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Agrahayana 14, 1907 (Saka)

LOK SABHA DEBATES

(English Version)

Fourth Session
(Eighth Lok Sabha)



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LOK SABHA DEBATES

1

LOK SABHA

Thursday, December 5, 1985/Agrahayana 14, 1907

(Saka)

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

[MR. SPEAKER *in the Chair*]

ORAL ANSWERS TO QUESTIONS

[*English*]

Target and Achievement of Family Planning Programme

*243. PROF. K.V. THOMAS : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

2

(a) the target fixed for implementation of the Family Planning Programme in regard to contraceptive options during the Sixth Five Year Plan;

(b) the achievement during the plan period, year-wise; and

(c) if the achievement was less than the target, the reasons therefor ?

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

(c) Performance under the Family Welfare Programme depends on a number of factors including prevalent socio-economic conditions, the outreach of delivery-system, efforts made in demand generation and the efficiency of programme management.

Statement
All India targets and achievements of Family Planning methods during 6th Plan period (1980-81 to 1984-85)

F.P. Methods (1)	Figures in 000's)											
	1980-81		1981-82		1982-83		1983-84		1984-85*		Target	Achvt.
	Target (2)	Achvt. (3)	Target (4)	Achvt. (5)	Target (6)	Achvt. (7)	Target (8)	Achvt. (9)	Target (10)	Achvt. (11)	Target (10)	Achvt. (11)
1. Sterilisations	2896	2053	2896	2792	4522	3983	5900	4532	5823	4082		
2. IUD Inser- tions	791	628	791	751	1512	1097	2500	2134	3183	2562		
3. C.C. Users	5042	3718	5042	4439	6502	5765	7900	7661	10000	8523		
4. Oral Pill Users	495	91	495	120	503	183	1100	729	1000	1289		

* Figures are provisional.

PROF. K.V. THOMAS : Sir, the national health policy of the Government is 'Health for all by 2000 AD'. Family planning is an integral part of our health policy. But when you look at the target fixed, it can be seen that it is an utter failure. One of the reasons is that it is a government programme without getting the proper participation of the people. What steps would be taken by the Government to make it a programme of the people ?

SHRI S. KRISHNA KUMAR : Sir, the family planning programme in India is not a failure. It is a success to the extent that due to the operation of the programme from 1951 we have been able to prevent about 7 crore births in the country. Had it not been for the family planning programme our population would have been 81 crores as against 74 crores now.

PROF. MADHU DANDAVATE : How do you know how many births you have prevented ?

SHRI S. KRISHNA KUMAR : Secondly, we are implementing the family planning programme integrated with the maternal and child health and primary health care facilities in this country. Sir, for peoples' participation, we have taken a series of initiatives and these include formation of popular committees from national level down to grass-root level, mobilisation of opinion leaders like teachers, religious functionaries, private allopathic medical practitioners, energisation of Mahila Mandals and youth clubs and involving voluntary agencies at all levels. The educational and motivational effort will be escalated. When these initiatives are implemented we are certain that the family welfare programme will transcend the Government network to become a genuine movement of the people.

PROF. K.V. THOMAS : Sir, from the statement given by the hon. Minister it can be seen that more importance is given to sterilisation. The people in the villages are still afraid of these sterilisation operations. They feel it will affect their health. Will the Government give

more importance to other projects like using oral pills, nirodh, etc ?

SHRI S. KRISHNA KUMAR : Our national family welfare programme is a purely voluntary programme following a cafeteria approach. In other words people needing services are free to use any approach of family planning method made available. It is true that the method of sterilisation or terminal family planning method is widely used. We do not want to de-emphasise sterilisation because it creates maximum demographic impact. Out of 31 per cent eligible couple now protected in our country 25 per cent are covered by sterilisation and only 6 per cent by spacing method. We are aware of that. We are going to launch a massive educational effort and massive marketing effort to open up the rural areas of our country for spacing methods of IOD, condom and oral pill.

SHRI CHIRANJI LAL SHARMA : Will the hon. Minister kindly tell whether this target for sterilisation has been fixed State-wise ?

If the reply to this is in the affirmative, I would like to know whether the Minister is aware of the fact that the State Governments fixed targets for officers in the respective departments and in case of failure to fulfil the targets, whether they are punished.

SHRI S. KRISHNA KUMAR : Sir, in order to reach the demographic goal we have set for ourselves, we have no way but to quantify the achievements in a time-frame. It is inevitable that the targets are distributed to various States. We are only insisting that the huge infrastructure of staff which we have created do their minimum work by way of motivation and education. If they do that, the targets will look after themselves. We are not aware of any specific coercive practices with respect to the bureaucracy. But we would like to tell the hon. Member that this bogey of coercion should not be allowed to be used by the functionaries to escape from doing the amount of work required of them.

SHRI JAGANNATH RAO : Sir, there are about 5000 blocks in the country. Has the Government any information as to the success of the family planning programmes in each block? I would like to know whether any incentive is promised to be given to each block for the success of this family planning programme.

SHRI S. KRISHNA KUMAR : We are monitoring and reviewing the programme performance in all the 412 districts and 5000 community development blocks in the country. We have people's structures, governmental structures at the block level. We want to involve the BDOs and all other developmental functionaries working in other on going socio-economic programmes, the question of incentive is a general question and it is applicable throughout the country. Sir, we have instituted community awards at the national, and State levels. We are contemplating the issue of giving national awards to block levels and to all functionaries at the State and subordinate levels engaged in the programme.

SHRI CHINTA MOHAN : Sir, the hon. Minister in his reply has not given information regarding sterilisation operations done in 1984-85. May I know from the hon. Minister how many Laproscopic Tubectomy and Vasectomy operations have been performed in the Sixth Five Year Plan? How many of them have failed in the Sixth Five Year Plan?

SHRI S. KRISHNA KUMAR : Sir, we have the figures here. But I would not be able to give sub-methodwise figures for vasectomy and tubectomy operations because, I would require a separate notice for this.

Regional Conference of W.H.O. Re. Communicable Diseases

*244. **SHRI ANAND SINGH :** Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether at a Regional Conference of the World Health Organisation (WHO) held in New Delhi towards the end of September, 1985, the progress made in

control and eradication of diseases like malaria and Acquired Immune Deficiency Syndrome (AIDS), was reviewed; and

(b) if so, what specific aspects in respect of various communicable diseases were discussed?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) and (b) The 38th Session of the WHO Regional Committee for South East Asia Region in its meeting held on September 24—30, 1985 reviewed in general the progress made in the control/eradication of various diseases. The Committee noted that though there was a declining trend in Malaria incidence in the Region as a whole, there had been no technical break-throughs as yet in regard to the problems of parasite resistance to anti-malarials and vector resistance to insecticides. While discussing the problem of sexually transmitted diseases, a mention was made of the newly emerging disease viz. Acquired Immuno Deficiency Syndrome (AIDS). The Committee felt that the situation should be observed closely.

SHRI ANAND SINGH : It is reported in the newspaper that for diagnosis alone, it has cost about \$ 3,000 and secondly no hospital in India is fully equipped with the kind of equipment needed to diagnose it. But I stand to be corrected if my information is not correct. I would like to know from the hon. Minister whether such facilities are available in the hospitals. I would also like to know how many cases were analysed. If there are some, then how do you or the Government or anybody can claim that there is no AIDS in India?

SHRI S. KRISHNA KUMAR : There has been no authentic case of AIDS reported so far in India. The Ministry has given instructions to all its field officers, all the Directors of Health Services and Medical Colleges to continue their surveillance for AIDS. The ICMR has initiated studies for high risk group and this is being done in a very extensive manner; the high risk group includes

the homo-sexual blood transfusion receivers and so on. Our clinical facilities and doctors are proficient enough to detect any case of AIDS anywhere in the country,

As regards treatment facilities, we have already set up a cell in the Institute of Virology at Poona for testing what are known as anti-bodies, which are preliminary to somebody getting the disease of AIDS. The situation is very much under control as far as India is concerned, and there is no cause for alarm.

SHRI ANAND SINGH : I would like to have a clarification before I move to the second supplementary. And that is : do you have the necessary facilities for detecting AIDS ?

MR. SPEAKER : He said that they have set up that.

SHRI ANAND SINGH : Have they got the equipment ? Which hospital has it ? It is not a case of just a doctor diagnosing a disease, whether you have malaria, typhoid or whatever it is, AIDS is a very sophisticated disease which has just come in. If it is so simple that any doctor can diagnose, then why in USA does it cost three thousand dollars only to diagnose?

Firstly, we should have necessary equipment. At least, the All India Institute of Medical Sciences or any other sophisticated hospital should have that. If it is there, the cases must have been detected. And I do not know how many cases have been analysed. You say that there is no case.

MR. SPEAKER : There is no case. How can they analyse without any case?

SHRI S. KRISHNA KUMAR : I repeat that there has been no authentic case of AIDS reported in the country. (*Interruptions*). AIDS is such a disease which only a few countries have so far. There are many countries in the world where the disease has not spread. We are fully prepared to diagnose; first test and then diagnose the disease. This is in a very

preliminary stage. The Ministry is totally aware and conscious of this problem and we will be setting up the facilities as and when required.

SHRI D.N. REDDY : There were discussions in the recent conference about three communicable diseases. One is malaria. As the Minister has himself admitted, it has not been fully controlled. Malaria vaccine has been developed in the foreign countries. Is the Government aware of it and will the Government take steps to import vaccine for our country?

About the AIDS disease, will the Government take precautions to prevent spreading of the Acquired Immune Deficiency Syndrome virus, over from countries where it is prevalent, especially USA? Is the Government taking steps to have a health check-up at the airports so that the virus is prevented from entering our country? I would like to know whether the Government is aware that many parts of rural areas are resistant to streptomycin and other drugs available in our country. A recent report stated that a new drug has been discovered. I want to know whether the Government is aware of it and whether they got any information about the drug which deals with anti-streptomycin cases.

SHRI S. KRISHNA KUMAR : The Malaria Control Programme was successful in almost eliminating malaria by 1965, when it was brought down to one lakh cases from about 75 million cases at the start of the programme in 1952. But we are aware that there has been a slight resurgence in malaria and now we have about 2.1 million cases. This year, we have been able to reduce the incidence of this disease by 15 per cent. We are aware of this and we have also set apart Rs. 373 crores in the VII Plan almost 40 per cent of our health budget for the malaria eradication programme.

As far as AIDS is concerned, I can list out the various steps taken by the Directorate General of Health Services and the ICMR for education, surveillance, detection and treatment of the disease. But I am not doing so because I do not want to

take the time of the House— As regards controls on foreign tourists in the Airports, we have to do this after a great deal of deliberation. We have alerted the sexually transmitted disease clinics near major airports to watch out for the incidence of the disease. We do not contemplate any other control, because no country in the world has so far imposed any such control on foreign tourists.

As regards tuberculosis, we diagnose about one and a half million patients a year. We have a reservoir of ten million patients of tuberculosis and at any time we treat about one and a half million patients a year. We have an educational programme and we are aware of the new drugs and we would be spending Rs. 55 crores for combating this disease in the Plan.

DR. A. KALANIDHI : Sir, I understand that two cases of Acquired Immune Deficiency Syndrome, i.e. AIDS are reported in Calcutta. This was disclosed in a medical conference held at Bombay. I want to know whether the Minister is aware of it and if so, what steps have been taken by the Ministry of Health. Another point is, the incidence of malaria in Madras city is 40 per cent. What action has been taken by the Ministry of Health?

SHRI S. KRISHNA KUMAR : No official information about any AIDS case has been reported from Calcutta or elsewhere. As regards the recurrence of malaria in certain pockets, we immediately send teams. We are also re-establishing the vertical organisations of the malaria eradication programme, which we had dismounted in the middle sixties, because we thought then that we eradicated the disease. Now we have a programme and we are alert about the disease.

DR. KRUPASINDHU BHOI : Hon. Speaker, Sir, I want to know from the hon. Minister through you whether the percentage of malarial cases and the demographical figures that are received in his Ministry are correct or not. 50 per cent of the malaria cases are resistant to insecticide spraying and chloroquin and other drugs, due to the presence of plasmodium felseiperim. So, from the demographic infor-

mation, the Minister should not conclude that malaria is eradicated. I would like to know whether any new preventive measures are being contemplated by the hon. Minister to eradicate malaria.

Secondly, regarding AIDS, the symptoms of AIDS are equal to first stage cancer symptoms...

(Interruptions)

MR. SPEAKER : You don't explain all that !

DR. KRUPASINDHU BHOI : I will complete my question Sir. I want to know whether the Minister has instructed the ICMR and the Pune Virus Laboratory to go into the details and prepare a circular to be sent to all the district headquarter hospitals to diagnose and also to differentiate the AIDS from other diseases

SHRI S. KRISHNA KUMAR : Sir, as regards the malaria eradication programme, I am certainly guided by my technical officers who have run one of the best malaria eradication programmes in the world. Secondly, as regards the AIDS, I would like to repeat that we have given detailed instructions. The Director General of Health Services has given detailed instructions to all Directors of Health Services, STD Clinics, District Hospitals, and the entire infrastructure in the country to look out for the symptoms.

