that survey for this line was conducted 25 years ago. Although so many years have since passed, no work on this line worth the name has so far been done in spite of the assurances given by the late Prime Minister, Shrimati Indira Gandhi. I want that the work on this line should commence at the earliest.

Mr. Deputy Speaker, Sir, I was talking about the passenger service. You know that we have only two long distance trains i.e. Utkal and Kalinga in our area which are useful to the local people to a large extent, but there are no pantry cars in either of these trains to provide good food to the passengers. I request you to provide this facility in the said trains.

I have another submission to make. You know that a large number of people living around Delhi commute to and from

Delhi. It has become a routine for them to visit Delhi. My demand is that your proposed scheme regarding construction of 'Yatri Niwas' under which about 221 permanent rooms are going to be constructed should be made a comprehensive scheme. You get this route electrified and arrange to introduce electric trains so that the growing pressure on Delhi line could be reduced and the inconvenience being caused to the passengers removed. In my view, it would be much better if local trains are introduced after getting this route electrified. By doing so, on the one hand load on Delhi will be reduced and on the other hand the railway facilities will also improve. My request is that you pay special attention to electrification,

So far as the question of automatic signals is concerned, I would like to say that proper attention should be given to it, because the chances of accidents are minimised if automatic signal system is introduced. Special attention needs to be given to it. You know that the Railways are functioning very efficiently and our dynamic Railway Minister is a very vigilant leader. But it has another aspect also. A large number of passengers travel without ticket and there is always scope for large scale pilferage. Besides, large number of thefts also take place. The hon. Minister should give adequate attention to it also. I suggest that the employees who are found indifferent to their duties should be awarded exemplary punishment so that it may prove as deterrent to others whereas the ones who render useful service in such cases should be given proper incentives.

With these words, I thank you.

SHRIMATI PATEL RAMABEN RAM-JIBHAI MAVANI (Rajkot) : Mr. Deputy Speaker, Sir, I am thankful to you for giving me an opportunity to speak. Railway services in our country are not satisfactory. It is the biggest problem. The railways are the main and the best mode of transport for the middle class. Although the hon. Minister is taking some steps to improve the Railway services yet the problem is becoming more acute. I would

like to draw the attention of the hon. Minister to the position of the Railways in Gujarat. The Railway services are somewhat better upto Ahmedabad but it is not so in the case of Saurashtra. People have been agitating over this issue for the last many years but unfortunately nothing has been done. Rajkot is the Centre of Saurashtra but not a single long route train goes there. Some days back we also met Shri Bansilal in this connection. The General Manager called a meeting when we raised this issue with him. In that meeting we raised 32 points but he agreed only on two points. It pains us that even minor problems relating to train services are not solved. Why the hon. Minister is not taking strict action in this respect? If the problems of the common and the poor man are not solved whom will these people approach. A number of accidents take place between Ahmedabad and Rajkot. I can quote from today's newspaper. Many persons are killed daily in railway accidents there. Due to non-availability of trains they are compelled to travel by road transport and then the railway officials say that there is not enough passenger traffic. If there is no traffic, how so many people are killed. On this route about two hundred people have been killed and about five hundred people have been wounded. You should think over this matter. The people are facing great difficulty there. A long distance train should, therefore, be introduced there.

SHRI MADHAVRAO SCINDIA : When did the train accident take place in which five hundred people have been wounded?

SHRIMATI PATEL RAMABEN RAM-JIBHAI MAVANI : The accidents take place on the road and not in trains.

[English]

SHRI MADHAVRAO SCINDIA : This comes under the Ministry of Transport.

SHRI NARAYAN CHOUBEY : You are a Minister in the Ministry of Transport.

[Translation]

SHRIMATI PATEL RAMABEN RAM-JIBHAI MAVANI : It is published in today's newspaper that twelve people have been killed. But the Railway officials contend that adequate traffic is not available there. Due to non-availability of long distance trains, the people are compelled to travel by private buses and cars. It is my submission that a long distance train should be introduced there because people of that area are feeling great inconvenience.

Secondly, Saurashtra is beset with the problems of drought, water and power: As a result, the train already running there will have to be cancelled. It is, therefore, necessary to haul the train with a diesel engine, otherwise it will have to be cancelled. The bogies of the train are very old and the sanitation arrangement is not satisfactory. The condition of the trains is deplorable everywhere. They run very late. This situation should be improved. A long distance train should be introduced upto Rajkot, Saurashtra. Also, only one local train runs between Ahmedabad and Rajkot. Its number should be increased. My area Rajkot is an industrial area. Lakhs of passengers travel up and down daily. They experience, great inconvenience. If one more local train is introduced, the Government will also be benefited. We are demanding introduction of two new trains in the Seventh Five Year Plan. We have made promise to the people of Saurashtra in this respect. If this demand is met, it would enhance not only our reputation but that of the Government also.

With these words I thank you for giving me an opportunity to speak.

[English]

SHRI NARAYAN CHOUBEY (Midnapore) : Mr. Deputy-Speaker, Sir, before I go to the Supplementary Budget, I beg to submit two things. After this Futwah-Islampur Light Railways Line (Nationalisation) Bill has been placed before Parliament, thefts are taking place in the entire

[Shri Narayan Choubey]

region and materials worth lakhs of rupees are being stolen and shifted. Since we are nationalising this line, I request the hon. Minister to see that at least some railway property there is left in tact, that everything is not stolen away.

This is my first submission. The second submission is that Futwah-Islampur light railways line has got already enough funds from the Government to run the show. So, the 19 lakhs of rupees should not be given to it. Enough has already been given to it. This railway should also be turned into a broad gauge and it should be brought upto the Budh Gaya. This is my submission on this Bill.

Regarding the main thing, i.e., the Supplementary Grants, I like the young Minister, he is very active. Whoever becomes a Minister, becomes active too. He is more active than the old man.

MR. DEPUTY SPEAKER : You want a new line?

SHRI NARAYAN CHOUBEY : No Sir, I don't want a new line. What I beg to submit through you is that whenever a king changes, the capital's glamour starts changing. New king comes, new capital is built and that capital gets glamorous situation.

When Shri A.B.A. Ghani Khan Choudhury was the Minister, Malda was full of glamour. Even a division was made there. I am finding in Page No. 23, if not everything, many things for Gwallar. Even the Gwalior extension is getting a face lift. Sir, we don't get water on the platform. I am very glad that Gwalior is going to have a face lift. I thank him for this. Anyway, this is a very small thing.

Since, I belong to a railway man's family and I come from a railway colony, I know the constraints of the Railways. There are constraints.

SHRI AJAY MUSHRAN : I also come from the railway colony.

SHRI NARAYAN CHOUBEY : Very

good Sir. So, we are brothers, you can join me.

SHRI AJAY MUSHRAN : You join us:

SHRI NARAYAN CHOUBEY : I can join you if you can digest me. The real thing is that there are constraints in the Railways today. We all make lengthy demands; but they have no funds. Only Rs. 433 crores have come. It is because the entire House Combined and demanded more funds for the Railways. So, the entire House should again combine and demand for more fund for the Five Year Plan. Although the Five Year Plan has increased some more allocation to the Railways, I don't find that it is enough. The Railways should have more funds if it is to be saved.

The conditions of the bogies even in the I Class is very serious. Lavatories are not working, there is no light and no fan. About the condition of the ordinary bogies, second class bogies of the passenger trains, really the less said, the better. I would request the Railway Officers, Members of the Board and the Minister sometimes to travel by these trains. They never travel by these trains, they have got the special coaches and Ministers travel by air only. They don't travel by trains. I

SHRI AMAL DATTA (Diamond Harbour) : Shri Ghani Khan Choudhury used to travel by goods train.

SHRI NARAYAN CHOUBEY : Even in trains like Bombay Express, East Coast Express the I Class bogies are in very bad conditions. Please see that they are properly looked after.

For that reason you must have infrastructure for making repairs in the workshops. You have got no sufficient infrastructure for repairing all these things. Kindly see to it.

I am very glad that track renewal is going on in a large scale. Although speed has been restricted, even then track renewal is going on. It is a good thing. But

what I beg to submit to the Minister here is that it is not being done departmentally. It is being done by contractors. Contractors are reaping harvests. There are many honest officers in the Indian Railways but there are some dishonest officers and contractors also. They are eating into the vitals of railway resources. I think, this thing should be done departmentally, so that you can keep proper supervision.

Shortage of wagons is an old thing in the Indian Railways. I am glad that in this Supplementary Budget some fund has been allocated for preparing more wagons than compared to the budget when we met in the month of March.

Still we have shortage of wagons. Here I beg to submit to our Minister. Please look into it. There is one Wagon India Ltd. It is a Government concern. But it is an association of 9 companies 5 public sector companies and 4 private sector companies. But here the Texmaco of Birlas which has a capacity to produce 3000 odd wagons, they take the largest share and they sometimes produce 5000 or even 6000 wagons. Another old company, the Raymond Engineering Company of Santragachi, West Bengal—now it is Gerald Engineering Company—are not being allowed to become a member of the association due to pressure from Maheshwari of Birlas. The factory is ready and they can supply wagons, but they are not allowed to enter into this company. Kindly see to it...