[Translation]

SHRI G. S. MISHRA : Mr. Speaker, Sir, a similar disease has broken out among the tribals in Madhya Pradesh. I want to know from the hon. Minister as to what arrangements have been made to check and to diagnose this disease ?

[English]

SHRI S. KRISHNA KUMAR : I will require notice for this.

Amendment of Railways Act to expand commercial tax collection

*245. SHRI S.M. GURADDI :
SHRI PRIYA RANJAN DAS
MUNSI :

Will the Minister of TRANSPORT be pleased to state :

(a) whether Government have taken note of the recent suggestion of West Bengal, Karnataka, Andhra Pradesh and Maharashtra Governments to effect some changes in the Indian Railways Act to enable them to expand their commercial tax collection base;

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

(c) the reasons if the proposals are not acceptable to the Railways?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAV RAO SCINDIA) : (a) to (c) A statement is given below :

Statement

Regarding amendment of Railway Act to expand commercial tax collection

(a) & (b) Some State Governments have suggested that Indian Railways Act be amended to empower the Railways to insist on production of clearance certificate from the Sales Tax authorities before booking/delivery of goods. After due examination, it has not been possible to agree to the suggestion.

(c) Insistence on production of Sales Tax clearance certificate before booking or delivery of goods will make the procedure for booking/delivery of goods cumbersome. Further, it will slow down the process of booking and removal of goods from goods sheds. This will result in detention to wagons and congestion in goods sheds which, in turn, will affect the mobility of rail movement which will not be in overall national interest. However, Sales Tax Officials have been permitted to extract in-

formation from Railway records to check evasion of sales tax.

SHRI S.M. GURADDI : May I know whether the Government have been assessed the loss sustained by the Commercial Directorates in the States?

SHRI MADHAV RAO SCINDIA : Sir, it does not come under the purview of the Department of Railways.

SHRI S.M. GURADDI : Sir, for this I am very sorry. In the reply the Minister has argued that insisting of Sales Tax receipts will delay the movement of wagons. However, Sir, under this pretext, the traders will evade the taxes. What action will you take regarding this?

SHRI MADHAV RAO SCINDIA : This does not come under the purview of the Ministry of Transport, Department of Railways...

SHRI S.M. GURADDI : You are giving an answer.

(Interruptions)

SHRI S. JAIPAL REDDY: How was this question addressed to the Railway Minister? Once the question is posted for the consideration of the House, the Minister can not be allowed to say like this....

MR. SPEAKER : This is about the amendment of Railways Act.

(Interruptions)

SHRI H.M. PATEL : He can always get the information from other Ministers.

SHRI S.M. GURADDI : Normally the Lok Sabha Secretariat informs the Member...

PROF. MADHU DANDAVATE : The Government is one integral Government....

(Interruptions)

MR. SPEAKER : Why don't you ask a question regarding this?

(Interruptions)

SHRI MADHAV RAO SCINDIA : Regarding operations, how it will affect the working of the Railways, I will certainly answer it. But the assessment of Sales Tax losses or possibly the Sales Tax Revenue is not something on which the Railway Department has to say.

(Interruptions)

SHRI PRIYA RANJAN DAS MUNSI : May I know from the hon. Minister whether the mobilisation of the Sales Tax Resources is the constitutional right of each State Government. Pending the decision of the Sarkaria Commission about the relations between the States and the Centre. While the Planning Commission has accused and alleged the State Governments for failing to mobilise the resources, I want to know whether it is not a basic fact that as between the Government of India and the State Governments, in consonance with the spirit of the Constitution of India, the States should not be deprived of their legitimate resources of the Sales Tax and that the Railway Ministry is bound to carry out the instructions of the State Governments in this regard without depriving their rights. Therefore, I would like to know from the hon. Minister as the ticketless passengers are not permitted to travel in the trains, but the goods will not travel in the trains without paying Sales Tax to the States. Why the Railways would not make some arrangements to meet this problem?

SHRI MADHAVRAO SCINDIA : I would like to reiterate that our primary responsibility is to transport goods; and we will do our best to cooperate with all the other Ministries, all the other departments and all the State Governments, insofar as it does not affect the mobility of our wagons, or our movements. I would like to mention here that Railways are a very important part of the economic infrastructure of our country.

MR. SPEAKER : It will mean that we will have to refer this question to some other Ministry.

SHRI MADHAVRAO SCINDIA : We have increased the mobility of wagons.

(Interruptions) I would beg to differ from the hon. Member. We have issued a circular to Railways that all possible help should be extended to sales tax officers. They should be given access to all records. They can even extract information from our records: all cooperation should be given to them. I think this is being done now in all the Railways.

SHRI SOMNATH RATH : Will the Railway Department insist on the production of clearance of sales tax before they are booked ?

PROF. N.G. RANGA : That is right; it should be their duty.

SHRI MADHAVRAO SCINDIA : This is the entire question. We are saying that it is not possible to do so.

PROF. N.G. RANGA : We expect the State Governments provide security assistance to the Railways. Should there not be reciprocity from the Centre also ?
(Interruptions)

Telugu-Ganga Project

*246. **SHRI NARSINGRAO† SURY-AWANSHI :**
SHRI SRIKANTHA DATTA NARASIMHARAJA WADIYAR :

Will the Minister of WATER RESOURCES be pleased to state :

(a) what are the salient features of the proposed Telugu-Ganga Project and when it is likely to be approved;

(b) whether the above project ensures full share of Krishna water to Karnataka; and

(c) if not, whether Government will consider the proposal to remodel the project to fully protect the interests of Karnataka State ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) to (c) The Telugu Ganga Project is estimated to cost Rs. 637 crore,

as per the project report of September, 1983. It envisages conveyance of 15 TMC of Krishna waters upto Tamilnadu border for Madras City Water Supply and irrigation of about 2.34 lakh hectares in Andhra Pradesh by utilising about 29 TMC of surplus Krishna waters and 30 TMC of Pennar River waters. It will be considered for clearance when its techno-economic viability is fully established and its inter-State aspects are resolved. The share of Karnataka in Krishna waters is governed by the Tribunal decision, and the State's interest will be kept in view while processing the Telugu Ganga Project.

SHRI NARSINGRAO SURYAWANSHI : My question is this :

- (a) What was the project inaugurated on 25th May 1983 in the presence of the Karnataka Chief Minister Shri Ramakrishna Hegde; was it the Telugu Ganga project, or the project for drinking water supply to Madras City ?
- (b) Was the Telugu Ganga project in accordance with the 1977 agreement; if not, has Government of India accorded approval to the Telugu Ganga project ?
- (c) Is the statement of the Chief Minister of Andhra Pradesh that he has full rights regarding the use of excess water correct ? If not, will it not encroach upon the share of Karnataka in the surplus water ?

[Translation]

SHRI BALKAVI BAIRAGI : Hon. Speaker, Sir, the Ganga has been sandwiched between Rama and Shankar. On one side, there is Rama Rao and on the other Ram Krishna Hegde.

SHRI B. SHANKARANAND : It is not the Ganga which has been sandwiched between Rama and Shankar; it is the Telugu Ganga. (Interruptions).....What can poor Shankar do !.....(Interruptions)

SHRI S. JAIPAL REDDY ; Telugu Ganga has stuck up.

[English]

He prejudices the issue. Telugu Ganga has not stuck up in spite of Mr. Shankaranand.

[Translation]

SHRI B. SHANKARANAND : You do not get stuck up in it. Mr. Reddy.

[English]

It is true that there was an agreement in 1976, at the initiative of the then Prime Minister between the three States, the basin States: Andhra Pradesh, Karnataka and Maharashtra. The main concern at that point of time was the provision of drinking water supply to Madras. That was the main consideration when the 1976 agreement came into being. I don't think from the record as available regarding the agreement of 1976 that at any time the question of irrigation was considered; it was simple and pure agreement in order to provide water to Madras. The concerned components with reference to this aspect were considered and provided in the agreement. Naturally, all the three States agreed to give 5 TMC each, total 15 TMC for this purpose and then as to how this could be done was further considered. Then came the 1977 agreement. The 1977 agreement also between the three States and also Tamil Nadu being a party says, yes, we agree to give this water to Madras city, but it will be from Srisalam Reservoir which will be taken in open channels and so much water, 15 TMC: the capacity of the channel will be so much and it will be taken to the border of Tamilnadu. This agreement came into being by the concerned officials of the State Governments including the Secretary of the Ministry of Irrigation, at the Centre. The concerned States ratified this agreement except Andhra Pradesh, who said, "No, nobody can dictate terms on our right to utilize water for irrigation purposes, yes, we do agree to providing water to Madras City, but our authority including making use of water for irrigation purpose or for any other use, nobody can challenge or put any condition." So, subject to this, Andhra Pradesh also ratified this agree-

ment. Now, a question comes up as to what is the legal position of this agreement? It had been ratified by Andhra Pradesh on a condition, What is its legal effect? I do not want to go into it; and the main problem started then. Andhra Pradesh was very keen to utilize this water for irrigation purpose but this is to be done within the award of Bachawat Committee. Andhra having taken a stand that as we have the right to utilize water....

AN HON. MEMBER : Surplus !

SHRI B. SHANKARANAND : Not surplus; I am coming to that. Andhra says surplus water, but the Bachawat Committee does not refer to the word 'surplus' it says.

(Interruptions)

SHRI E. AYYAPU REDDY : Absurd. *(Interruptions)* You are misleading the House.

SHRI M. RAGHUMA REDDY : You are misleading the House. We are very sorry to say this. *(Interruptions)*

SHRI E. AYYAPU REDDY : You are purposely misleading the House.

(Interruptions)

SHRI M. RAGHUMA REDDY : You are misleading the House. *(Interruptions)*

MR. SPEAKER : If you have got any objection to it, you can refer the matter to me.

(Interruptions)

MR. SPEAKER : We can get you a clarification.

(Interruptions)

MR. SPEAKER : I can only ask him to clarify.

(Interruptions)

SHRI M. RAGHUMA REDDY : He is misleading the House. We have to point out.

SHRI S. JAIPAL REDDY : He is misinterpreting the award.

MR. SPEAKER : You can come under 115. Sit down.

(Interruptions)

MR. SPEAKER : We can allow. We have done it before. We can do it again. You can raise any question. You can refer it to me. Yes, please ? *(Interruptions)*

MR. SPEAKER : It is all right. Please sit down.

SHRI M. RAGHUMA REDDY : I want to point out....*(Interruptions)*

MR. SPEAKER : Please sit down now.

SHRI S. JAIPAL REDDY : The hon. Minister is partial.

SHRI M. RAGHUMA REDDY : Let me point out....*(Interruptions)*

MR. SPEAKER : Why do you not sit down. Sit down.

(Interruptions)

SHRI M. RAGHUMA REDDY : This is not proper.

(Interruptions)

MR. SPEAKER : What is proper, or not proper, is one's own opinion, but we have to discern what the facts are and we can only.....

(Interruptions)

SHRI E. AYYAPU REDDY : We cannot interpret a judicial decision.

MR. SPEAKER : He has to say according to his opinion. But you can challenge his opinion.

SHRI S. JAIPAL REDDY : He cannot misinterpret the Bachawat Award like that.

(Interruptions)

SHRI V. KISHORE CHANDRA S.
DEO : He is misquoting the agreement.

(Interruptions)

SHRI M. RAGHUMA REDDY : What I am saying is, *(Interruptions)*

MR. SPEAKER : Will you take your seat, Mr. Raghuma Reddy ? I say, you can challenge it. You have a right to do it. Why are you making this ? But you have got every right to do it. You cannot check everything in the House like that. I am not stopping you .

SHRI S. JAIPAL REDDY : He is misquoting.

MR. SPEAKER : That is your opinion.

SHRI M. RAGHUMA REDDY : It is not proper on his part.

SHRI S. JAIPAL REDDY : It is contrary to the decision.

MR. SPEAKER : That is your opinion.

SHRI C. MADHAV REDDY : I raise point of order. *(Interruptions)*

MR. SPEAKER : You are welcome to give a notice under 115.

SHRI C. MADHAV REDDY : He is making a statement which is not correct.

MR. SPEAKER : I cannot make it according to your wishes. He has to answer the question.

(Interruptions)

MR. SPEAKER : There is a simple question that the Minister has to answer a question. And in that answer, if he makes something which is wrong, according to your wish or point of view, you can refer it to me. We cannot ask him now. We can ask for a discussion. No problem. But you cannot check him like this. I cannot go according to your wishes.

SHRI V. KISHORE CHANDRA S.
DEO : Kindly will you....*(Interruptions)*

MR. SPEAKER : This is nothing.

SHRI V. KISHORE CHANDRA S.
DEO : Please listen to us, Sir.

MR. SPEAKER : There is no point of order during Question Hour.

SHRI V. KISHORE CHANDRA S.
DEO : I am not raising a point of order. *(Interruptions)*

MR. SPEAKER : You are ordering.

(Interruptions)

MR. SPEAKER : You have wanted much of my time.

SHRI V. KISHORE CHANDRA S.
DEO : We are not contesting what you say. All that we are saying is that when a Minister replies to a question and he refers to a particular Award he cannot misquote from there.

MR. SPEAKER : You can refer it to me.

(Interruptions)

SHRI V. KISHORE CHANDRA S.
DEO : But we have a right to point out.

MR. SPEAKER : You can refer it to me under 115. You can refer it to me. You have a right. You have the right to do. You can challenge. You can do it. You can challenge it.

(Interruptions)

MR. SPEAKER : Mr. Venkatesh, is this the way the House is run ? You are an able Parliamentarian. What are you doing ?

DR. V. VENKATESH : I want him to answer.

(Interruptions)

MR. SPEAKER ; I am trying to make him answer.

[*Translation*]

SHRI V. TULSIRAM : Mr. Speaker, Sir, you see to it.

(*Interruptions*)

MR. SPEAKER : No question of seeing.

.....(*Interruptions*)

SHRI V. TULSIRAM : It will not help if you get annoyed like this. It is the question of water.....(*Interruptions*)

MR. SPEAKER : This is what I am telling you that you have a right and you can challenge it.

SHRI V. TULSIRAM : You allow a discussion.

MR. SPEAKER : When did I refuse ? You give in writing.

SHRI V. TULSIRAM : You are very kind. Telugu and Karnataka need your help.....(*Interruptions*)

MR. SPEAKER : When did I refuse ?

[*English*]

We can allow a half-an-hour discussion on this.

[*Translation*]

What is there in it ? No problem. . . . What is the dispute about. You speak out what you want to say. If he feels that he has said something wrong he will admit it; if you feel that what he has said is right, you admit it.

[*English*]

SHRI B. SHANKARANAND : Let me make it clear to the hon. Members from Andhra Pradesh that I am equally concerned with the interest of Andhra Pradesh in this case. Let there be no doubt or fear in the minds of the hon. Members especially from Andhra Pradesh that the Centre is going to neglect the interest of any State

including Andhra Pradesh. If they would have just listened to me a little more, they would have come to the conclusion that the Centre is also equally interested in Andhra Pradesh. But they just exhausted their patience.

[*Translation*]

SHRI V. TULSIRAM : We have understood you and do not want to understand you any more. Had we prayed to Lord Shankar, he would have blessed us as he is very kind. But you are very difficult; you have hed up Telugu Ganga for such a long time.

[*English*]

SHRI B. SHANKARANAND : May I appeal to the hon. Members from Andhra Pradesh not to argue the case adversely and lose a good case?

SHRI C. MADHAV REDDI : It is already lost.

SHRI B. SHANKARANAND : It is in your hands.

I said that it should not be taken that I am imposing something of my own. I am merely stating the facts and with reference to the facts I stated something which was written in the award itself.

For the benefit of the hon. Members and you, Sir, I quote from Chapter VII Clause V sub Clause (c) on page 52 of the Report of the Tribunal :

“The State of Andhra Pradesh will be at liberty to use in any water year the remaining water that may be flowing in the river Krishna but thereby it shall not acquire any right whatsoever to use in any water year nor be deemed to have been allocated in any water year, water of the river Krishna in excess of the quantity specified.”

(*Interruptions*)

MR. SPEAKER : You can ask a discussion on this.

SHRI B. SHANKARANAND : May I appeal to the hon. Members not to be impatient on this? I am merely quoting. I did not introduce any meaning of mine. I just read the provision. Now you are interpreting it. I am not interpreting it.

AN HON. MEMBER : It is flowing to the sea.

SHRI B. SHANKARANAND : It is in the interest of the country to utilise the water that is flowing to the sea. I agree with the hon. Members that this nation cannot afford to waste water which is scarce and precious. If water is flowing to the sea without being used, we must make use of it....(*Interruption*).

SHRI V. SOBHANADREESWARA ROA : That is what we are doing.

SHRI B. SHANKARANAND : That is what I am saying and you are not prepared to listen to me.... (*Interruption*)

MR. SPEAKER : Again you are speaking.

SHRI B. SHANKARANAND : This cannot be done unless the Chief Ministers of all the three States come together to resolve the differences.

MR. SPEAKER : Next question now...

(*Interruptions*)

MR. SPEAKER : I have already admitted it for discussion....

(*Interruption*)

SHRI E. AYYAPU REDDY : Sir, you have not given us even a single opportunity to ask a supplementary.... (*Interruption*).

MR. SPEAKER : I have given you a full discussion. I have allowed you a discussion on it. What else do you want?

SHRI AMAL DATTA : You should not lose your temper like this, Sir.

MR. SPEAKER : This is unnecessary. Something should be done. I have to make

it heard. That is all. It is for you. I am not getting it for myself. You have demanded it.

[*Translation*]

Even otherwise, I have bad threat today but you are forcing me to speak and it may go worse.

[*English*]

Seizure of rare Idols in Mathura

*248. SHRI SUBHASH YADAV
Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether rare idols worth Rs. 1 crore were seized during raids in Mathura during the last week of October, 1985;

(b) if so, the details thereof; and

(c) the action taken in the matter?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) State Police have reported that following a raid on a house in Mathura on 27/10/1985 they seized some statues, the value of which has still to be assessed.

(b) The seized objects which are in police custody are said to include stone sculptures and terracotta figures. Detailed inventory has yet to be prepared.

(c) The Police have registered a case against the accused.

[*Translation*]

SHRI SUBHASH YADAV : With regard to the reply given by the hon. Minister, I want to state that he has not categorically said in his reply whether anybody has been arrested or not. I want to bring to his notice that this is a highly organised gang and, I think, his Ministry is not taking this matter seriously, because it is now more than a month since this seizure was made, but the value of the

articles recovered has not been assessed so far. Therefore, I want to know from the hon. Minister as to what information she has obtained in this regard?

SHRIMATI SUSHILA ROHATGI

Sir, the Ministry is talking up this matter seriously. One Shri Vijay Prakash Aggarwal was arrested during the raid conducted on 27th in Lal Darwaza locality in Mathura. The police have registered a criminal case in this connection and further investigation is going on. Besides, the Deputy Superintendent of Police and the Archaeologist (Agra) had gone there for thorough investigations. It was then found that all these articles were packed in a gunny bag and the bag was sealed and it was because of that it was not possible for them to inspect them. But, nevertheless, this case is with the police. Sir, in this connection, one thing more which I want to add is the Director General of Archaeological Survey of India, who is the competent authority will inspect these articles and decide whether they are antiques or not. If they are antiques what is their value; if they are not, a thorough investigation would be conducted as these articles are in the police custody. In the meantime, an inquiry has also been ordered to be conducted by the C.I.D., Lucknow. This is the stage of the investigations at present. They have been arrested and investigations are going on; the case is with the police.

SHRI MANVENDRA SINGH : Hon. Speaker, Sir, Mathura is an ancient religious place and there are a number of ancient temples and places of archaeological importance even in the villages. The museum in Mathura has a large collection of Kushan and Holkar and this is not the first time that a theft of rare idols has been detected; such incidents occur quite often there. A gang has been operating there for the last 10 years which commits thefts of idols in ancient places in the villages and in big temples. Therefore, I would request the hon. Minister to take stern action in the matter, because theft of idols have become a common feature and nobody has so far been arrested.

SHRIMATI SUSHILA ROHATGI : I agree with the hon. Member that thefts

are being committed there frequently, but we have adopted stringent measures to check such thefts. We have increased the number of circles from 10 to 18 and have also set up a shelter for Safety Guards Protection. Still, we feel that this is not enough. These are priceless articles. Archaeological Act has also got some lacunae. We are reviewing it and, if necessary, we are also thinking to bring forward some amendments in it.

SHRIMATI KRISHNA SAHI : Is the hon. Minister aware that after theft these rare and priceless idols are being smuggled out of the country and that the quantum of such smuggling has increased over the last five years? Will the hon. Minister state the reasons for this?

SHRIMATI SUSHILA ROHATGI : Such theft and smuggling do take place. But the figures relating to the centrally protected monuments which we have with us do not show that there has been any increase in such cases over the last one year. On the contrary there has been some decline in this regard. We have the figures with us in this regard and a vigil is being kept on it, but the smuggling is going on in spite of these efforts. The public also will have to extend their cooperation in this endeavour. We are considering to raise the fine and the term of imprisonment which is six months for the present, for those who indulge in smuggling and violation of law and do not get their registration done.

SHRI GIRDHARI LAL VYAS : I want to know the number of gangs of idol thieves which are operating and the number of idols they have smuggled out of the country? What action Government are taking against them?

THE MINISTER OF HUMAN RESOURCES DEVELOPMENT (SHRI P. V. NARASIMHA RAO): We have some figures relating to the idols, but do not have any figures about thieves.

[English]

Financial assistance to Vidya Sagar University, West Bengal

*249 DR. SUDHIR ROY : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state : (a) whether the West Bengal State Government have agreed to abide by all the terms and conditions of the University Grants Commission for the opening of an University in the name of Vidyasagar—an eminent social reformer, educationist and illustrious son of Bengal with some of the unique features not yet introduced in any existing university;

(b) if so, whether financial grants have been released for this University;

(c) if not, by what time the necessary financial grants will be released; and

(d) if no financial grants are to be provided, the reasons therefor?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a), (b), (c) and (d) According to the information furnished by the UGC, the Government of West Bengal has not yet fulfilled the terms and conditions prescribed in the rules framed under the UGC Act to declare the University fit to receive assistance, and that grants could be released only after the conditions are fulfilled and the University is declared fit to receive grants.

DR. SUDHIR ROY : As the hon. Higher Education Minister of West Bengal made a categorical statement on the floor of the West Bengal Assembly that all the terms and conditions of the UGC were fulfilled by the State Government, may I know from the hon. Minister whether she will make a fresh inquiry and ascertain the facts.

SHRIMATI SUSHILA ROHATGI : It is a specified information. The last information that we had from the State Government of West Bengal was on 26th June, 1985. At that time, it transpired that all the conditions have not been fulfilled and

it is necessary to have the physical facilities upto Rs. 2 crores. Out of the building grant of Rs. 1 crore and fortyfive lakhs given by the State Government only Rs. 85 lakhs have been utilised so far. Neither have the professors, readers or staff have been appointed nor has it become a teaching university. Therefore, I would like to inform the House that it is necessary that these conditions are fulfilled before the assistance is given.

DR. SUDHIR ROY : As far as the teaching personnel are concerned, I may inform the Minister that they have been appointed and they will start imparting training from January. And as this new university is trying to introduce new courses like marine Biology, Oceanology, cooperative movement, that means the University will be trying to impart job-oriented education. As this university will cater to the needs of the huge tribal population may I expect from the hon. Minister that she will expedite the process of releasing grants?

PROF. N. G. RANGA : Will you expedite from your end?

SHRIMATI SUSHILA ROHATGI : As the hon. Member has himself conceded that the teaching will start from January, it is clear that teaching has not yet started.

I would like to say that apart from this, the selection is in process and then teaching will take place. But it is not in our hands; it is for the UGC. UGC is also reviewing the entire Act, whether it is in conformity with the Education Commission's recommendations and the recommendations of the Gajendragadkar Committee. If they are in conformity with them, I think, the UGC will take the right course.

SHRI PRIYA RANJAN DAS MUNSI : Is the Minister aware of the fact that Pandit Ishwar Chandra Vidyasagar was a great social reformer, a great scholar in Sanskrit language, a novel introducer of Bengali Alphabet? Is the Minister aware of the fact that in West Bengal, the Sanskrit language study and all curricula has been completely abolished and Bengali language which was so favourite to Tagore and Vidyasagar, is now optional in the higher education courses and the National

Anthem of Tagore is also deleted from the Primary Education syllabus? Will the Minister advise the State Government before granting financial assistance, keeping in view the character of Education being in the concurrent list, that this basic aspect has to be preserved and then the other things will follow?

SHRIMATI SUSHILA ROHATGI : We know the eminence of the great Social Worker and the great humanitarian Ishwar Chandra Vidyasagar; we are very keen that the University should come up. But it is absolutely necessary that the University Grants Commission must satisfy itself that all the conditions which are laid down for the setting up of a new University are fulfilled. UGC does not grant assistance for establishing a University; only when a University is established and fulfils all the other conditions it can ask for money for the development of the University. I think this will be taken into consideration by the U.G.C.

SHRI AMAL DATTA : He made some false accusations in his own usual way!

SHRI PRIYA RANJAN DAS MUNSI : What is false accusation? Do you teach Bengali in higher education? No. You have already destroyed it. (*Interruptions*)

Do you teach Sanskrit? Do you teach Bengali at higher education level? No, you have destroyed.

(*Interruptions*)

SHRI ANIL BASU : We are teaching at the Primary level.

(*Interruptions*)

[*Translation*]

Setting up of a Shipyard at Hajira

*250. **SHRI RANJIT SINGH GAEKWAD +**
SHRI C.D. GAMIT :

Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that an Expert Advisory Committee of the Government has recommended Hajira as the most suitable place in the country for setting up of a shipyard;

(b) if so, the main recommendations made by the Expert Committee;

(c) the reasons for not taking any decision for setting up a shipyard at Hajira;

(d) the time by which a decision will be taken to set up a shipyard there; and

(e) the time by which the construction work of the shipyard would be started and the time by which it will be completed?

[*English*]

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) & (b) A Techno-Economic Working Group on Location of Additional Shipyards recommended following sites as suitable for New Shipyards in the Maritime States:—

Hajira in Gujarat

Curlvangani in Goa

Paradip in Orissa

Haldia in West Bengal.