SHRI MADHAVRAO SCINDIA : What is the name of the company?

SHRI NARAYAN CHOUBEY : The new name is Gerald Engineering Co. of Santragachi, Howrah and the old name was Raymond Engineering Company.

Now I do not want to take much of your time. I would like to request you to kindly see that something is done.

I fail to understand why you have done this. Now page 22—you want to import 34 AC and 12 non-AC coaches including

transfer of technology. I see this on page 22. You require this for designs in the Kapurthala factory. You want to design new coaches. I have no hesitation, if you can produce cheaper coaches. But then we have got our RDSO at Lucknow. Why cannot that be done by the RDSO? What for are they? If we have to bring even coaches at the fag end of the 20th century, when are we going to enter the 21st century? I do not think it is correct. Kindly see that it is stopped if we can make designs in our RDSO...

SHRI AMAL DATTA : But for that, one coach should be enough.

SHRI NARAYAN CHOUBEY : One coach or two coaches should be sufficient.

One good thing you have done—the provision of automatic signalling in the Howrah-Kharagpur section. It is on page 10. But I am told by the Railway authorities of the South Eastern Railway that cables are not available to them. They are failing to do justice for this and due to that they are not able to run trains between Kharagpur and Panskura. Please see that they get proper cables.

I beg to submit another thing. The Metro Railway in Calcutta—it should be completed as early as possible. Otherwise, the entire Calcutta is congested and as you know 23.6% of the entire Delhi area is for roads whereas in Calcutta it is only 6.3%. If you have seen Calcutta, you will realise it. Please see that the Metro is completed as early as possible. Of course, there must be some time-bound programme. It is causing hindrance to the Calcuttans in a large way. So this should be done.

I have referred a number of times regarding halting of the Gitanjali Express at Kharagpur. Sometimes you say that it is a super-fast express and it cannot stop. It will help 3 crores of people. The entire coastal districts of Orrissa—Balasore, Cuttack, Puri and Berhampore and the Midnapore District, Bankura and Purulia having a population of over 3 crores of

[Shri Narayan Choubey]

people will get benefited from this. I will again request you to think over it.

Then; many trains which were running earlier with 11 or 9 bogies are now being run with only 5 bogies or 6 bogies. Such is the shortage of bogies. I am here referring to Asansol-Puri Passenger and the Puri Passenger and other such passenger trains. You know the common people of Orissa travel by these trains—if not the people of Bengal. They suffer a lot and you are running them with an engine which can carry 11 to 12 bogies but only 5 bogies are being hauled. It is more coal-consuming and it is giving trouble to the common passengers. They are common passengers. Kindly see to it.

Lastly, I want to say a word about railway schools. Today we had a debate on education. In the railway settlements like Kharagpur, Chakradarpur and Adra we have got railway schools. The railway schools follow provincial syllabus and you are not abiding by these standards in West Bengal. Then, in every school of West Bengal controlled by the railway you have put a ban on recruitment of teachers. At least for the future of railwaymen do not put a ban on the recruitment of teachers. This ban should be lifted and sufficient number of teachers taken in the railway schools.

My good friend, the ex-Minister of State for railways spoke about railway colonies. The railway colonies are really in shambles. There is serious water scarcity even in winter months at Kharagpur and Adra. See that they are looked after.

There is shortage of staff on account of which you cannot work properly. In Kharagpur there is shortage of staff. There is inadequate number of safaiwallahs with the result the entire town is full of dirt. See that these safaiwallahs are recruited.

Sir, after the railways have won the case in Supreme Court in which several hundreds of loco running staff have been dismissed the railway administration is making use of Rule 14 (ii) indiscriminately. This rule should be used very cautiously.

Even the gangmen are being removed by applying this rule. I request you to order the railways to be very cautious in making use of this rule and those who have been removed should be taken back by the railways.

[Translation]

SHRI HARISH RAWAT (Almora):
Mr. Deputy Speaker, Sir, I support the Supplementary Demands. There has been improvement in the functioning of the Railways. I congratulate the hon. Railway Minister and his colleagues for maintaining the tempo of improvement in the Railways started by Shri Ghani Khan Choudhury.

Shri Madhavrao is like my elder brother and I would not like to say anything against him. But I would submit that he failed to project the case of the Railways effectively for more outlay during the Seventh Five Year Plan. An outlay of Rs. 12334 crores has been earmarked in the Seventh Five Year Plan for the Railways. In the Sixth Five Year Plan a sum of Rs. 6563 crores was spent. I was hoping that in the Seventh Plan the outlay should at least be double of the earlier outlay. If it was not possible then at least the Planning Commission should have allocated fund as per the conservative estimate. Mr. Deputy Speaker, Sir we want your help in this respect. It is the desire of all the sections of the House that the Railways should get maximum funds. Gradually, the Railways are becoming a maintenance department. We will have to convert it into a department for development. If the aspirations and the sentiments of the people and the Members of the Parliament are to be respected, the Planning Commission should earmark more funds for the Railways in the Seventh Five Year Plan.

This year the Railways have been allocated a sum of Rs. 2000 crores against the demand of Rs. 2950 crores. You are going to spend a large sum out of it on such works as, I understand, do not reflect that you are going to meet new challenges: How the works on old bridges, over brid-

ges, underground bridges, new railway lines and conversion of railway lines will be completed with this meagre amount. So many members have expressed their demands that I pity your lot and am hesitating to put new demands. When you have failed to assert in support of your right, how can we expect anything from you. Injustice has been done to Uttar Pradesh in the matter of laying new railway lines. Not even four per cent of the outlay on new railway lines is earmarked for U.P. You can see the percentage. Never more than four per cent has been spent on Uttar Pradesh. This percentage was spent there when, fortunately, the Railway Minister was from Uttar Pradesh. More than three per cent was never spent there. Uttar Pradesh is a big State. Taking into consideration the passengers traffic as well as the goods traffic in that state, the required work has not been carried out there. Injustice should not be meted out to that state. You yourself belong to a backward area. That is why you understand the sentiments of the people of the backward areas. Those areas have to be put on the path of progress and regional imbalance is to be removed. You will have to assert for the right of such areas. The work on metre gauge lines, new railway lines and conversion of railway lines will have to be taken in hand. There are six hill districts in Uttar Pradesh where no rail line exists...*(Interruptions)* I wish you were also as fortunate but you have not been able to share it. I think you will also not demand new railway lines. In 1984, Bageshwar Ghat-Tanakpur line was surveyed on out-of-turn basis. I was pained to see that you have allocated Rs. 1000 for that. You have mocked at us by providing this meagre amount. It is true that in other's cases also you have provided lesser amounts but we have always espoused the cause of the Railways. You should not have shown this much miserliness. This should be increased to at least Rs. 2 lakhs. Then only we will think that some justice has been done. In Uttar Pradesh, in 1975-76 survey was made for these lines...*(Interruptions)* Work on Moradabad-Ramnagar line has started. We had requested that work should start from both the sides. But you invited

tenders only from Ramnagar side. Later on that tender was cancelled. It should not have been done. There is resentment among the people of Ramnagar. I have been demanding for quite a long time that it should be extended for another 8 kilometers upto Gohan. With this a part of Garhwal and Kumayun will also open. Rampur—New Haldawani line has been given a very low priority. It should be given a higher priority. Bhojipura-Kathgodam line is the most important line. It could have served the purpose of connecting all the 12 districts with the Capital. It has been placed so low in priority that I do not think it can be constructed in the Seventh Five Year Plan. I would like to submit that the priority of a line, which was inaugurated by Shrimati Indira Gandhi, should be changed and it should be brought higher in priority.

I would also like to request that the people of Garhwal have been demanding for quite a long time that a train should be started between Delhi and Kotdwar. That train would prove to be economically viable but you are not agreeing to start that train. I have raised this demand in the House and have drawn your attention to the need to start a train between Delhi and Kotdwar.

I hope you will pay attention towards this demand.

Supplementary Demand for Grant (Railways) is being discussed in the House and mention of setting up of a wagon factory has also been made in it. It is a very good step and we welcome it. But we would submit that you are not laying new railway lines though the number of coaches is increasing every year. I think there is need to effect some parity between the two. We should see how we can utilise their capacity to maximum. It should be taken care of because when the coaches are sent for repair they remain there for quite a long time. Moreover, their rotation too is not properly done. You should, therefore, see to this aspect also. What is needed is a pragmatic attitude, whether it relates to coaches or engines. Today when there is need to lay new railway

[Shri Harish Rawat]

lines in the country, I do not oppose spending money on such works but there is need to adopt a practical approach in this matter. With these words, pleading emphatically for allocation of maximum funds for the Railways, I support the Supplementary Demand for Grant presented by the hon. Minister.