A Working Group constituted in 1975 evaluated the recommendations of the Consultants and recommended Hajira site for Model I Shipyard for size range of 36,000 DWT to 60,000 DWT vessels, and Paradip for Model II Shipyard for size range of 1,20,000 DWT to 1,80,000 DWT vessels.

(c) Due to the unprecedented recession in the world shipping since early seventies, there has been substantial reduction in the order book as well as price of ships in the world market. Hence it was decided that the first priority should be given to optimum utilisation of existing facilities before establishment of further New Shipyards in the country. As such, proposal for establishing New Shipyards was kept in abeyance during the 6th Plan period.

(d) As the recession in the shipping industry is still continuing and there is severe resource constraints there is no provision in the 7th Plan also for initiating any project on establishing a New Shipyard.

(e) Does not arise.

SHRI RANJIT SINGH GAEKWAD : We claim our country to be a progressive country. Besides that, Gujarat State itself is one of the leading States in Industry. Now, Hajira is fast developing into an Industrial-growth Centre. And, looking towards that, the necessary infra-structure has to be created. I would like to know from the Minister, whether in the near future they would think of undertaking this project so that the necessary infra-structure is created for further development of this area ?

MR. SPEAKER : The Question Hour is over.

WRITTEN ANSWERS TO QUESTIONS

[English]

Khurda Road-Bolangir Rail Link

*251. **SHRI NITYANANDA MISHRA :** Will the Minister of TRANSPORT be pleased to state :

(a) whether survey work of the proposed Khurda Road-Bolangir rail line in Orissa started on 31 December, 1983;

(b) if so, the progress made since then;

(c) the amount allocated for the survey of the proposed line so far; and

(d) the details thereof ?

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

(b) The survey has been entrusted to RITES. On the basis of quick reconnais-

sance survey, they have submitted an interim report. The detailed survey along the approved route has now been undertaken.

(c) & (d) The estimated cost of the survey is Rs. 46.92 lakhs. Expenditure upto March '85 is Rs. 7.83 lakhs. The amount allocated during 1985-86 is Rs. 17.02 lakhs.

Theft of idols from Orissa

*253. **PROF. NIRMALA KUMARI SHAKTAWAT :**
SHRI HARIHAR SOREN :

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

(a) whether it is a fact that a century old idols have been stolen from Jagannath temple in Orissa;

(b) whether incidents of stealing of ancient idols from different temples in the country in general and Orissa in particular are increasing;

(c) if so, the number of such idols stolen in Orissa State during the last two years; and

(d) the action taken to check the growing number of such cases in different parts of the country ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) No such theft has taken place since the temple was declared as centrally protected monuments in February, 1975.

(b) While there was an increase in thefts of idols in the country and in Orissa in 1984, there is a declining trend in 1985 according to available information.

(c) The number of idols stolen in Orissa State during the last two years are as under :

Year	No. of idols stolen
1984	20
1985	9

(upto 31.10.1985)

(d) Several measures have been taken to prevent thefts in the centrally protected monuments as indicated in the statement given below.

Statement

1. Armed Guards have been posted in fifteen centrally protected monuments and museums administered by the Archaeological Survey of India, in addition to strengthening of watch and ward arrangements in other monuments/sites.

2. Construction of twenty five sculptured sheds at important sites to house loose and uncared for sculptures, their documentation and establishment of archaeological site museums.

3. Promulgation of the Antiquities and Art Treasures Act, 1972 to regulate the export trade in antiquities and art treasures, to provide for the prevention of smuggling and fraudulent dealing in antiquities, to provide for the compulsory acquisition of antiquities and art treasures for preservation at public places.

4. Creation in 1974 of a Central Investigating Unit (Antiques) in the Central Bureau of Investigation located at Delhi to investigate cases concerning theft of antiquities.

5. Maintenance of a computerised data bank of cases of theft and recoveries of certain important cultural properties (sculptures, idols and paintings) containing information about crimes, criminals and cultural property in the C.B.I.

6. Coordination between the Central Bureau of Investigation, the Archaeological Survey of India, State Police, Customs and Checkposts for prompt reporting of crimes, criminals, thefts concerning cultural property and smuggling of objects.

7. Assistance of Interpol is also sought where necessary for investigation of such cases.

Railway over-bridge of Nahar-Katia in Assam

*254. SHRI C.P. THAKUR : Will the Minister of TRANSPORT be pleased to state :

(a) whether there is a great need for construction of a railway over-bridge in Nahar-Katia in Assam ;

(b) if so, whether Government propose to take up this work during the first year of the Seventh Plan; and

(c) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) to (c) The Railways undertake construction of road over/under bridges in replacement of busy level crossings, jointly with the State Governments on cost sharing basis. Proposals in this regard are required to be sponsored by the State Government with an undertaking to bear their share of the cost. No such proposal for the construction of railway over-bridge at Nahar Katia has yet been received from the State Government.

Development of Railway Stations in Andhra Pradesh

*255. SHRI T. BALA GOUD : Will the Minister of TRANSPORT be pleased to state :

(a) the plans for improving and developing various Railway Stations in Andhra Pradesh in the Seventh Plan;

(b) the names of stations and the planned financial allocation for the improvement in the Seventh Plan; and

(c) the additional facilities being planned for Visakhapatnam in Andhra Pradesh ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) & (b) The Seventh Plan does not identify stations to be improved/developed during the Plan period. The works for improving and development of Railway stations are programmed on year to year basis, and the financial allocations are also decided on year to year basis. Further, the planning of works is done Zonal Railway-wise and not Statewise.

(c) A work of "Augmentation of goods terminal facilities for handling blocks takes at Visakhapatnam Town" at a cost of Rs. 17.66 lakhs is proposed to be included in 1986-87 Budget.

Grants to Homoeopathic Colleges in Orissa

*256. SHRI SRIBALLAV PANIGRAHI : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) the total amount of grants given to the States for the promotion of Homoeopathic Colleges during the last three years, year-wise; and

(b) the amount of grants received so far by the several Homoeopathic Colleges of Orissa from the Central Government ?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHINA KIDWAI) : (a) The Ministry of Health and Family Welfare have no scheme under which grants are given to States for the promotion of Homoeopathic Colleges.

(b) Does not arise.

Cultural ties with Afghanistan

*257. SHRI SOMNATH RATH :
SHRI MURLIDHAR MANE :

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

(a) whether Government have established cultural ties with Afghanistan;

(b) if so, the year since when cultural exchange programme is proposed to be implemented; and

(c) the details of the activities which have been included under the cultural exchange programme ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) and (b) India and Afghanistan signed a Cultural Agreement in October, 1963. In pursuance of this, successive programmes of specific cultural exchanges are being implemented. The latest programme covers the period 1985-1987.

(c) A statement containing details of the activities included in the latest cultural exchange programme is given below.

Statement

Details of the activities included in the cultural Exchange Programme

I. EDUCATIONAL PROGRAMMES

1. Afghan side will send and Indian side will receive upto 6 professors/educationists in the field of development studies, viz. economics, geography, development planning, scientific research, management studies and in science and technology including geology, medicine and any other subjects to be mutually agreed upon.
2. Indian side will send and Afghan side will receive 6 scholars/professors/teachers in the field of development/studies viz. economics, geophysics management etc. and in the Pushto language history and culture.
3. Both parties will cooperate in the joint research and teaching programme. The field and research

- institutes will be decided by consultation of the two parties.
4. The Indian side will strengthen a programme of Afghan studies at the school of International studies, Jawaharlal Nehru University. For this purpose Afghan side will provide a teacher each in Pashto and Dari, at the school of Foreign languages, Jawaharlal Nehru University for teaching Pashto/Dari languages to research scholars etc. Terms are to be settled by mutual agreement.
 5. Both sides will organise exchange of literature and publications between the selected universities of the two countries.
 6. India will accept the visit of a scholar or an official from Afghanistan to discuss problems relating to Planning and Management of Higher and Vocational Educational Institutions in India.
 7. Afghan side will send and the Indian side will receive for a period of two weeks :
 - (a) upto 10 persons in the field of educational evaluation system;
 - (b) four persons for studying skills and techniques of audio-visual education.
 8. Indian side will supply to the Afghan side a set of school text-books in English language.
 9. Indian side will arrange to provide appropriate textbooks in English for school courses. The Afghan side in exchange may provide Dari/Pushto books for courses in India.
 10. Both sides will exchange a three to four member delegation to explore the possibilities of scientific and technical cooperation between the two countries and also identify specific topics for exchange of scientists and information etc.
 11. Indian side will send to Afghanistan statisticians, economists and computer scientists in case Afghan side require their services for consultation, lectures etc.
 12. India will offer a few doctoral fellowships and a few visiting fellowships to scholars coming from Afghanistan to India.
 13. Both sides will exchange professionals in areas of management consultancy and training programmes for a short duration at the Administrative Staff College of India, Hyderabad.

While local hospitality will be provided by the College, travel expenses on the Afghan Scholars would be met by Afghanistan.
 14. Indian side will offer 10 scholarships to Afghan nationals for study in different universities/institutions in India.

NOTE: India will provide both ways passage to Afghan Nationals—Kabul to India and back on successful completion of course.
 15. India will provide assistance in producing non-projected teaching learning materials aids. For this, 6 senior level Afghan Adult Educationists may be invited for an orientation workshop at the Directorate of Adult Education for a period of 6 weeks.
 16. India will provide to Afghanistan printing facilities in India for adult education publications.
 17. India will send two Indian experts to Afghanistan to assist Directorate of Adult Education through conducting seminars and training courses to strengthen their monitoring and evaluation system.
 18. Indian side will explore the possibility of providing in-service training facilities to officials of Afghan side at the National Institute of Edu-

ational Planning and Administration in various fields of educational planning and Administration. Details will be decided through mutual consultation.

19. India will offer fellowship of training in the National Institute of Public Cooperation and Child Development in the field of child development.

20. Afghanistan will receive Indian delegation to visit Afghanistan and observe preschool education and child development programme in that country.

21. Both sides will endeavour to :

- (i) exchange (a) visits of historians;
- (b) Books, abstracts and journals in the field of history;
- (ii) facilities translation of historical works and material for research purposes
- (iii) hold joint seminars, symposia on subjects of mutual interests; and
- (iv) encourage research projects of common interest.

II. ART AND CULTURE

22. Both sides will exchange a group of artists not exceeding 20 persons each year for a period of 2-3 weeks.

23. Both sides will exchange the performing artists groups.

24. Both sides will arrange exchange of books and publications and micro-films of rare books of mutual interest with libraries/institutions in both the countries.

25. India will provide training facilities in the field and laboratory techniques to cultural and physical anthropologists of Afghanistan.

26. Both sides will arrange exchange of one or two standard art publications and 15/20 colour reproductions of Art.

27. Indian side will send a team of one senior person/two conservators to Afghanistan for a period of two months for scientific conservation of valuable art objects, particularly upper subjects in Kabul Museum.

28. Indian side will receive two Afghan museologists for training for a period of one month.

29. Indian side will send to Afghanistan 3 experts for preservation and repairs of historical buildings and monuments of Timuri relics, Herat, and Afghan side will receive them. Terms to be mutually decided.

30. Indian side will continue exploratory work in Fauladi Valley caves as per agreement of 2-8-1352 (HS) for preserving them and understanding their artistic and archaeological potentiality.

31. Both side will cooperate in the field of excavations at Bagram in Afghanistan and exploration in Farah Valley as per terms of agreement of 2.8.1352 (HS).

32. Indian side will consider undertaking work of preservation and repairs to Bost Arch. Terms to be mutually agreed upon.

33. Afghan side will send to India one or two apprentices for association in archaeological excavations in India for a period of 3 months.

34. India may offer to send to Afghanistan one museologist/expert to do a feasibility study for the preservation and conservation of museum objects.

35. Afghan side will send to India 5 officials, of Museum and Archaeological Department for learning repairs and preservation of historical monuments and Indian side will accept them.

36. Indian side will send and the Afghan side will receive one museologist to study Buddhist Art.

37. Both sides will consider the possibility of exchanging one archivist each for a period of one month, and exchange of microfilm copies of records of historical importance on mutually agreed terms.

38. India will provide to Afghanistan training facilities for a period of 2 months for:—

(i) 2 archivists for the certificate course (short term) in care and conservation of books, manuscripts, archives etc.

(ii) two archivists for the certificate course (short term) in reprography.

NOTE: While training can be imparted free of cost all other expenses-including two way passage will be borne by Afghanistan. India will, however, pay a monthly stipend of Rs. 1,000/- besides providing training free of cost to the Afghan trainees.

39. India will offer to Afghanistan two short-term scholarships for 1 to 4 months in the field of folk-lore for training of Technical Cadre of the Department of Faahang-e-mardum.

40. Both sides will cooperate to establish contacts between folk-centres of Afghanistan relating to Farhang-e-mardum and similar institutions in India.

41. Both sides will exchange published folk literature.

42. Both sides will exchange books and publications on Ethnography.

43. Indian side will explore the possibility of locating one or two experts who can be sent to Afghanistan to help them repair their musical instruments.

44. India will offer the facility of its short-term in-service training in Museology to three Afghan scholars at its National Museum. Details will be decided through mutual consultation.

III. JOURNALISM, RADIO, T.V. AND FILMS

45. Both sides will exchange programmes to be used by Radio and Doordarshan for understanding different aspects of life and culture in the other country.

46. Both sides will encourage increased cooperation between the Afghan National Radio, Television and AIR and Doordarshan. The two sides may sign a protocol to this end.

47. Both sides will encourage exchange of acquaintance visits by officials working in the Government owned media organisations and those responsible for coordination in the Government of such media unit for exchange of views and gaining experience.

48. Both sides will exchange two journalists each including, inter-alia, those engaged in dissemination of Government information, not exceeding two weeks, once in two years.

49. Both sides will exchange selected short films for showing in the other country.

50. Both sides will hold Film Weeks on reciprocal basis.

51. Both sides will participate in each others film festivals.

IV. YOUTH AND SPORTS

52. (i) India will provide two seats for training in sports coaching at the Nataji Subhash National Institute of Sports, Patiala. The field of coaching may be determined by mutual consent.

(ii) both countries will exchange sports teams in the disciplines to be mutually agreed upon.

Spread of Hindi in Sikkim

*258. SHRIMATI D.K. BHANDARI : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state : (a) whether Government are aware that the people of Sikkim are keen to learn Hindi and that Nepali, which is spoken by almost cent per cent of the State population, and Hindi have common Devenagari script;

(b) if so, the steps taken by the Central Hindi Directorate for the spread of Hindi in Sikkim; and

(c) whether there is any proposal to set up a Hindi Library at Gangtok for the benefit of the local people?

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

(b) & (c) A statement is given below.

Statement

(b) The Central Hindi Directorate is operating a scheme of teaching Hindi through correspondence courses to all the non-Hindi speaking Indians and foreigners. This facility is also available to the people of Sikkim. The Directorate also conducts correspondence courses for coaching in Hindi for those IAS candidates of north-eastern states/union territories who opt for Hindi as a compulsory paper on Indian language. Last year 4 candidates from Sikkim availed of this facility. Under one of its extension programmes, a teacher from Gangtok Senior Secondary School, Sadam, was invited to participate in the neo-Hindi writers' workshop held at Hyderabad/Madras.

Under the scheme of free distribution of Hindi books in non-Hindi speaking areas, Hindi books are being sent to a

Kendriya Vidyalaya, Gangtok for the last many years.

All the above schemes being operated by Central Hindi Directorate are advertised every year through the leading newspapers and AIR Gangtok.

(c) While there is no such proposal at present, Government of India would be willing to consider favourably suggestion in this behalf made either by the State Govt. of Sikkim or by any competent voluntary organisation.

Review of working of integrated child development services programmes

*259 SHRI SHANTI DHARIWAL : SHRI VISHNU MODI :

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state : (a) whether Government have conducted any survey of the working of Integrated Child Development Service (ICDS) Programmes being run by Government and if so, the outcome thereof;

(b) whether Government have received such reports that destitute children are not getting benefits of these schemes and that the money sanctioned for these schemes is being misused; and

(c) if so, the action taken by Government so far to make these schemes successful and to punish the persons responsible for the misuse of funds?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS AND SPORTS AND WOMEN'S WELFARE (SHRIMATI MARGARET ALVA) : (a) Government have had survey conducted by independent agencies to evaluate the working of the Integrated Child Development Services (ICDS) programme. These evaluations have revealed that ICDS projects have had a very positive effect in the development blocks where they have been introduced.

(b) Destitute children do not fall within the purview of ICDS scheme. No case of misuse of Central grants for ICDS has

come to the notice of the Ministry. The Ministry of Welfare is administering a scheme for the welfare of destitute children.

(c) Does not arise.

[*Translation*]

New Railway Lines in 7th Plan

*260. SHRI VIRDHI CHANDER JAIN : Will the Minister of TRANSPORT be pleased to state : (a) the provision made for laying new railway lines in the Seventh Five Year Plan;

(b) the programme included in the said plan for laying new railway lines in desert areas; and

(c) whether a proposal for construction of a new broad gauge line from Bikaner to Kandla has been included in the Seventh Five Year Plan in view of the fact that this is a backward desert area and has been linked or is going to be linked with Indira Canal and is rich in minerals, gas and oil potential?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA : (a) Rs. 350 crores, including the amounts for on-going new line works in Progress.

(b) No new lines specifically for desert areas have been identified in the Seventh Plan document. However, there are a number of new lines/gauge conversion projects in progress in Rajasthan.

(c) No, Sir.

Vans purchased for "Rural Health Service/Care"

*261 SHRI VILAS MUTTEMWAR : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state : (a) how many mobile vans were purchased in Delhi during the period from 1977 to 1980 in the name of 'Rural Health Service/Care';

(b) how many of them were used and how many are lying idle after being rendered useless;

(c) whether as per the news-item appearing in 'Jansatta' dated 12th October, 1985 under the caption 'Jang Lagne Ke Intzar Me'n Swastha Seva Vahan' (Vans of Health Service waiting for being rusted) three vans are rusting in the lawns of University College of Medical Sciences, Safdarjung Hospital; and

(c) if so, the reasons therefor?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRIMATI MOH-SINA KIDWAI) : (a) to (d) Out of the 318 Mobile Clinics received under the U.K. Aid Programme, 3 Mobile Clinics each were allotted to Maulana Azad Medical College, Lady Hardinge Medical Colleg, University College of Medical Sciences and the All India Institute of Medical Sciences. The use of these Mobile Clinics varies from institution to institution depending upon a number of factors including availability of supplementary resources. The Mobile Clinics are also used for other National Health Programmes, wherever possible. Government monitors the utilisation of these clinics from time to time with a view to optimise their utilisation.

[*English*]

Compulsory Family Planning

*262. SHRI P. KOLANDAIVELU : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government are aware that population growth is alarming in India;

(b) whether Government are satisfied with the voluntary family planning programme; and

(c) whether there is any proposal to introduce compulsory family planning?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRIMATI MOH-SINA KIDWAI) : (a) to (c) The current population growth rate in the country is considered high. Plans have been drawn up to bring about a fast decline in the birth

rate. The Family Welfare Programme is being promoted on a voluntary basis and there is no proposal to introduce any element of compulsion.

Working of shipping corporation of India

2588. SHRI MANIK REDDY : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government have since enquired into the working of Shipping Corporation of India during the last three years;

(b) the number of vessels which are of no use and found uneconomical; and

(c) whether Government propose to dispose of its uneconomic vessels?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) No specific enquiry into the working of Shipping Corporation of India during the last 3 years has been instituted apart from the periodical review of the performance of the Corporation.

(b) & (c) Out of a fleet strength of 147 vessels of Shipping Corporation of India Ltd., all vessels are in use except 7 vessels in respect of which decision to scrap has already been taken by the management of SCI and are awaiting completion of formalities of scrapping. SCI continuously monitors, the performance of its vessels with a view to assess their economic viability taking into account factors such as age, cost of repair, etc.

Free education to children in central schools

2589. SHRI VIJAY N. PATIL : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether there is any proposal to provide free education to children from poor families in Central Schools; 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 Kendriya Vidyalayas (Central Schools) are essentially meant for the children of transferable Central Government employees. Education upto Class VIII is free in Kendriya Vidyalayas. In Classes IX to XII the fee structure is related to the income of the parents, but there is provision for exemption from payment of tuition fee in these classes to deserving poor students to the extent of 10% full freeships in a class.

Involvement of foreign companies in metro railway work Calcutta

2590. SHRI AMAL DATTA : Will the Minister of TRANSPORT be pleased to state :

(a) whether any foreign company is involved in execution of the Metro Railways work at Calcutta either as contractor or consultant or collaborator or supplier of know-how or equipment;

(b) if so, details of involvement of such foreign companies, scope of their work and amounts payable to them or on their account;

(c) whether such foreign companies have any Indian counterparts or collaborators or agents; and

(d) details, including the total involvement of such party/parties in the Metro Railway Project?

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

(b) The collaborating foreign companies are M/s NIKEY OF HUNGARY and M/s Taisei Corporation of Japan. M/s NIKEX are collaborators to M/s Hindustan Construction Co. Ltd. for shield tunnelling and M/s Taisei Corporation are collaborators to M/s Hindustan Construction Co. Ltd. for cut and cover methodology for work along Chittaranjan Avenue and supply of Construction machinery. The amount payable to M/s NIKEX is 37 lakhs,

42 thousands Swiss Francs and to M/s Taisei Corporation 1537 million Yens.

(c) & (d) Foreign companies have no Indian counterpart. They are collaborators of Indian construction firms.

Training school for commercial pilots

2591. SHRI ANADI CHARAN DAS; Will the Minister of TRANSPORT be pleased to state :

(a) whether Government propose to start a training school for commercial pilots course in the country;

(b) if so, the details thereof; and

(c) what relaxations/facilities Government propose to give to persons belonging to Scheduled Castes/Scheduled Tribes for admission to this training course?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) and (b) Yes, Sir. The National Flying Academy named as Indira Gandhi Rashtriya Uran Academy' is being set up in Fursatganj, in Uttar Pradesh.

The Academy will be established and managed by the Indira Gandhi Rashtriya Uran Society, an autonomous body, which has been set-up for the purpose and registered under the Societies Act. The objects of this Society are:—

- (a) to establish, set up, manage, maintain the Indira Gandhi Rashtriya Uran Academy to achieve all or any of the objects and purposes hereinafter mentioned;
- (b) to promote and develop science of aeronautics and civil aviation in India in the interest of general public, including foreign nationals;
- (c) to organise and hold training for commercial pilots, flying instructors and other persons involved or interested in civil aviation includ-

ing training in twin-engine endorsement/instrument rating;

- (d) to hold and organise refresher courses for the State Government pilots and Commercial Pilot Licence holders;
- (e) to organise conferences, lectures, seminars and set up study groups and training programmes for the purpose of promotion and development of civil aviation and science of aeronautics;
- (f) to hold and organise such other training programmes relevant to civil aviation and science of aeronautics as determined by the Society from time to time;
- (g) to assist and guide other Societies and associations or flying schools in India or any of the above objects; and
- (h) to undertake such other activities as are relatable to any objects as mentioned above.

All powers of the Society vest in its Governing Council, which has following members:—

- (1) Secretary, Department of Civil Aviation, (Ministry of Transport)—Ex-officio Chairman.
- (2) Chief Secretary, Uttar Pradesh Shasan, Lucknow—Ex-officio, Member.
- (3) Joint Secretary (Administration), Department of Civil Aviation, (Ministry of Transport)—Ex-officio, Member.
- (4) Financial Adviser, Department of Civil Aviation, (Ministry of Transport)—Ex-officio, Member.
- (5) Managing Director, India Airlines—Ex-officio, Member.
- (6) Managing Director, Air India—Ex-officio Member.

- (7) Director General of Civil Aviation—Ex-officio, Member.
- (8) A representative of Indian Air Force—Ex-officio, Member, nominated by the Ministry of Defence.
- (9) President, Aero Club of India—Member.
- (10) Director of the Academic—Ex-officio Member.
- (c) A decision on this has not yet been taken.

Setting Up of Universities During Seventh Plan

2592. SHRI SATYAGOPAL MISRA : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Government have taken any decision to set up any University during the Seventh Plan period in the States/Union Territories where there is no university at all;

(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) The States in which there is at present no university are Nagaland, Sikkim and Tripura. The Governments of all these States have been suggesting establishment of separate universities in them. Nagaland and Tripura have proposed specific provision for the purpose in their Seventh Plan. A token provision has been made in the VIIth Plan of Nagaland for establishing a new university. The Government have however not taken any final decision on the establishment of new universities in these States.

Among the Union Territories, Andaman and Nicobar Islands, Dadra and Nagar Haveli, Lakshdweep and Mizoram have no universities. There

are no proposals at present for establishment of any university in any of these Union Territories.

Sports Stadium at Ongole (A.P.)

2593. SHRI C. SAMBU : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether there is any proposal to establish a sports Stadium at Ongole, District Headquarters of Prakas District of Andhra Pradesh; and

(b) if so, the details thereof ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS AND SPORTS AND WOMEN'S WELFARE (SHRIMATI MARGARET ALVA) : (a) No proposal for construction of a sports stadium at Ongole has been received from the Government of Andhra Pradesh.

(b) Does not arise.

Major Irrigation Projects of Orissa

2594. SHRI CHINTAMANI JENA : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether it is a fact that some major irrigation projects of Orissa State are under construction, the work has been held up or the progress is very slow due to non-availability of funds in time;

(b) if so, which are these projects; and

(c) whether Government will consider to provide sufficient funds to Orissa State to complete these projects within the time limit ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) to (c) Irrigation Projects are planned, funded and implemented by the State Governments. Central assistance is given in the form of block loans

and grants and is not tied to any Project or sector of development. As the spill-over cost of ongoing projects is far more than the approved Plan outlay, the State Government have to accord relative priorities to individual projects and provide adequate funds for their completion.

Mukerian-Sansarpur Terrace Project

2595. PROF. NARAIN CHAND PARASHAR: Will the Minister of TRANSPORT be pleased to state :

(a) whether the Railway Board has examined the proposal to take over the entire Railway project linking Mukerian with Sansarpur Terrace as an extension of the approved Mukerian-Talwara Railway Project which forms a part of Nangal-Amb-Talwara-Mukerian BG Rail line;

(b) if so, whether the necessary modification has been made so as to bring Sansarpur Terrace on this line; and

(c) if so, the likely date by which the entire project would be completed and whether the Mukerian-Sansarpur Terrace would be undertaken at the earliest so as to ensure the opening of this section to passenger and goods traffic ?