*SHRI S. M. GURADDI (Bijapur) : Mr. Deputy Speaker, Sir, in the first instance I wanted to oppose the Supplementary Demands for *Railways for 1985.86*. Then I thought of changing my mind to support the Demands because of the young and energetic Minister Shri *Madhav Rao Scindia*. I expected much from him. But he too has disappointed us. He is also partial to my State Karnataka. *This I realised while going through the details of the budget*. Therefore I cannot support his Demands.

As expressed by my learned colleague Shri Jaffer Sherief, the present Government has dropped all the works which were started by the previous Governments. Now it has taken up new works. I do not know to what extent the present Government is justified in changing its mind in this fashion.

Karnataka State is very backward with regard to Railway facilities. South India has been neglected by the Railway Ministry. Among the States of South India, Karnataka is the most neglected State. Tamil Nadu has better railway facilities but this does not mean that all the Southern States are happy about the railway facilities they have. I want our Hon. Minister to make a note of this point. Railway line of Tamil Nadu will not extend to Karnataka State automatically.

Step-motherly attitude is being shown to Karnataka in one way or the other. From Madras city there are several broad-gauge and metre-gauge lines. But strangely all these lines will end when they reach Karnataka State border. Similarly the

railway lines that come from Maharashtra automatically end at the Karnataka border. Pune to Bangalore line is one such example. From Pune to Miraj there is a broad-gauge line but, strangely, between Miraj and Bangalore the line continues to be metre-gauge. Since independence people of Karnataka and Maharashtra are demanding the conversion of this line. I request the Hon. Railway Minister to take up this conversion work immediately.

From Guntakal to Hospet there is already a broad-gauge line. This broad-gauge should be extended upto Shollapur. This will help the traders and other passengers of both the States of Karnataka and Maharashtra. The work on Bombay-Guntakal broad-gauge line is going on at a snail's pace. This work should be expedited. Shollapur has broad-gauge connections with important places of Maharashtra. If the broad-gauge from Shollapur is extended upto Bijapur it will be a boon to the people of Northern Karnataka. In fact the distance between Shollapur and Bijapur is only 60 miles. Hence, there should not be any difficulty for the Railway Ministry to convert this line into broad-gauge. Bijapur is a historical place. Tourists not only from different parts of India but also from different countries are visiting Bijapur and its world-famous "Gol Gumbaz". Even from Bombay there is no broad-gauge line to Bijapur. In addition to this, there is another important reason for providing broad-gauge line to Bijapur. It is a drought prone area. Rainfall is very low. Every year this district is facing the problem of drinking water. Since this is a backward area it must be developed by providing railway lines. In fact the policy of the Government is to help the backward areas.

In last year's budget sufficient amount was allotted for new lines and other works. But for conversion there is no money. Mysore-Bangalore line is a very popular and high density route. But the conversion of this line is still pending. The Hon. Minister should tell us when this conversion work would be completed.

*The speech was originally delivered in Kannada.

Shri Jaffer Sherief was hesitating to

take up railways development works in Karnataka. Perhaps he might have thought that he would get a bad name if he had taken railway development works in his home State of Karnataka. He might have been afraid of his position also. Somehow no concrete improvement was made in Karnataka. But now a new and enthusiastic Minister is Incharge of Railways.

I invite him to visit my State. Let him get the first hand experience of how Karnataka is backward in the matter of railways.

Kerala, even though a very small State, is much better than Karnataka in railway lines. In the entire South India Karnataka has been neglected the most.

Hubli-Karwar line is a very old demand of the people of that area. But the demand is falling on deaf ears. Karwar is a key centre and an important port. It is also a famous tourist centre. So Central Government has to link Karwar and Hubli as early as possible. Let Karnataka also appear in the Railway map of India. In the last budget, major chunk of railway budget went to north India. Southern States especially Karnataka had been ignored. The people of our State ask us whether we raise these matters in Parliament or not.

The Karnataka Express which runs between Delhi and Bangalore is a biweekly train. I have demanded several times to make this a daily train. Waiting list goes upto 150 and the Ministry says that there are no passengers to make it a daily train. Only when Govt. makes it a daily train, passengers will come. Before making it a daily train the Hon. Minister cannot expect the passengers to wait on the platforms.

There is a train which runs from Shollapur to Hubli and takes more than 12 hours to cover this distance of only 200 miles. The speed of this train must be increased forthwith.

Broad gauge lines should be provided between Bangarpet and Tirupati. Thousands

of pilgrims go to Tirupati daily from Karnataka State. If broad gauge is provided to Tirupati the dream of lakhs of devotees of Tirupati-Timmappa in Karnataka would become a reality.

Sir, I thank you for giving me this opportunity and with these words I conclude my speech.

[English]

SHRI VAKKOM PURUSHOTHAMAN (Alleppey) : Sir, this is the Forth time that I am raising my voice about the gross neglect shown to my State by the Ministry of Railways.

Sir, the Budget of 1985-86 has come as a disappointment to the people of Kerala and to me personally. We feel even on techno-economic considerations, adequate provisions were not made in our case. As against a provision of Rs. 9.20 crores last year, the total provision for the entire Railway schemes for Kerala during this year is only Rs. 6.20 crores. The construction of the broad-gauge line—Ernakulam-Alleppey—was inaugurated in 1979. It is only about 57 kms. But even during the last six or seven years, it could not be completed.

PROF. N.G. RANGA (Guntur) : Immediately take up this.

MR. DEPUTY SPEAKER : Prof. Ranga is recommending immediately take up this.

SHRI VAKKOM PURUSHOTHAMAN : Subsequently in April, 1982, the Railway Ministry has sanctioned an extension of Ernakulam-Alleppey from Alleppey to Kayamkulam which is only 43 kms. The total sanctioned cost for the Ernakulam-Alleppey railway line was only Rs. 15 crores. But the latest assessment due to escalation, the cost comes to Rs. 30 crores. The Department has so far spent Rs. 14 crores. Last year, the Budget provision for Ernakulam-Alleppey railway line was Rs. 3 crores. But this year, it has been reduced to Rs. 2 crores. At this rate when

[Shri Vakkom Purushothaman]

can we complete this short railway line which is the longstanding ambition of the people of Kerala? When the Railway Budget was out, we, the Members of the Parliament from Kerala have given representations to the Prime Minister and the Railway Minister. Even our Chief Minister has written D.O. letters to the Railway Minister about the inadequate provision of funds. Apart from this, taking into consideration the importance of the Ernakulam-Alleppey-Kayamkulam railway line, our Chief Minister has personally met the Railway Minister and requested for the allotment of additional funds during the current year itself. I was also present, even my friend from Ernakulam Prof. K.V. Thomas was also present and we were happy that the Railway Minister has reacted favourably.

But nothing happens. We are extremely sorry to note that no provision has been made in the Supplementary Demands for the construction or completion of this railway line. We are really sorry. We are very much disappointed, and we are desperate. We feel that the Railway Ministry has not taken into consideration the feelings of the people of Kerala.

I will not add anything. I request the hon. Minister at least hear my last sentence.

SHRI MADHAVRAO SCINDIA : The hon. Member is saying all these things with a smiling face. So, I cannot help listening to him.

SHRI VAKKOM PURUSHOTHAMAN : Most respectfully, I request the young dynamic Minister Shri Madhavrao Scindia to heed our request and act favourably, and take steps at least now to provide sufficient funds for the completion of the Ernakulam-Alleppey-Kayamkulam railway line as early as possible.

With heart-felt pain, I support these Demands.

[Translation]

***SHRI R. JEEVARATHINAM** (Arakonam) : Hon. Mr. Deputy Speaker, Sir, I rise to make a few suggestions on the Supplementary Demands for Grants of the Railways for 1985-86.

The unprecedented cyclone followed by heavy rains in the last week of November in Tamil Nadu damaged the railway line between Madras and Villupuram. No trains could be run between these two towns for a number of days. Thousands of harassed passengers from Madras had to take to lorries, buses etc. for reaching Katpadi and from Katpadi also they went to Villupuram by lorries and buses. The unexpected natural calamity dislocated the rail traffic between Madras and Villupuram and the Southern Railways could not cope up with the rush of traffic by running more trains from Madras to Katpadi. There is electric traction between Madras and Katpadi. In this very House on three or four occasions earlier I had demand that electric trains should be run between Madras and Katpadi. This has not yet been done with the consequence of unnecessary and avoidable harassment to passengers who travelled on the top of buses and lorries. In order to face such exigencies, I demand that electric trains should be run between Madras and Katpadi. The hon. Minister should direct the Southern Railways to implement this suggestion forthwith.