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

(b) No Sir.

(c) Railway line from Nangal Dam to Rai-Mehatpur (6.4 kms.) has since been completed and opened to goods traffic in March, 1985.

Completion of the new line upto Talwara and taking over and upgrading of Talwara-Mukerian siding will depend on availability of resources in the coming years. It is not proposed to take over railway siding from Talwara to Sansarpur Terrace.

Mobile Ambulance to States For Rural Areas

2596. KUMARI MAMATA BENERJEE: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) how many mobile ambulances have been allotted by the Central Government in different rural areas of the States;

(b) whether the Central Government receive any report from time to time from the State Governments regarding proper use of the said ambulances; and

(c) if so, the details thereof ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) Government of India do not allot any ambulances to the State Government for use in rural areas.

(b) and (c) Do not arise.

[Translation]

Rail-Card Passes for Free Travel to Some Persons

2597. SHRI VIJOY KUMAR YADAV: Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that rail-card passes have been issued to some persons by the Department of Railway for free travel by rail; and

(b) if so, details thereof and the criterion laid down for issuing such card passes ?

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

(b) Thirty Complimentary Card Passes, current as on 30.11.1985, have been issued. These passes are issued with the personal approval of the Minister for

Transport, based on the merits of each case.

[English]

Steps Against Import of AIDS Virus

2598. SHRI INDRAJIT GUPTA : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether any precautionary measures will be taken against import into India of AIDS virus from countries where this disease is widely prevalent, especially USA; and

(b) whether Government will make a list of countries from where travellers entering India may be required to carry certificates of having been medically checked for AIDS ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) and (b) The Government of India are aware of the countries from which the disease AIDS has been reported. The disease itself does not spread by casual contact; it is transmitted through blood and blood products and through intimate interpersonal contact. The requirement of certificates of negative tests for the virus for international travellers from these countries may not be necessary but the situation is under constant review.

Indian Circus

2599. SHRI S.M. BHATTAM : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether the Indian circus is facing extinction or is languishing for want of support and encouragement from Government and due to other circumstances;

(b) whether in view of the fact that the countries like China, Hungary, Britain etc, the circus is growing into phenomenal heights, Government intend to take any

steps to improve and encourage the Circus Art in the country; and

(c) if so, what steps are proposed to be taken ?

THE MINISTER OF STATE IN THE DEPARTMENT OF YOUTH AFFAIRS AND SPORTS AND WOMEN'S WELFARE (SHRIMATI MARGARET ALVA) : (a) to (c) Government are aware that difficulties are being faced by the Indian

Circus troupes. With a view, therefore, to encouraging them, Government are already rendering assistance by way of grant of railway concession for movement of troupes, exemption by State Governments from payment of entertainment tax, allotment of open grounds for performances at concessional rents, and temporary allotment of quotas of foodgrains and other essential commodities at fair price in the places of performance. These steps are intended to provide financial relief to the Circus troupes.

[Translation]

Abolition of Octroi

2600. SHRI C. JANGA REDDY : DR. A.K. PATEL :

Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that Transport Development Council had suggested in April, 1982 that Octroi should be abolished;

(b) if so, the names of the States and Union Territories which have not abolished octroi so far;

(c) the details of the talks held by the Central Government with them in this regard; and

(d) the advice given to the States by Government to make good the loss suffered by the States on account of abolishing octroi ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) to (d) As a

part of measures for facilitating smooth inter-state movement of goods transportation, the Transport Development Council has been recommending to the States for abolishing octroi and has been reviewing the position in its meetings. As of today, the States of Punjab, Haryana, Jammu & Kashmir, Maharashtra, Gujarat, Rajasthan, Uttar Pradesh, West Bengal and Union Territories of Delhi, Goa, Daman & Diu, Andaman & Nicobar Islands and Pondicherry have not yet abolished the octroi system. Since the abolition of octroi would mean loss of local bodies, a suggestion has been made that the State Governments could consider finding alternative source such as levy of surcharge on Sales Tax or on Motor Vehicle Taxes to finance the local bodies.

[English]

Construction of Airport at Calicut

2601 SHRI G.M. BANATWALLA :
SHRI T. BASHEER :
SHRI P.A. ANTHONY :

Will the Minister of TRANSPORT be pleased to state :

(a) the details of progress so far made in the construction of airport near Calicut (Kerala);

(b) whether the work is too slow to be completed as per schedule ;

(c) the step being taken to expedite the work;

(d) the time by which the airport is now expected to be commissioned; and

(e) the funds allotted and spent during this current year for its construction ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER): (a) 89% of the earth work for site development has been completed.

(b) No, Sir.

(c) Civil construction work are being taken up simultaneously with the site development to expedite the completion of the project.

(d) By December, 1987.

(e) In the revised estimates 1985-86 a provision of Rs. 260.00 lakhs has been made of which Rs. 132.50 lakhs have been spent so far.

Checking Pollution at Major Ports

2602. SHRI AMARSINH RATHAWA : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government have conducted any survey of pollution at major ports;

(b) if so, the details thereof; and

(c) the details of the measures taken by Government to check pollution at major ports ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL): (a) and (b) No survey of pollution at major ports has, as such, been conducted by the Government. However, in Jan-Feb. 1985 the Adviser on Marine Pollution International Maritime Organisation, on a request from the Government visited the major ports of Bombay, Calcutta, Cochin, Kandla, Madras, Mormugao, New Mangalore and Visakhapatnam and made specific recommendations for pollution control at these ports.

(c) The report of the International Maritime Organisation Adviser on Marine Pollution was forwarded to the Chairmen of all the major Ports for implementation of the recommendations contained therein, after consultation with the Nautical Adviser. The ports are acquiring, the requisite pollution control equipment, where necessary, as they are directly responsible for it within their own limits.

For prevention of pollution of sea by

oil from ships, the provisions of the Merchant Shipping Act, 1958, are applicable. All ships visiting Indian ports and Indian ships, everywhere, are required to have in their possession an International Pollution Prevention certificate or a certificate of compliance thereof and maintain an oil record book on board-ship. The oil pollution prevention equipment fitted on board and oil record book are inspected at regular intervals by Government of India surveyors and also by the surveyors of the classification societies to ensure that there is no unauthorised discharge of oil or oily sludge from ships in territorial waters of India.

Amount Allocated for Orissa Major and Medium Irrigation Projects

2603. DR. KRUPASINDHU BHOI :
Will the Minister of WATER RESOURCES

be pleased to state :

(a) the amount allocated to Orissa for the year 1985-86 for completion of construction of medium and major irrigation projects;

(b) the names of the medium and major irrigation projects in Orissa expected to be executed in the above financial year; and

(c) the progress made so far in completion of those irrigation projects?

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

(a) The approved outlay for Orissa for Major and Medium irrigation sector is Rs. 90.70 crores.

(b) and (c) The information is shown in the Statement given below.

Statement

Names of Major and Medium Irrigation Projects in Orissa Under Execution During 1985.86

(Rs. in crores)			
Sl. No.	Name of Scheme	Latest estimated cost	Likely Expenditure upto March, 1985
1	2	3	4
I. MAJOR SCHEMES			
1.	Upper Indrawati Dam	100.35	21.17
2.	Mahanadi Birupa Barrage (1978-IN)	92.65	49.17
3.	Subarnarekha	391.49	3.50
4.	(a) Rengali Irrigation	792.04	43.58
	(b) Rengali (Dam)	31.92	29.28
5.	(a) Upper Kolab Dam	41.94	28.59
	(b) Upper Kolab Irrigation	75.42	16.36
6.	Upper Indravati Irrigation	83.33	8.76
7.	Anandpur	12.18	11.50

1	2	3	4
II. MEDIUM SCHEMES			
1.	Dumer Bahal	3.29	3.27
2.	Pillasalki	7.97	7.62
3.	Ramiala	13.27	12.75
4.	Kuanria	11.15	10.79
5.	Remal	12.50	11.94
6.	Sarafgarh	5.49	5.38
7.	Jharbandh	2.77	2.76
8.	Talasara	6.04	6.01
9.	Gohira	16.25	16.32
10.	Sunnei	24.32	15.89
11.	Kansabahal	14.28	4.44
12.	Bankbal	20.18	6.52
13.	Kanjhari	20.74	14.28
14.	Hariharjore	31.20	10.63
15.	Harbhangi	34.07	7.32
16.	Upper Jonk	24.52	1.72
17.	Badanalla	29.26	3.36
18.	Ong	21.25	11.44
19.	Sunder	6.59	5.45
20.	Bandaraghati	8.58	5.62
21.	Aunli	2.33	1.84
22.	Upper Suktel	3.15	2.12
23.	Aaghua Stage-II	7.99	0.36
24.	Bondapipili	5.04	2.92
25.	Barausan	4.76	2.03

Prostrate Gland operations by TUR Method

2604. SHRI SANAT KUMAR MANDAL : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether there is at present neither the equipment nor the trained personnel at the Dr. Ram Manohar Lohia or Safdarjang Hospitals in the Capital where the CGHS beneficiaries could undergo operation by TUR method for prostrate gland — the latest technique for conducting such operations;

(b) if so, the reasons therefore; and

(c) whether the CGHS beneficiaries — both retired and serving are allowed to undergo such operations at the All-India Institute of Medical Sciences, New Delhi on the same terms and conditions on which they would have undergone at the two Central Government Hospitals referred to above after referring their cases to the AIIMS; and

(d) if not, the reasons therefor ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) and (b) Safdarjang Hospital and Dr. Ram Manohar Lohia Hospital have necessary equipment for conducting Prostrate Gland Operations by TUR Method. Efforts are being made to recruit Urologists in these hospitals to perform the operations.

(c) Yes, Sir.

(d) Does not arise.

Replacement of Railway Track in the Country and Total Capital Outlay involved

2605. DR. B.L. SHAILESH : Will the Minister of TRANSPORT be pleased to state :

(a) the total kilometrage of railway track in the country which at present is due for either replacement or renovation;

(b) the time-bound programme prepared in this behalf; and

(c) the total capital outlay involved ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Sir, as on 1.4.85 approximately 19,550 kms of track was overdue renewal.

(b) A time-bound programme for liquidating the arrears in 10 years' period has been prepared commencing from 1st year of 7th Five Year Plan.

(c) The total capital outlay involved in undertaking renewals of overaged track of 19,550 kms. and arising of track renewals of about 22,000 kms. during the period is estimated approximately as Rs. 5000 Crores (net) at the prices prevailing before June '84.

Loss of Cochin Shipyard

2606. DR. V. VENKATESH : Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that the total loss of the Cochin Shipyard Limited has increased by twelve or fourteen crores of rupees during the year 1984-85;

(b) if so, the details thereof ; and

(c) the total amount of accumulated loss of the shipyard for last five years ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) Total loss of Cochin Shipyard Limited is Rs. 13.25 crores during 1984-85 as against Rs. 10.30 crores in 1983-84.

(b) Details of the loss for the year 1984-85 are given below :—

Loss before providing for depreciation and interest	: Rs. 449.69 lakhs
Depreciation	: Rs. 344.35 lakhs
Interest net of Govt. subsidy	Rs. 530.75 lakhs
Total	Rs. 1324.79 lakhs

(c) The amount of accumulated losses for the last five years is as under :—

1980-81	Rs. 1312.03 lakhs
1981-82	Rs. 1310.32 lakhs
1982-83	Rs. 2278.59 lakhs
1983-84	Rs. 3309.31 lakhs
1984-85	Rs. 4634.10 lakhs

Level Crossing Accidents

2607. SHRI GURUDAS KAMAT : Will the Minister of TRANSPORT be pleased to state :

(a) the number of level crossing accidents which occurred during 1984-85, Zone-wise; and

(b) the details thereof ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) and (b) During 1984-85, 65 train accidents occurred at level crossings and the details are as under :—

Zone	Number of accidents		
	Manned	Unmanned	Total
Central	3	2	5
Eastern	5	2	7
Northern	5	8	13
North Eastern	2	5	7
Northeast Frontier	2	6	8
Southern	1	6	7
South Central	2	5	7
South Eastern	1	3	4
Western	1	6	7

Extension of Sarvodya Express upto Rajkot

2608. SHRI U.H. PATEL : Will the Minister of TRANSPORT be pleased to state :

(a) whether a deputation of the Members of Parliament of Gujarat met some time before to the Railway Minister and discussed with him about extending Sarvodya Express upto Rajkot on Western Railway;

(b) if so, the details thereof; and

(c) when the Sarvodya Express is likely to be extended to Rajkot ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) and (b) Yes, Sir. A meeting was held with a delegation of MPs of Saurashtra region wherein a number of demands regarding extension of long distance trains including extension of 181/182 Sarvodya Express to Rajkot were raised.

(c) This has been examined, but not found feasible on account of shortage of diesel engines.