Sir, Tiruppathi, the most important religious town visited by lakhs of pilgrims from various parts of the country for the purpose of having the darshan of Balaji, is just 60 kilometres from Katpadi. There is metregauge line from Katpadi to Pakala and from Pakala to Tirupathi there is BG line. Because of this the pilgrims are greatly delayed in their movement to Tirupathi and back. Particularly those who come from North will have to take a circuitous route and similarly those who come from South will also have to change trains on a long route. If the MG track between Katpadi and Pakala is converted into BG

*The speech was originally delivered in Tamil.

track; then the passengers from Trivandrum to Delhi and Calcutta will have a direct route to Tirupathi, i.e. Trivandrum-Katpadi-Tirupathi-Renigunta-Gudur-Delhi/Calcutta. They will save distance of 70, 80 kilometres and also their valuable time.

The Deputy Leader of this House, Prof. N.G. Ranga has also been repeatedly stressing the need for converting MG track between Katpadi and Pakala into BG track. I wish to say that Balaji will bestow all the benevolence on the young Minister of State for Railways if he orders the conversion of MG track of a short distance from Katpadi to Pakala into broad-gauge. The Railways will also earn enormously by opening direct route to Tirupathi for the pilgrims from North and South. I request Shri Scindiaji to look into this proposition and do the needful.

The Railway employees of Southern Railway have been affected badly by the cyclone and rains in Tamil Nadu. Their houses have been badly damaged. I suggest that they should be given grant or flood relief advance so that they can attend to the repairs of their houses.

During the British rule, a school was constructed in Arakkonam for the educational needs of the sons/daughters of railway employees. Even today the Southern Railways is running this school. The school building has become dilapidated. Even the annual repairs are not being attended to. I suggest that adequate provision must be made for repairing this school building immediately. I also take this opportunity to suggest that the Railway Administration should raise this school into a College. There is no college in Arakkonam. The wards of 30,000 Railway employees are to go either to Madras or Vellore for higher studies. I demand that this school must be raised to a college for the benefit of the children of railway employees. Necessary grants must be given for this purpose.

Out of the sum of Rs. 433 crores being sought through these Supplementary Demands, only negligible provision has been

made for Tamilnadu portion of Southern Railways. Rs. 50 lakhs for Perambur Loco Works, Rs. 50 lakhs for Avadi Car Shed, Rs. 100 lakhs for Golden Rock Workshop—these are the provisions in these Supplementary Demands. Though a sum of Rs. 8 crores has been allocated for rehabilitation programmes of Southern Railways it is not clear what money will be spent on rehabilitation works of Tamilnadu portion of Southern Railways. Even if you include this Rs. 8 crores, then the total provision for Southern Railway is just Rs. 10 crores out of Rs. 433 crores.

I am sorry that no allocation has been made for Karur-Dindigul BG Railway project. No other proof is required for the negligence of Railway Development in Tamil Nadu. I want that more funds should be provided for Karur-Dindigul project and it must be completed soon. Then alone the industrial backwardness of Tamil Nadu can be removed.

In 1950-51 we had 53596 kilometres of railway track and in 35 years, i.e. in 1984-85 the length of railway track has gone to 60,933 kilometres. The average annual growth of railway track is just 0.41%. This cannot be refuted by the Railway Minister. During this period, the annual average growth of passenger traffic is of the order of 2.89% and the annual average growth of goods traffic is 3.12%. Naturally there are unsolved bottlenecks in goods traffic and overcrowding in passenger movement. At least in the 7th Five Year Plan, more money should be allocated for railway development, as railway development is the primary requirement for the economic and industrial development of the country.

I welcome the increased allocation of funds for the rehabilitation and renewal of railway track in the Seventh Plan. I would like to draw the attention of the Railway Minister that the Railway Junction and Station Buildings built during the British regime look like monuments of yester-years. Even the annual repair works are not undertaken. The classic examples of neglected station buildings are those of Arakkonam and Katpadi. Immediate

[Shri R. Jeevarathinam]

attention must be paid for renovating the dilapidated station and junction buildings.

In Arakkonam junction we have the railway overbridge for the movement of passengers from one platform to the other. It is located at a height causing great inconvenience to the passengers. This much height is required for the purpose of movement of electric trains. Even in Delhi the overbridge is high. I suggest that underground path should be constructed for the easy movement of passengers from one platform to the other.

Even after 38 years of Independence not even 10% of the railway employees have got residential accommodation. I suggest that in the Seventh Five Year Plan at least 50% of the Railway employees must be given government accommodation. Adequate money should be provided for this purpose in the 7th Plan. Before I conclude, I would stress the need for connecting Pondicherry with Bangalore via Villupuram, Tiruvannamali, Chengam, Krishnagiri, Kaveripattinam and Osur. This project when implemented will open up backward parts of this tract for industrial development. With these words I support the Supplementary Demands for Grants and before I conclude my speech I would request the hon. Minister of State of Railways to allocate substantial money for the early completion of Karur-Dindigul BG project. If this is done, the people of Tamil Nadu, who have reposed their confidence in the leadership of our hon. Prime Minister Shri Rajiv Gandhi, will feel that Central Government is really committed to translate our Prime Minister's ideals into positive action, as this Karur-Dindigul BG project will contribute to the removal of perennial poverty in these backward areas of Tamil Nadu. We will also be able to report to our people in Tamil Nadu that we have got done substantial benefits from the Central Government during the first year of new Government.

[English]

MR. DEPUTY-SPEAKER : It is six o'clock now. What should we do?

THE MINISTER OF STATE IN THE DEPARTMENT OF PARLIAMENRARY AFFAIRS (SHRI GHULAM NABI AZAD): We can extend the sitting by one hour.

MR. DEPUTY-SPEAKER : I hope the hon. Members will accept it. Now, Mr. R.P. Suman. Please be brief. When we extend the time, it is helpful to the other hon. Members also.

[Translation]

SHRI R.P. SUMAN (Akbarpur) : Mr. Deputy Speaker, Sir, first of all I congratulate Shri Scindia that after he took the charge, there has been considerable improvement in the efficiency and the functioning of the Railway administration.

First, I would like to submit that the provision made in the Railway Budget is grossly insufficient. A department with such a high responsibility should be provided more money. I demand emphatically that the Planning Commission and the Ministry should at least provide Rs. 400 crores more for the Railways so that this Ministry is able to implement the schemes properly and provide benefits to the people. I am saying this because it is such a huge Department that all the States are demanding more and more railway facilities, and without money it is not possible to concede these demands. It is, therefore, necessary that more funds are allocated to it. A lot of strictness has been exercised in the Railway administration, with the result that it is improving with great speed and there has been considerable improvement in the punctuality of the trains. But I would like to point out that there has been no improvement in the passenger trains and they are still running late. But there has been much improvement in the express trains in every respect.

Shri Harish Rawat was just now saying that Uttar Pradesh has been grossly neglected. It is true. Within the limited resources the Railway have tried to do much, though it is true that Uttar Pradesh has remained neglected earlier and now also. I am surprised to see that the Railway have neglected a city like Ayodhya. The people of

the entire world rever this city of Lord Rama but it has been neglected and nothing has been done for it. No facility has been provided for Ayodhya, Faizabad or the Eastern zone—whether it relates to laying of railway tracks, its renewal or any other facility. There has been a long standing small demand from Ayodhya. Shri Scindia recently, very kindly gave sanction for starting an express train from Faizabad to Allahabad. People are demanding that it should start from Ayodhya. It does not involve any extra expenditure. It should be connected from one religious place to another religious place. It is an ordinary demand but, unfortunately, the Ministry has not accepted this demand. I am sorry for it. I want that the train which is running from Faizabad should run between Ayodhya and Allahabad. There is not a single train running directly between Delhi and Calcutta *via* Barabanki, Faizabad, Akbarpur, Malipur and Shahganj. Many trains are available *via* Allahabad and *via* Gorakhpur but there is no direct train on the Barabanki—Faizabad route. Earlier, there used to be one train for Banaras and one passenger train between Delhi and Buxar but it is now called Bareilly-Buxar passenger train. No extra expenditure is involved if the passenger train which earlier ran between Delhi-Buxar is restarted for the convenience of the public. In addition, the Ganga-Yamuna Express runs 4 days a week *via* Faizabad, Akbarpur, Malipur and Shahganj and for the remaining days runs *via* Allahabad. It should be converted into daily train. It should run daily between Delhi and Varanasi because many people are deprived of the facility.

There are many trains on Allahabad route. Therefore, that train should be run *via* Faizabad, Malipur, Shahganj and Akbarpur so that the passengers of that area are benefited.

There is only one platform on small stations like Katehri, Zafarganj and Tanda and their level is also very low. The passengers find it very difficult to board the train. Old and women passengers sometimes fall down. It is, therefore, essential to raise the level of the platforms.

The toilet facilities are not available, water is not available. This results in insanitary conditions. Akbarpur, though a junction, has no such facility. The waiting room too is not in a proper condition. At least at junction stations this facility should be properly available. Near Akbarpur is Tanda. For this place, a 440 megawatt thermal power project has been sanctioned. One of its unit is likely to be commissioned in 1986. One rake of coal is required for it daily. There is no proper sitting place for the staff working in it. They work in tents. Proper arrangements should be made therefor. Additional tracks should be laid in Akbarpur so as to provide siding facility for wagons. Shunting facility should also be provided there. It is necessary for coal wagons which are required for the thermal power project.