Assistance for Development of Roads and Bridges in West Bengal

2609. SHRI ATISH CHANDRA SINHA : Will the Minister of TRANSPORT be pleased to state :

(a) whether Union Government had sanctioned assistance to the Government of West Bengal for development of roads of inter-State or economic importance and strategic roads and for the construction of some bridges in West Bengal during the Sixth Plan period;

(b) if so, the details thereof; and

(c) to what extent the assistance sanctioned by the Centre was utilised by the Government during 1980—85 ;

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

(b) The details are given below :—

Year	Roads of Inter-State or Economic Importance	Strategic Roads	Second Hooghly Bridge
	(Rs. in lakhs)		
1980-81	40.00	—	1000.00
1981-82	60.00	—	1200.00
1982-83	25.00	—	1456.00
1983-84	50.30	—	500.00
1984-85	30.00	15.00	2000.00
Total	205.30	15.00	6156.00

(c) Expenditure incurred by the State Government on these schemes during the Sixth (1980—85) Plan is as follows :

	(Rs. in lakhs)
Roads of Inter-State or Economic Importance.	263.11
Strategic Roads	54.28
Second Hooghly Bridge at Calcutta.	5502.24

Maintenance of Jantar Mantar Observatory

2610. SHRI MULLAPPALLY RAMACHANDRAN : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Government have undertaken the responsibility of protecting and maintaining the Jantar Mantar Observatory in New Delhi ;

(b) whether Government are aware of the neglected condition of Jantar Mantar Observatory ;

(c) whether any recent study has been made to ascertain whether its astronomical usefulness has been affected ; and

(d) if so, details of the findings thereof ?

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

(b) The Archaeological Survey of India is maintaining the Jantar Mantar as a monument of Indian Astronomical Science in the 18th Century and has been taking steps from time to time for its proper preservation.

(c) No, Sir.

(d) Does not arise.

Introduction of new Routes on Vayudoot

2611. SHRI RAM PYARE PANIKA : Will the Minister of TRANSPORT be pleased to state :

(a) the routes on which Vayudoot services are operating at present ;

(b) whether there are any proposals for the introduction of new routes ; and

(c) if so, details thereof ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) The routes on which Vayudoot is operating its services at present are shown in the Statement I given below.

(b) Yes, Sir.

(c) The routes on which Vayudoot proposes to operate subject to availability of infrastructure and economic viability of operations by the end of the year 1985-86 are shown in the Statement II given below.

Statement I

The Routes on which Vayudoot Services are Operating

Calcutta Base

1. Calcutta—Jamshedpur—Calcutta
2. Calcutta—Jamshedpur—Patna and back

3. Calcutta—Shillong—Gauhati—Silchar and back
4. Calcutta—Lilabari—Calcutta
5. Lilabari—Dibrugarh—Lilabari
6. Calcutta—Cooch Behar—Calcutta
7. Calcutta—Rourkela—Ranchi and back
8. Rourkela—Bhubaneswar—Rourkela

Hyderabad Base

1. Hyderabad—Tirupathi—Bangalore and back
2. Bangalore—Mysore—Bangalore
3. Bangalore—Bellary—Bangalore
4. Hyderabad—Nanded—Hyderabad
5. Hyderabad—Rajamundry—Vishakapatnam and back
6. Hyderabad—Warrangal—Hyderabad
7. Hyderabad—Cuddapah—Hyderabad

Bombay Base

1. Bombay—Surat—Bhavnagar and back
2. Surat—Bhavanagar—Surat
3. Bombay—Ratnagiri—Bombay
4. Bombay—Pune—Indore and back
5. Bombay—Aurangabad—Nanded and back
6. Bombay—Aurangabad—Bombay
7. Bombay—Kandla—Bombay

Delhi Base

1. Delhi—Ludhiana—Delhi
2. Delhi—Dehradun—Delhi
3. Delhi—Chandigarh—Kulu and back

4. Delhi—Kanpur—Rae Bareilly and back
5. Delhi—Jaipur—Jodhpur—Jaisalmer and back
6. Delhi—Chandigarh—Delhi
7. Delhi—Jaipur—Kota and back
8. Delhi—Jaipur—Bikaner and back
9. Delhi—Pantnagar—Delhi
10. Delhi—Gwalior—Guna.

Statement II

*Vayudoot Operations
Route Pattern for the remaining fiscal
year 1985-86*

North :

1. Delhi—Pathankot—Jammu & back
2. Jammu—Poonch—Rajouri & back
3. Jammu—Kishtwar—Jammu
4. Delhi—Bhatinda—Delhi
5. Delhi—Patiala—Delhi
6. Delhi—Guna—Bhopal & back

West :

1. Bombay—Daman—Bombay
2. Bombay—Diu—Ahmedabad & back
3. Bombay—Kolhapur—Bombay
4. Bombay—Aurangabad—Pune
5. Bombay—Mangalore—Calicut & back

East :

1. Calcutta—Jamshedpur—Dhanbad—Patna & back
2. Calcutta—Gaya—Patna—Purnea & back
3. Bhubaneswar—Gopalpur—Bhubaneswar
4. Bhubaneswar—Jeypore—Bhubaneswar

5. Calcutta—Agartala—Kailashhar & back
6. Calcutta—Aizawal—Silchar & back
7. Lilabari—Zero—Lilabari
8. Lilabari—Daparizo—Lilabari
9. Lilabari—Dibrugarh—Passighat—Dibrugarh-Lilabari

South :

1. Madras—Tuticorin—Madras
2. Bangalore—Madras—Bangalore
3. Bangalore—Raichur—Bangalore
4. Bangalore—Hubli—Bangalore
5. Madras—Thanjavur—Madras

Plying of Cycle Rickshaws Within New Delhi Municipality Area

2612. SHRIMATI KRISHNA SAHI : Will the Minister of TRANSPORT be pleased to state :

(a) whether there is a ban on plying cycle rickshaw within New Delhi Municipality area ; and

(b) if so, the steps taken by Government to stop illegal plying of cycle rickshaws within New Delhi Municipal Committee area ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) & (b) In terms of the order No. 2674—774/T Genl. dated 16.2.82 issued by Deputy Commissioner Police (Traffic) Delhi, and plying of cycle rickshaws has been banned in New Delhi Municipal Corporation areas, during 8 A.M. to 10 P.M. with the provisions that cycle rickshaws used for transportation of furniture, essential commodities like gas cylinders, coal, fire-wood and other essential commodities could be moved from 12 noon to 4 P.M. on certain specified roads. The cycle rickshaws carrying school-going children are exempted from this order. Any cycle-rickshaw puller found plying the cycle-

rickshaw in violation of the ban orders is challaned by the Delhi Police Authorities.

Stoppage of Bhiwani Express at Sampla Station (N.R.)

2613. SHRI SARFARAZ AHMED : Will the Minister of TRANSPORT be pleased to state :

(a) whether the stoppage of 185 UP/186 DN, Bhiwani Express was provided at Sampla, N.R. on Delhi Rohtak Section with effect from April 1, 1985 by the Northern Railway after it was found justified operationally and commercially ;

(b) whether the stoppage has been scrapped from Sampla with effect from 1 October, 1985 and if so, the reasons therefor ;

(c) whether there are strong representations from the commuters against these orders ; and

(d) if so, whether Government are reconsidering the matter with a view to restoring the stoppage at Sampla ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Yes Sir, the Stoppage was provided with effect from 1.4.83.

(b) Yes Sir. It has been done for speeding up the train.

(c) There are some representations for restoration of stoppage.

(p) Not at present.

Assistance for Completion of Telugu Ganga Project Canal

2614. SHRI V. TULSI RAM : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether Government have granted a sum of Rs. 2.30 crore to the Govern-

ment of Punjab for completion of Sutlaj-Yamuna Link Canal ;

(b) if so, whether a similar request from the Government of Andhra Pradesh for Telugu Ganga is still lying pending with the Central Government ;

(c) if so, when a final decision for grant of necessary fund for Telugu Ganga Canal is expected to be issued on the pattern of Sutluj-Yamuna Link Canal ; and

(d) if not, the reasons therefor ?

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

(a) The Central Government has agreed to give to the States of Punjab and Haryana advance Plan assistance for the Sutlej Yamuna Link Project within the overall 7th Plan allocations of Central assistance to these States.

(b) No, Sir.

(c) & (d) Do not arise.

[*Translation*]

Comparison Between Diesel, Electric and Steam Engines

2615. SHRI M.L. JHIKRAM : Will the Minister of TRANSPORT be pleased to state :

(a) the total quantity of coal likely to be consumed in case all the electric and diesel engines are replaced by steam engines, the total cost thereof at the present rate and the total quantity of coal in tonnes at present consumed daily by steam engines along with the cost of the same;

(b) the quantity of diesel and power units consumed daily by the diesel and electric engines and the cost of the same;

(c) which is the most powerful and economical engine among the diesel, electric and steam engines and the reasons for not using it throughout the country; and

(d) whether scientists in the field are planning to invent an engine to be run on solar energy and if so, the progress made in that regard ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) to (d) A statement is given below.

Statement

(a) The estimated total quantity of coal likely to be consumed in case all diesel and electric locomotives are replaced by steam engines and the estimated cost thereof would be as indicated below :-

Total estimated daily 152862 tonnes consumption of coal

Total estimated Rs. 6.11 crores cost of quantity shown above

Total estimated quantity of coal in tonnes at present consumed daily by steam locomotives and the cost thereof given below :

Quantity	22605 tonnes
cost	Rs. 0.91 crores

(b) The estimated quantity of power units consumed by diesel and electrical engines per day and the estimated cost thereof is as follow :

Type of traction	Quantity	Estimated cost
Diesel	4050 kilo litres	Rs. 1.42 crores
Electric	7.55 million units	Rs. 59.33 lakhs

(c) From amongst the existing types of diesel, electric and steam locomotives on the Indian Railways, electric locomotives are the most powerful. On the basis of purely energy consumption, generally electric locomotives are most economical. However, electrical traction has not been adopted throughout the country because on the overall financial assessment electrifi-

cation is only justified on heavy density routes/suburban section and also because of the overall financial constraints.

(d) The Ministry of Transport (Department of Railways) are not aware of any plan for invention of an engine to be run on solar energy.

[English]

Justification to stop Import of Patent Homoeopathic Medicines

2616. SHRI MAHVENDRA SINGH : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government have banned imports of certain forms or patent homoeopathic medicines ; and

(b) if so, the details thereof and justification thereof ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) & (b) According to information received from the Office of Chief Controller of Imports and Exports, import policy for 1985—88 for the import of Homoeopathic medicines continues to be the same as in the previous policy i.e. Homoeopathic medicines in finished form or Homoeopathic drugs (single) in basic form and/or of any potency, including "sugar of Milk" in bulk and biochemic medicines can be imported under Open General Licence by all persons.

Anti-Erosion work on the Bank of Ganga

2617. SHRIMATI BIBHA GHOSH GOSWAMI : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether West Bengal Government submitted any proposal for anti-erosion works on the bank of the Ganga ; and

(b) if so, the salient features thereof Government's reaction thereto ?

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

(a) Yes, Sir.

(b) The scheme finalised by the Ganga Flood Control Commission in consultation with the West Bengal Government estimated to cost Rs. 1163 lakhs envisage taking up anti-erosion works on the right bank of Ganga downstream of Farakka Barrage in Sankopara, Durgapur, and Bajitpur mouzas. These works which are mainly of boulder revetment and launching apron in a vulnerable reach of 6.6 km. will also provide protection to the railway track and the national highway. The Ministry of Water Resources is assisting the State Government and the Central Agencies in arriving at a mutually acceptable decision for sharing the cost of these works.

Loan for Modernisation of Railways Through IBRD

2618. PROF. MADHU DANDAVATE : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government had negotiated a loan for overall modernisation of railways through International Bank for Reconstruction and Development (IBRD) ;

(b) whether the entire amount of loan has been a drain on the railways finances due to non-utilisation ;

(c) whether Government have made a request to the IBRD to make use of the loan to some other pressing needs of the country ; and

(d) if so, with what results ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) There are 2 ongoing Credits/Loan for Railway projects viz :

1. 1299-IN/Loan 2210 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 for \$ 280.7 million, which covers :
- 2.1. Railway Electrification ;
 - 2.2. Workshop Modernisation including maintenance depots ; etc. etc.

- (i) anti-social activities such as violence are not glorified ;
- (ii) the modus operandi of criminals or other visuals or words likely to incite the commission of any offence are not depicted ;
- (iii) pointless or avoidable scenes of violence, cruelty and horror are not shown ; and
- (iv) human sensibilities are not offended by vulgarity, obscenity and depravity.

(b) Yes, Sir.

[*English*]

(b) No, Sir.

(c) & (d) : As a result of a review of the project under credit 1299-IN/Loan 2210-LN and with the concurrence of the World Bank, some suitable adjustments have been made in the amounts under different segments of the project to improve its effectiveness.

[*Translation*]

Rules for Censor Board

2619. SHRI NIRMAL KHATTRI : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Government propose to make rules for Censor Board more stringent in order to check the increasing trend of vulgarity and violence in the films ; and

(b) whether Government provide any incentives/facilities to films which re-establish the moral values through film media ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) Rules already exist under which the Central Board of film Certification, while certifying films for public exhibition is required to ensure, among other things, that :

Proposal for Air-Field at Lakshadweep

2620. SHRI P.M. SAYEED : Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that an air-field is proposed to be constructed at one of the Islands of Lakshadweep and if so, when the work is likely to be started ; and

(b) the details of the proposal including the estimated cost, its location and approximate time likely to be taken for its completion ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) & (b) The information is being collected and will be laid on the table of the Sabha.