In Akbarpur there is a very old and dilapidated bridge, which may collapse any time. It should be reconstructed. There are large number of weavers in Akbarpur, Malipur and Jalapur. Gandhi Ashram is also there, from where cotton articles are sent to Bangla Desh *via* Calcutta. All these goods lie in the open at stations in the absence of any godowns there. I would like to submit that some arrangements may be made at these small stations for the convenience of the passengers.

Sir, the 1st class compartments of the Ganga-Yamuna Express Train are called the worst class compartments by the people of this area. Improvement of these compartments is also necessary so that the good image of the Railways is not tarnished in the eyes of public. The works, which do not entail much expenditure, should be taken up early. At least toilet facilities and benches for the passengers should be provided at each station. Much expenditure is not required to be incurred on these works. Indifference should not be shown in respect of these works. In this way the public will have very good opinion about the Ministry of Railways.

With these words I support these demands and would like to state that there has been much improvement after Scindia-

[Shri R.P. Suman]

ji's coming into the Ministry of Railways. I hope that he will bring about more improvement in future also in order to ensure that Railways are without any shortcomings.

With these words I thank you and take my seat.

[English]

SHRI D.N. REDDY (Cuddapah): We have had several discussions on the general issue of the Railways, but the trains still run late. In spite of hon. Minister's assurances that things will be attended to, the passengers' comforts are not attended to. The railway stations are still unkempt and dirty. The minimum requirements of the passengers are not looked into. There is no sufficient seating arrangement in many of the wayside stations and clean drinking water is not provided. The passenger fares have gone up nearly double in the last decade, the freight charges on the cargo have gone up but we are not getting reciprocal benefits from the Railways. There is an acute shortage of wagons. There seems to be regional disparity when sanctioning a new railway line or completing the sanctioned work. Already experience has shown how dangerous it is and how it hurts the feelings of the people in the affected region.

So, I would like that all regions should receive due attention when allotting funds. As many as seven new railway lines in the South-Central Railway have been surveyed and recommended in the last five years for taking up, but none has been taken up, not even included in the Seventh Five Year Plan. I am very sorry to say that and I would particularly request the hon. Minister to note this point.

We lost the coach factory also a few months back in Andhra Pradesh. The seven new lines already surveyed, include new broad gauge line from Nandiala to Yerranguntla in Cuddapah District—a distance of about 125 kilometres only. It was surveyed five years back and it was also recommended by the State Govern-

ment on a priority basis, but no steps have been taken to include it in the Seventh Five Year Plan. For some works already on ground, funds are not allotted sufficiently. For example, on Bibinagar-Nadikudi broad gauge line, only two bits out of four are completed up to Madras. The other two bits still remain to be completed. For the conversion of Guntur to Macherla metre gauge line into broad gauge, the estimate is Rs. 30 crores but only Rs. 2.06 crores has been spent. At this rate you may imagine how long it will take to complete that project. No work is turned out this year for want of funds, on the Guntur-Macherla conversion of metre gauge into broad gauge line. This is an important alternative route to Madras from Nalgonda or Guntur. Even the location of loco shed at Cherlapalli has been shelved. New lines we have been asking for a long time. We have also been asking for the Super Fast Express connecting Waltair and New Delhi, and dieselisation of Guntur-Amravati Express, but these have not been conceded since long.

Another point I would like to mention and which I request the hon. Minister to take particular notice of, is about the Electronics Corporation of India Ltd., Hyderabad (ECIL); ECIL has entered into an agreement with the Calcutta Metre Railway for supply of Cap Signalling and Automatic Railway Protection (CATP) for a few hundred crores of rupees, and an advance of Rs. 1.04 crores has also been paid to ECIL. Now indications are available, after the Prime Minister's visit to Japan, that railway signalling might be handed over in its entirety to Japanese firms. I am not quite sure but there are indications. May I request the hon. Minister to at least hear me though he may not concede to all my demands. This is a very important point. I have received information from the whole region and the people of my region have particularly asked me to get clarifications from the hon. Minister.

MR. DEPUTY SPEAKER : The Minister will reply to your points. While he gives reply, I will see that he definitely replies to that point. If he misses your point, you can insist at that time,

SHRI D.N. REDDY : This is a very important problem.

SHRI MADHAVRAO SCINDIA : Members need not worry. They will get the reply, Sir.

SHRI D.N. REDDY : But this is a very important problem connected with the whole State. Please leave the hon. Minister alone for a few minutes for us.

I want up-to-date information about how this problem stands now. In addition to the normal budget of Rs. 3,982 crores, the supplementary budget of Rs. 432 crores is envisaged, among other things, to purchase A.C. coaches and ordinary coaches. We have been asking the hon. Minister to provide an A.C. coach to Rayalaseema Express—you will excuse me if I am repeating it again—and reduce its running time so as to reach Hyderabad about an hour earlier than what it is reaching now, but there has been no response to these. Since you are ordering for more A.C. coaches, at least now I hope that one will be provided for the Rayalaseema Express.

I may be permitted to mention a few words about the Railway Consultative Committee which now meets usually once in three months.

It has become purely informal without achieving any results whatsoever. I may be permitted to mention that it is no use having Consultative Committee Meetings once in 3 months where none of the officials either speak or reply to our suggestions. The hon. Minister also keeps silent. We are told that replies will be sent later on—which are invariably either lack of funds or lack of locomotives.

Secondly, we have been asking for Secunderabad-Kurnool-Dhone metre gauge line to be converted into a broad gauge line. It is a long-felt demand of the people of the Rayalaseema region. I request the hon. Minister to consider it and take necessary steps in this regard. Providing railways over-bridges in Sanatnagar and Fatehnagar in Hyderabad is a long-felt

need. This should be immediately attended to.

As regards the taking over of Private Railways, I agree that it is a right step. I request that all the seven privately-owned mini-railways along with Futwah-Islampur Light Railway Company may be taken over by the Government. With these remarks I support the Supplementary Budget for Railways. Thank you.

[Translation]

SHRI RAMPUJAN PATEL (Phulpu) : Mr. Deputy Speaker, Sir, I raise to support the Futwah-Islampur Light Railway Line (Nationalisations) Bill and supplementary demands for grants (Railways) presented by the Minister of Railways. I would like to give some suggestions. In the field of transport, the Railway hold a place of pride in the entire country. The hon. Minister of Railways deserves congratulations for the promptness, hard work and farsightedness exhibited by him in bringing about improvement in the Railways. The hon. Minister has made inspection visits at certain places which has resulted in great improvement in the Railways. I would like to submit that the speed of the trains may not be decreased. On the contrary efforts should be made to increase the speed of the trains. I would like to say something about the railway gangmen. There are many gangmen, who have put in four to five years' service but their services have not been regularised. I feel that justice is not being done to them. I hope that the hon. Minister would pay attention towards this. There is pilferage of goods in the godowns at railway stations. The officers or police personnel on duty there should be held responsible for these thefts and action should be taken against them. Besides, the strength of R.P.F. should be augmented. G.R.P. personnel do not behave properly with the people and idle away their time. You will find that thousands of police personnel travel by trains without ticket, as a result of which genuine ticket holder passengers do not get seats. Large tracts of land lie unutilised on either side of the railway line and you are planting saplings there. I would like to sub-

[Shri Rampujari Patel]

mit that saplings of big trees should not be planted as in the event of a storm, the trees may fall down and railway lines would be blocked, which would hamper the movement of Railway traffic. I feel that you should consider this matter. Only the trees should be planted which may not cause any harm to the rail lines. Thousands of acres of land are lying vacant at Subedar-ganj which is situated adjacent to Allahabad. Three-four years ago it was proposed to set up a coach factory there. I do not know about the fate of that proposal. I would request that a survey of that area may be conducted to see as to how that land can be utilised, otherwise the city is expanding and it is possible that local people may occupy that land illegally. 2 AF and 5 AF Allahabad-Faizabad passenger trains are very old trains. These trains have been made express trains now. Previously, this train used to reach Allahabad, at 9.30. Since it has been made an express train; employees as well as other persons coming to Allahabad in the morning are facing great difficulties. I would like to submit that this problems can be solved if this train is provided stoppage at Vishwanathganj. Dayalpur and Sewaith stations in the absence of which people are experiencing great difficulties. As an alternative measures, a new shuttle train may be run between Allahabad and Pratapgarh. Sometimes, it so happens that persons try to jump from the running train and they are killed in accidents. It will be in the best interest of the people if this train reaches Allahabad at about 5.30 AM. I would like to request in this regard and you had given an assurance to me that time of introducing the new railway time table in the month of October. New Time Table has also come into force, but due to certain reasons this matter has not been touched. I would request you to pay attention towards this matter and timings of this trains may be fixed accordingly in the new time table as it will be more beneficial to the people of that area.

In addition, one more shuttle train may be introduced between Unchahar and Allahabad. The arrival time of this train at Allahabad should be so adjusted that it

may suit the people, who wish to attend the court and return home after attending to other jobs in the city. I feel that introduction of this train and necessary changes in the time table are necessary as it will be in the public interest, otherwise the arrival time the existing train at Allahabad may be changed.

From Phaphamau Jn. in Allahabad, trains leave for Banaras, Jaunpur, Faizabad, Lucknow and other stations. People visit that place thrice in a month to take bath in the river Ganges and very big fair (Mela) is also held there. Therefore, expansion of that station is absolutely necessary. In this connection I had written many letters earlier also. In reply thereto I was told that it had not been possible to do so due to paucity of funds. I request that keeping in view the interest of the public; special provision should be made to expand this station and necessary funds should be made available for this purpose.

Similarly, there is a place known as Shringaverpur where Lord Rama stayed for sometime on his way to exile and Ramchaura Railway Station is the connecting rail head. Now-a-days this place has also been declared as a tourist centre and development of Shringaverpur is also in progress. I want that keeping this thing in view proper attention should be developed and arrangements should be made to provide stoppage of trains passing from that station.

I feel that trains play a very significant role in the development of the country. The Minister of State for Railways has, therefore, to discharge an onerous responsibility and I feel he is discharging his responsibility intelligently. More and more changes will be seen in the Railways because of him. Still, I would like to submit to him that he should pay more attention towards safety measures. I would like to give an example to you. I generally travel in A.C. sleeper coach of the train running between Allahabad and Pryagraj. In my opinion incidents of theft do take place in it twice or thrice a week. It is a very strange matter as to how thefts are committed. We should keep a

strict watch on it. We have not been able to check these incidents. I do not say that it happens due to carelessness of staff or certain other reasons, but people have developed a feeling that police personnel have a hand in these incidents. I would like to suggest that instead of G.R.P., R.P.F. should be strengthened because whenever any person goes to get a report registered, his report is not registered. I hope that the hon. Minister of State for Railways will work more actively and make his officers and employees more active. Only then welfare of people can be ensured and all the schemes can be implemented successfully. With these words I support the supplementary demands for grants (Railways) presented in the House by the hon. Minister and hope that the issues raised by me looked into.

SHRI K.D. SULTANPURI (Shimla) : Mr. Deputy Speaker, Sir, the demands for grant in respect of Railways are being discussed in the House. It appears from the discussion that adequate funds should be made available to the Railway Department to function smoothly. Each Member of Parliament has pleased for laying of railway line in his constituency and gave many suggestions/proposals for expansion of railway facilities. I think that at present only demands for grant in respect of Railway are under discussion before us. These demands have been presented in order to meet the additional expenditure to be incurred by the Railway Department. While supporting these demands for grants, I would like to state that unless adequate funds are made available by the Planning Commission to the Railways, it cannot function smoothly.

I would like to suggest that in case the Planning Commission has no Member from the Railway Department, it should have one Member from the Railways so that more and more funds can be made available to the Railway Department.

Sir, I would like to point out that in the matter of laying of railway lines in the country, hill areas are ignored. Whenever I raise this issue, I am told not to do so as there is no railway line in my area. Sir,

the railway line to Shimla was laid during the British regime. After that no railway line has so far been laid there. A survey was conducted from Jagadhari to Paonta but the work for laying the second line was not started.

Sir, I would like to point out that injustice has been done to us. Raja Nalagarh got a railway line constructed in the then Nalagarh princely state in 1826 from Sirhind to Nalagarh but after independence the same was dismantled. In this way injustice has been done to us. A number of industries are being set up there.

It is a border area adjoining Punjab. Sir, I, therefore, request that a railway line may be laid on the previous railway track markings, because in its absence the people of hill area experience great transport difficulties. We have to come to Kalka (Haryana) as the number of trains from Himachal side is quite inadequate. In this way, the people of the hill area have to face great difficulties. Sir, it is, therefore, requested that the old Nalagarh line should be relaid.

Mr. Deputy Speaker, there is a station Sanwasra on Kalka-Shimla line. Nothing has been done to improve the condition prevailing there. The land is sinking there and the railway line is in constant danger. Similarly, on Talwara line also very small amount has been spent whereas our Government has spent large amount on giving compensation for this line. The Government have spent huge amount on other items but the Railways have spent very little there. I, therefore, request Shri Scindia and Chaudhry Sahib that they should pay some attention to our area also and start construction of railway lines there so that the people of hill area also get some facilities.

Mr. Deputy Speaker, Sir, Chaudhry Sahib is our neighbour. I want to congratulate him and Shri Scindia for taking prompt action against the encroachment on the Railway land. I had also written to them informing about the cases of encroachment of Railway land. I am happy that they immediately asked their department

[Shri K.D. Sultanpuri]

to take action against the offenders and encroachment was checked.

Mr. Deputy Speaker, Sir, Shri Scindia has been elected after defeating a person, who on the one hand espoused the cause of the Railways in the House and on the other hand encouraged encroachment on the railway land.

He defeated a leader who used to talk more and did nothing. Therefore, Shri Scindia deserves congratulation and the people who elected them also deserve congratulations.

Mr. Deputy Speaker, Sir, I support the point raised here that if the Planning Commission did not provide funds to the Railways; wherefrom the Railways would implement the schemes. I, therefore, request that the Planning Commission be asked to provide the maximum amount to the Railways so that it may be in a position to undertake maximum work in this area. If the Planning Commission does not provide funds, even the on-going projects will be completed with difficulty. In such a situation the question of starting new projects does not arise.

Sir, the points raised by the hon. Member here are all genuine and I support them but the main question is of funds. I, therefore, request the Government to ask the Planning Commission to provide maximum funds to the Railways so that they are able to undertake development works. If the Railways get funds, it will employ more and more people and will lay more railway lines. With these words I support the demand presented here and thank you for giving me time to speak.

SHRI C. JANGA REDDY (Hanamkonda) : Mr. Deputy Speaker, Sir, I do not want to say anything more than what the hon. Member from Telugu Desam Party has said about the Railways but this much I would definitely say that our young Minister of Railways and an experienced person like Chaudhry Bansi Lal should have taken into account the recommendations of the Renovation Committee to the effect that during the Seventh Plan, 5000 Km. track

should be renewed; but they have made provision for renewal of only 3500 Kms. ♦

Sir, you are aware that we come from South. These people call the people from South as Madrasi, Nizami and Hyderabad. ♦

The hon. Minister is aware of the time taken in travelling from Delhi to Madras. You must electrify the track from Delhi to Madras. Earlier also, I had urged you about this. I was given an assurance that by the end of the Seventh Five Year Plan this job would be completed. At present it takes only 18 hours from Delhi to Bombay. You are aware of the plight of the rail passengers coming from South. The meals served enroute are also of inferior quality.

In case the 'thalis' are not-available, the food is served in cups... (*Interruptions*).

SHRI GIRDHARI LAL VYAS (Bhilwara) : With lesser intake of food you will remain healthy.

SHRI C. JANGA REDDY : We are concerned about the young people. They should remain healthy. Our hon. Minister Shri Scindia is a young man. He must look into it. It takes 48 hours to travel by Trivandrum Express. Therefore, the route should be electrified.

Our Andhra Pradesh Government and our friend sent a letter on 2-12-85. He sent the letter not only to me but to all the 42 Members of Parliament. In this he has expressed disappointment.

[English]

MR. DEPUTY SPEAKER : You need not read. No, no. Don't read. If you want to say anything, you can say. But don't read anything.

SHRI C. JANGA REDDY : I am reading the contents of the letter of the Government of Andhra Pradesh.

MR. DEPUTY SPEAKER : I will not allow to read letters. What you want to say, you say.

SHRI C. JANGA REDDY : I want to read out.

MR. DEPUTY SPEAKER : I would not allow.

PROF. N.G. RANGA : You can express yourself.

[Translation]

SHRI C. JANGA REDDY : Shrimati Indira Gandhi had promised to complete Nadikudi-Bibinagar line in 1986.

[English]

"We are in 1985, One year is more to complete Nadikudi-Bibinagar line. Line is not complete. Line is not started atleast for goods from Vishnupuram to Miriyalaguda due to non-completion of line".

[Translation]

We were told that Rs. 16 crores would be spent on this project. Now this project is going to cost Rs. 30 crores. If the cost goes on increasing this way, the project is not going to be completed. It seems that it will go upto Rs. 40 to Rs. 50 crores. You will have to keep an eye on it.

At present we observe that the farmers are being fleeced and exploited everywhere. The transport authorities say that wagons are not available. During March-April chillies have to be sent to Bombay. At that time they are told that wagons are not available. I feel that the railway authorities and the traders are hand in glove with each other in creating the scarcity of wagons.