[*Translation*]

Programmes for Integrated Child Development

2621. SHRI MOOL CHAND DAGA : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether several programmes are being implemented for integrated child development with the cooperation of UNICEF ;

(b) if so, the details of these programmes and the amount provided to each from National Children Emergency Fund ;

(c) whether Government have ever reviewed these programmes ;

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

(e) the details of the coordination maintained in these programmes ?

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

(a) The Integrated Child Development Services (ICDS) Scheme provides an integrated package of services to children below 6 years of age, pregnant women and nursing mothers. UNICEF is assisting with certain components of the Scheme.

(b) 1229 centrally-sponsored ICDS projects have been sanctioned so far. In addition, 130 projects have been taken up in the State sector. UNICEF assistance in 1984 for ICDS was \$61,75,000. For 1985, UNICEF assistance to the extent of \$62,10,000 is expected.

(c) & (d) The ICDS Scheme is under review continuously. Several Surveys and research studies have been conducted to assess its impact.

(e) The ICDS Scheme provides for coordination among various concerned Departments and organisations at various levels, viz. anganwadi, block, District, State/Union Territory, and Central Government.

Development of Vadinar Port

2622. SHRI NARSINH MAKWANA : Will the Minister of TRANSPORT be pleased to state :

(a) whether after the decision taken by Government to develop Vadinar Port in the gulf of Kutch the feasibility report thereof was under consideration of the Kandla Port Trust ;

(b) if so, the decision taken thereon ;

(c) when the work on the Vadinar Port to extend 30 kilometre broad gauge railway line is proposed to be started ;

(d) whether Kandla Port Trust has agreed to bear the expenses for the survey work of new railway line to connect Vadinar Port ;

(e) if so, the time by which the survey work is proposed to be started there ; and

(f) the financial allocation for the project during the next financial year ?

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

(b) The Kandla Port Trust has not accepted the Feasibility Report submitted by the Consultants.

(c) There is no proposal to extend broad gauge railway facilities to Vadinar.

(d) No, Sir.

(e) Does not arise.

(f) No proposal for any financial allocation for the Project during the next financial year has been made.

[English]

Rabindra Sangeet in Vishwa Bharati

2623. SHRI PURNA CHANDRA MALIK : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Government intend to preserve the tradition of Rabindra Sangeet by its caretaker namely Vishwa Bharati ;

(b) if so, the details of efforts made for this purpose during the last three years and the outcome thereof ;

(c) whether Government are satisfied with the efforts made to preserve the tradition of Rabindra Sangeet ; and

(d) if not, the remedial measures taken therefor ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) & (b) The Visva-Bharati has been endeavouring to preserve the tradition of Rabinder Sangit especially through the programmes and activities of the Sangit-Bhavana. The Sangit Bhavana stands for the original musical ideals of Rabindra Nath Tagore and offers courses at the Certificate, Diploma and Degree levels. In addition, performances are broadcast through radio and television throughout the year.

(c) The Visva-Bharati has been making significant contributions in preserving the tradition of Rabindra Sangit and popularising it.

(d) Does not arise.

Seminar on Working Children's Education

2624. SHRI SATYENDRA NARAYAN SINHA : Will the Minister of HUMAN RESOURCES DEVELOPMENT be pleased to state :

(a) whether a national seminar on working children's education was held in Bangalore on November, 7 to 10, 1985 ;

(b) if so, whether the seminar has recommended a non-formal education structure for providing literacy to 100 million working children ; and

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

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) A national Seminar on 'Education for Working Children' was held on 8-10 November, 1985 at Bangalore.

(b) Yes, Sir.

(c) The recommendations of this Seminar and a large number of other Seminars are all being looked into.

These will be kept in view while drafting the New Education Policy.

[*Translation*]

Work on Suratgarh-Bikaner B.G. Rail Line

2625. SHRI MANPHOOL SINGH CHAUDHARY : Will the Minister of TRANSPORT be pleased to state :

(a) whether the work on Suratgarh-Bikaner Broad-gauge line is going on.

(b) if so, the expenditure incurred thereon so far ;

(c) the time by which this work is likely to be completed ; and

(d) whether Government propose to make Ghadsisar as the main station on this broad gauge line and if Lalgargh is made the main station the details of benefits which Bikaner city is likely to derive as a result thereof ?

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

(b) Rs.22.67 crores.

(c) Its completion will depend on availability of funds in the coming years.

(d) Ghadsisar will not be a station on the proposed B.G. line. B.G. will be terminated at Lalgargh. There will be less number of trains between Bikaner and Lalgargh and inconvenience to the public at the level crossings between these two stations will be reduced.

[*English*]

Survey of Kumarghat-Agartala Railway Line

2626. SHRI AJOY BISWAS : Will the Minister of TRANSPORT be pleased to state :

(a) whether the survey for establishment of railway line for Kumarghat to Agartala has been completed ;

(b) if so, details of the survey report ;
and

(c) if not, the reasons thereof and the expected time for completion of the report?

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

(b) Does not arise.

(c) The progress of Engineering Survey is 99% and that of Traffic Survey 5%. The survey is expected to be completed in first half of 1986.

[*Translation*]

Conversion of Loop Line between Gorakhpur-Kaptanganj-Tumkuhi Road

2627. SHRI KALI PRASAD PANDEY : Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that since long there has been a demand by the people and various institutions of the area for conversion of loop line between Gorakhpur-Kaptanganj-Tumkuhi Road and Sewan Via Thava into broad gauge line ; and

(b) if so, whether Government have taken or propose to take some action for conversion of this loop railway line into broad gauge line on the Nepal border ?

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

(b) No Sir.

[*English*]

Delhi-Mughal Sarai Electrified Route

2628. SHRI B.V. DESAI :
SHRI M.V. CHANDRASEKHARA MURTHY :

Will the Minister of TRANSPORT be pleased to state :

(a) whether Northern Railway has made

mark in augmenting density of traffic over the Delhi-Mughal Sarai electrified route ;

(b) if so, whether this has saved diesel power to a great extent which can be utilised by the Railways in other sectors;

(c) whether as many as 13,300 wagons are being carried every day on the electric route ;

(d) whether in view of this successful achievement Government are considering for more efficient and still better utilisation of electric traction; and

(e) if so, the steps being taken to improve the electric traffic route in regard to transportation of goods ?

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

(e) Necessary infrastructure is being created for improved utilisation of electrified track.

Strike by Employees of New Mangalore Port During 1985

2629. SHRI V.S. KRISHNA IYER : Will the Minister of TRANSPORT be pleased to state :

(a) the number of days during 1985, the New Mangalore Port was closed due to strike by employees ;

(b) the reasons for the strike ;

(c) the total loss of revenue due to the strike ;

(d) the total loss due to loss/damages of goods, if any ; and

(e) whether the management of the Port Trust did not take timely action to prevent the strike ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) The Port was not closed. However, loading and unloading of ships could not be done for 53 days

during 1985 (till the end of November, 1985), due to strike by cargo handling workers in a private pool.

(b) The longest period of strike from 19th June, 1985 to 29th July, 1985 was over the demand of Karnataka Dock and General Workers Employees Union for issue of dock entry permits in favour of two of their office bearers, grant of recognition to the Union and non-employment of casuals till full employment is given to the listed workers.

(c) There was an estimated loss of revenue of Rs. 15 lakhs approximately to the Port.

(d) There was no loss or damage of goods during the strike period.

(e) The Management had repeatedly held negotiations with the Unions at different levels and tried to persuade the workers not to go on strike.

Loss of track of agricultural crop due to floods

2630. SHRI BRAJAMOHAN MOHANTY : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether Government are aware that the river Mahanadi, Brahmani and Vaiterni have created flood havoc during this year devastating large track of agricultural crop and damaging a number of villages;

(b) if so, what steps Government propose to take to control the floods of the above said villages;

(c) whether Government are aware that the Hirakud system no longer control the flood of Mahanadi basin of Orissa and if so, what other measures Government have taken to control the devastating flood of Mahanadi; and

(d) whether during Seventh Plan any implementation of floods control measures in Orissa is being contemplated and if so, details thereof?

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

(b) The steps for providing protection against floods are planned and executed by the concerned State Government from the State Plan. Upto March, 1984, the Orissa State has constructed the following works:

(i) Embankments	967 Km.
(ii) Drainage channels	98 Km.
(iii) Town/Village protection works	13 Nos.
(iv) Raising of villages	29 Nos.

In addition, the Central Water Commission of the Government of India has established flood forecasting facilities on the Mahanadi, Brahmani and Vaiterni rivers for advance warnings of impending floods to minimise loss of human lives, cattle and movable properties.

(c) The Hirakud Dam on the Mahanadi is moderating floods in Mahanadi. In addition, a reservoir project across Brahmani which has since been completed would also provide flood moderation. The State also proposes to take up another reservoir project downstream of Hirakud on the river Mahanadi.

(d) For the Seventh Five Year Plan, an outlay of Rs. 17 crores is approved for flood control programme in the State of Orissa.

Diversion of funds sanctioned for circular railway, Calcutta

2631. SHRI BHOLA NATH SEN :
SHRI BASUDEB ACHARIA :

Will the Minister of TRANSPORT be pleased to state :

(a) whether a part of the fund sanctioned for the current year for construction of Circular Railway in Calcutta has been diverted;

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

(c) the reasons for delay in extension of Circular Railway from Ultadanga to Dum Dum Junction and in construction of elevated track over Calcutta Dock area for extension of Circular Railway beyond Princep Ghat; and

(d) the steps taken/proposed to expedite completion of the Circular Railway Project in Calcutta?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) & (b) Since the extension of Circular Railway line from Ultadanga Road station to Dum Dum Junction cannot be progressed because of encroachments on Railway land earmarked for Circular Railway alignment, the funds allotted to the project cannot be fully utilised. Hence Rs. 0.8 crore out of Rs. 4.8 crores allotted to Calcutta Circular Railway Project has been diverted.

(c) & (d) The extension of Circular Railway from Ultadanga Road station to Dum Dum Junction forming the second phase of the project is not possible unless the encroachments on this Railway land are removed by the State Government.

The work beyond Prinsep Ghat involving elevated structure and forming the third phase of the project requires more funds and cannot be completed within the funds made available for Metropolitan Transport Projects under the control of Department of Railways.

The State Government has been asked to get the encroachments from the Railways land removed and hand over the land to Eastern Railways Administration to enable the work progressed.

Report of national commission on teachers

2632. DR. PHULRENU GUHA : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether National Commission on Teachers appointed by the Government of India has submitted its reports;

(b) if so, how many reports have been submitted by the Commission; and

(c) whether these reports will be made available to Members of Parliament?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) and (b) Two National Commissions on Teachers were appointed, one related to teachers in school education and the other related to teachers in higher education. Both of them have submitted one report each.

(c) The reports will be made available to the Members of Parliament after the recommendations made by the Commissions are examined by the Government.

Conductors in Mail/Express trains

2633. SHRIMATI KISHORI SINHA : Will the Minister of TRANSPORT be pleased to state :

(a) whether the Railways have deputed a ticket inspector-cum-conductor for each sleeper coach in major express/mail trains;

(b) if so, reasons for conductors remaining absent for long time in sleeper coaches resulting in unauthorised passengers getting entry into the sleeper coaches; and

(c) if not, how many coaches one conductor is asked to look after?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) to (c) Each non-vestibuled sleeper coach and two vestibuled Hind Class sleeper coaches marshalled together are required to be manned by one TTE. However, there have been instances of some coaches running unmanned occasionally due to shortage of staff and last minute casualties.

Setting up of University in Sikkim

2634. DR. G. VIJAYA RAMA RAO : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Sikkim has limited facilities for schools, technical/technological institutes and higher education; and

(b) whether Government propose to set-up a university in Sikkim with new concept, aims and objects to look after all the educational needs of the region on innovative and pragmatic basis under the new Education Policy to speed up development of this State?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) According to information available, there are 10 Higher Secondary Schools in Sikkim with an enrolment of about 1,000 students. There is one Government College with an enrolment of 350 students and a Law College with an enrolment of 137 students. There are no Technical/Technological institutions in the State.

(b) Presently there is no proposal under consideration of the Government to set up a separate university in Sikkim.

Declaration of national highways in Andhra Pradesh

2635. SHKI E. AYYAPU REDDY : Will the Minister of TRANSPORT be pleased to state :

(a) whether the Chief Minister of Andhra Pradesh in his memorandum submitted to the Prime Minister on 30 October, 1985 had represented that no road had been taken under the National Highways System since 1946 in Andhra Pradesh and whether according to a formula devised by the Indian Roads Congress, Andhra Pradesh should have 5540 kilometre of National Highways as against the existing 2350 kilometres;

(b) whether the Chief Minister in his memorandum proposed 10 State roads to be given the National Highways status; and

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

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

(c) Owing to severe resources constraint, it is not possible at present to declare any new road as a National Highway in any State, including Andhra Pradesh.

Sanskrit University at Ramtek (Maharashtra)

2636. SHRI BANWARI LAL PUROHIT : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