Hon. Minister, Sir, if you lay the railway line between Nadikudi and Bibinagar, the distance between Hyderabad and Guntur would be reduced by 50 kms. The railway lines which had been laid in Telangana during the Nizam regime have not been extended even by one km. You are aware that no rail transport is available for going to adilabad. Bus takes 14 hours to cover this distance. By the time

one reaches to destination, the feet are swollen and one is not able to move afterwards for two days. I had raised the matter in the Consultative Committee also. Our hon. Minister is a young man and the hon. Prime Minister, Shri Rajiv Gandhi, is also a young man but Shri Bansi Lal is an old man.

I request you to set this line completed. You are not doing anything for Kazipet-Secunderabad-Sanatnagar line also.

[English]

SHRI GHULAM NABI AZAD : The hon. Member has said that the Transport Minister, Shri Bansi Lal is an old man. He should withdraw that...

SHRI V. KRISHNA RAO (Chikballapur) : Mr. Janga Reddy is an old man.

MR. DEPUTY SPEAKER : Because he is an old man, he has said it.

[Translation]

SHRI C. JANGA REDDY : You are aware that Hyderabad is a big centre of Southern region. The Transport Minister of our state has written an 8-page letter to the Minister of Railways in which he has expressed his disappointment that an electrical locoshed, which should have been set up in Chellapalli, has not been established there. Secunderabad is very near to Chellapalli. Similarly, a coach factory was to be set up in Kazipet in which 10 thousand people were likely to get employment. In this case also we have met with disappointment. We have not launched any agitation keeping in view the integrity of the country and the Punjab agitation; otherwise, had we wished, we too could have closed the gate to South. We did not want that the integrity of the country should be endangered on account of the Punjab tangle. Therefore, we did not object to the coach factory being given to Punjab. I, therefore, request that the Rs. 7 crores electrical locoshed project being set up in Kazipet, should be completed at an early date. The land for the purpose has been acquired and the walls

[Shri C. Janga Reddy]

have already been erected but so far the line has not been completed. I request the Ballarshah-Kazipet line should be doubled.

As you know, rich deposits of coal are found in Adilabad Karimnagar area. 40 to 50 per cent of the total coal deposits in the country are found in this area itself. Coal is sent from here to other parts but there is no transport arrangement for it. Sometimes closure of thermal projects is attributed to non-supply of coal. When coal authorities are asked about the reasons they say that they are not getting wagens. On being asked, the railway authorities reply that there are no wagon takers. What is all this going on, I fail to understand. You should bring about improvement in the prevailing situation because if the power generation is stopped even for two days, there will be lot of difficulty. As you are aware, there is shortage of power in Uttar Pradesh, Madhya Pradesh and Maharashtra. Our State is ready to supply electricity. Telugu Desam Government of Andhra Pradesh is ready to supply electricity at concessional rates because our State is a surplus state in the matter of electricity.

[English]

SHRI MADHAVRAO SCINDIA : Not a single power house is closed this year for want of coal, and our coal supply to power houses has gone up by 20 per cent in spite of the fact that the number of wagens has gone down.

[Translation]

SHRI C. JANGA REDDY : I could not get what you said.

SHRI MADHAVRAO SCINDIA : I will give the information in my reply.

SHRI C. JANGA REDDY : As you know, the power generation in Maharashtra, Karnataka, Orissa is less but Andhra Pradesh is surplus in it. To utilise this power, you may kindly complete the

Vijaywada-Ballarshah-Kazipet line at the earliest.

I also want that the circular train line should be completed in Hyderabad. In Jangaon, a railway overbridge should also be constructed. For this the State Government is ready to share 50 per cent of the expenditure. In this connection I have written a letter to you but no action has been taken on that.

[English]

MR. DEPUTY SPEAKER : You have already told many things about Madras. So please wind up.

SHRI C. JANGA REDDY : I am talking about Dakshin Bharat. You kindly allow one minute Sir, Bear with me, Sir.

[Translation]

The suggestions made in the Consultative Committee should be considered and efforts should be made to implement them. Mr. Deputy speaker, Sir, I thank you for giving me time to speak.

SHRI RAM BHAGAT PASWAN (Rosera) : Mr. Deputy Speaker, Sir, first of all I would suggest that the Planning Commission should accept whatever demands are received from the Ministry of Railways. It is a matter of regret that the demands presented by the Ministry of Railways are not approved. The result is that the on going or proposed railway development works come to a grinding halt.

Sir, The Railways play an important role as a social as well as commercial service but the railway officials give overriding importance to the commercial point of view over the social service point of view. I want to speak on the miserable condition of the Eastern Railways. It is a matter of happiness that after independence, the fast, super fast deluxe Rajdhani Express trains have been introduced to link the various cities of the country, which has brought them nearer to each other.

For this I want to congratulate the

hon. Minister, But at the same time I am filled with a sense of disappointment also. You have not connected the villages with the cities, the way you have connected the cities. So far as question of the North Eastern Railways goes, not to talk of starting new trains, the trains which were already running there, have been withdrawn. At present, the population of North Bihar is more than 3 crores. The entire population has been deprived of the rail facilities. This has resulted in increased bus services there. Another problem is that if a bus takes 3 hours to reach a place, the train covers that distance in 12 hours. On the other hand, the officers of the North Eastern Railway in collusion with big capitalists encouraged the bus service and got the trains cancelled. The trains already running have been cancelled. Reservation is not available in 79 Up and 78 Down trains. Patna is the capital of Bihar but that train has also been cancelled. When the question is raised, it is said that because bus service available there is no need to run the trains. In this way the officials feed wrong information to the Minister which in turn is conveyed to us. The public there is very disappointed. The trains from South and West India reach there at 10 o'clock and 8 o'clock. The connecting trains should be made available within half or one hour but for the trains which reach at 10 o'clock in the morning, the connecting train is made available at 5 o'clock in the evening. For the entire period i.e., 5-6 hours in between the passengers remain stranded there. The 14 pair of trains have been cancelled and with that 3 crores people of Bihar have been deprived of the rail facilities. The people have to go by bus under compulsion which is quite inconvenient. I, therefore, urge you to restore the trains which have been cancelled and a super fast train should be started on that route. The report of your officers that the railway route is quite long is wrong. You can see that from Samastipur, Jayanti Janata Express reaches Patna in 3 hours and Darbhanga in 45 minutes. The train takes 5 hours to cover a distance of 300 kms. to Jay Nagar and the bus also takes 5 hours. Therefore, you have been informed in-

correctly that the route is long. They are cheating the public by giving incorrect information. The Members of Parliament from North Bihar have submitted a memorandum requesting for restarting the cancelled trains. I would request you to start these trains without further delay. It has been replied in Parliament that the Railways have suffered loss of Rs. 22 lakhs. This is a 2 year old figure. By now this loss must have increased to crores of rupees. In this way the revenue which was accruing to the Railways is being pocketed by the private capitalists. It is all because of the inefficiency of your officers. Therefore, the trains which had been cancelled should be restored so that people get relief.

Sir, how much money has been provided to North Bihar since the First Five Year Plan to-date? It has been provided 0.75 per cent of the total allocation. It is the second largest State of the country and if the rail services are not developed there, it tantamounts to injustice with the people of the area. I myself had submitted a memorandum to the late Shri Lalit Narayan Mishra for Samastipur-Darbhanga broad gauge line.

When he went there for inauguration, a bomb exploded at the site and he died. I was also hit by 5 to 7 splinters. It is a stretch of 30 kms. only for which the work was started but later on, was stopped. Shri Kedar Pandey had got the earth work started in 1981 but when the other Minister came, this work was stopped. This has caused resentment among the people of the area and they feel that as the Minister does not belong to their area, they are therefore, being discriminated against and injustice is being done to them. The work on Samastipur-Darbhanga broadgauge line which was started, and on whose survey lakhs of rupees were spent, should be started again urgently. Due to non-construction of this line, the Government is paying Rs. 50,000 per day on trans-shipment in the form of demurrage. Similarly, work, on Sakra, Hasanpur railway line was also started and Rs. 10 lakhs have been spent on that but that work too was stopped. Earth work was started but that was also stopped,

[Shri Ram Bhagat]

This work should also be started again urgently. The people there are very much disappointed, because work on these projects has been held up.

I want to submit one thing more. There is a road bridge but no railway bridge over Ganga. The result is that the passengers who used to travel by train now travel by bus and the Railways are losing an income of Rs. 40 lakhs per day. The railway officers are not taking cognizance of this loss being suffered by the Railways. They merely say that the funds are not available.

Where will the funds come from? The bus takes three hours to reach a destination whereas the train takes 12 hours for the same distance. The poor passenger is forced to pay second class fare and still he does not reach his destination in time. The plight of passenger is deplorable today.

Sir, I would like to tell you that the behaviour of the Railway officials is not good with the passengers. Often the passengers are assaulted in the trains and there are no security arrangements. Therefore, there is need to provide security arrangements.

I have to say one thing regarding Railway Service Commissions. Sir, the persons who have passed Intermediate or B.A. and belong to the Scheduled Castes, and Scheduled Tribes, are unable to secure jobs through these commissions. The appointments are made through back door. This should be looked into. The representatives of the Scheduled Castes and the Scheduled Tribes should be appointed on these commissions to ensure justice to this class.

(Interruptions)**

[English]

MR. DEPUTY SPEAKER : You have already taken lot of time. Please sit down. I am calling the next speaker, Shri

Ram Singh Yadav. Nothing will go on record.

[Translation]

SHRI RAM SINGH YADAV (Alwar) : Mr. Deputy Speaker Sir, I rise to support the Demands for grants presented to the House by the hon. Minister of Railways. I congratulate the hon. Minister of Railways and his Ministry for the revenue receipts of over Rs. 100 crores for the period 1st April to 30th September.

The Railway department has set up a new record in this respect. There has always been a shortfall in the anticipated revenue receipts in the Railway Budget and this is the first time that the actual revenue receipts have exceeded it. You deserve Kudos from the entire nation.

I congratulate you for setting up a new record in respect of revenue from freight traffic, despite the constraints of using old wagons. It is commendable that the Railway Ministry achieved the target of goods traffic and there was optimum utilisation of the existing goods wagons and the goods not only reached their destination but in time also.

I congratulate the Railway Ministry for renewing 1190 Kilometres of railway track though the target was only 875 Kilometres. It is commendable. I am sure that the target of renewal of rail track during this year would be achieved soon.

There was widespread corruption in the Railway reservation system. The change in this system have helped in removing the doubts and apprehension of the people, about reservation which they thought could be done only by greasing the palm of petty officials. The introduction of computerised reservation system and other method for removing apprehension in the minds of people are commendable. The computerised reservation system is being introduced at many places and I hope that it has eased the situation. You deserve all appreciation for this... (Interruptions).

**Not Recorded.

You see it from your own angle, try to see it from our angle. I congratulate the Railway Minister for taking up new projects, speeding up work on the existing ones, and completing them by stipulated time. I am happy that work on the Mathura-Alwar railway line, which was taken up after the supplementary Budget in 1983-84, has started and earth work on 3 Kilometre stretch from Mathura end has been completed. Here, I would like to submit that the former Railway Minister had assured that the work on this broad gauge line would start from the Alwar end. The residential quarters for staff have been constructed, but much remains to be done in other respects. Land has been acquired from farmers but last formalities regarding compensation are yet to be completed. I would therefore, request the hon. Minister to fulfil the assurance given by the former Railway Minister in this regard and effort should be made to complete the work on the Alwar-Mathura BG line.

The Public Accounts Committee had made an inspection of all the damaged bridges through out the country last year. All the damaged bridges in Guwahati are being repaired. This shows how vigilant the Railway department is to its duties.

Besides, I would like to submit that the work on the railway overbridge at Alwar, which is already sanctioned, has not started so far. I hope that this will be taken up very soon. Alwar falls under the National Capital Region. Being a satellite town of Delhi it has to be developed in all respect because only then it can be helpful in reducing the density of the rising population in Delhi. Provision for transportation is most essential. I congratulate the hon. Railway Minister for his effort in this regard. The Planning Commission is all praise for the Railway Minister for the first time and it has raised the outlay of the annual plan from Rs. 1650 crores to Rs. 2050 crores—an increase of Rs. 400 crores. The Planning Commission has realised that the Railway Ministry is capable of doing effective work and it is not solely dependent on the consolidated fund of India; it is also capable of mobilising internal resources. This is an achievement in itself and the

more it strengthened the better it will be and the Ministry deserves to be congratulated for this. I would like to request you to take up the work on big projects immediately, particularly the conversion of Delhi-Ahmedabad railway line into broad gauge line for which some amount was earmarked in the 1977-78 Budget and survey was also conducted many times. All the state capitals are connected by broad gauge line but the capital of Rajasthan, Jaipur is not. If the conversion of the entire Delhi-Ahmedabad line cannot be taken up immediately then the work on Delhi-Jaipur section should be taken up in a phased manner and as and when the funds are made available the work on the route may be extended. The Vishwakarma Industrial area which is the biggest in Asia is located in Jaipur, which is on the world tourist map but it has not so far been linked by any broad gauge line. As a result of this no super thermal power plant can be set up in Jaipur because coal cannot be transported there through broad gauge line. This is resulting in shortfall of power supply in Rajasthan. I would, therefore, request the Government to make some allocation in the coming budget for the conversion of Delhi-Ahmedabad line into broad gauge. The work on Delhi-Rewari-Alwar-Jaipur section can be started in a manner. There is double railway track upto Rewari and if work on one railway track starts it will not pose any inconvenience. During the last six months there has been sea change in the behaviour of the railway staff. They are more courteous now. They have become efficient and punctual. All the trains are running punctually. There was a time when people used to set their watches by railway timings. I hope that if the Ministry works efficiently same situation could be restored. There is need to pay attention to staff welfare in the Railways like children's education, and medical facilities. There is need to provide facilities at halt station, where the staff is forced to stay after duty hours. The Railway are functioning as a commercial organisation and earning profits and, therefore, it should pay special attention to staff welfare and provide more facilities to them. With these words I thank the hon,

[[Shri Ram Singh Yadav]

Minister and his Ministry for the efficient working which is commendable.

[English]

SHRI V.S. KRISHNA IYER (Bangalore South): Mr. Deputy-Speaker, Sir, this exercise which we have been having for the last three and a half hours shall not become futile. Now that the 7th Plan has been finalised, we have a doubt what the Railway Minister is going to do with regard to the finances. We are making a number of suggestions. For one year I have corresponded with the Railway Minister to the maximum extent. In every letter, the reply says that due to constraint of resources, it is not possible to agree to the suggestion. It should not happen.

Only this morning with one voice all of us demanded that sufficient allocation be made in the Plan for education. Similarly, the whole House is one in demanding that the Plan should be recast and sufficient funds should be provided for the railways, otherwise the railways will be helpless.

Many other Members from my State have spoken about Karnataka; I will not, therefore, make a speech, but will only make a few suggestion.

The Railway Minister in his Budget had assured the House that priority will be given to on-going projects. What about some of the schemes so far as Karnataka is concerned? One is conversion of Bangalore-Mysore line to broadgauge. It is nine years since the work was started but we do not know when it would be finished, because not even 25 per cent work has been finished. Though the railway administration during the last year wanted Rs. 20 crores for the development of railways in the Karnataka State during 1985-86, they got only Rs. 4.63 crores. Whereas the allocation for 1984-85 was Rs. 61 crores. As against the allocation of Rs. 2 crores for the year 1984-85, this year only Rs. 50 lakhs were sanctioned for the Bangalore-Mysore conversion job.

Another point that I want to make is with regard to electrification of Jolarpet-Bangalore line. When it had been approved by the Planning Commission in the Sixth Plan and this House had given its seal, the Railway Ministry had no business to abandon the scheme. I read an article in the Hindu that there is a lobby of mechanical engineers in the Railway Board. This is a very serious matter. The hon. Minister should look into it.

I have just two or three more points. Now, I would like to draw your attention to Konkan Railway.

PROF. P.J. KURIEN : Yes Sir. We support you in this.

SHRI V.S. KRISHNA IYER : This is not political and everybody wants it. Sufficient funds should be provided for this Konkan Railway. Hon. Minister you are young and energetic. Everybody is praising you. I will also praise you. You do something for us and do not disappoint us.

Please provide sufficient funds for West Coast Railway also. Now I come to conversions because it is very important. You should allocate funds for the conversion of Miraz-Bangalore line into broad gauge. On-going project, Chitradurga-Raidurga new line also should be given more funds. Hospet-Hubli line also should be converted into Broad Gauge.

Now I would like to mention about some new routes which are pending for the past two or three decades. Hubli-Karwar line which is very important for the development of northern districts of Karnataka, Chamarajnar - Sattyamangalam-Mettupalayam Line and Kottur-Harihar line should be taken up immediately. Conversion of Salem-Bangalore line into broad gauge line should be taken up. Mr. Deputy Speaker you are also interested in this.

MR. DEPUTY SPEAKER : Mention Pondicherry-Bangalore line also.

SHRI V.S. KRISHNA IYER : Now I would like to mention about the Rapid

Transit System Project for Bangalore city. Bangalore is the fastest growing city. Our friend Shri Jaffar Sharief was very kind enough to get the scheme formulated. He is not there now to get it sanctioned. I request you to sanction this very important project for Bangalore city. Then Sir, there should be daily train from Bangalore to Delhi.

Lastly, the Chikkaballapura-Bangaru-peta narrow gauge line should not be

abandoned. It should be converted into broad gauge. That is all.

MR. DEPUTY SPEAKER : The House stands adjourned till 11 O'clock tomorrow.

19.07 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Friday, December 13, 1985/Agrahayana 22, 1907 (Saka).
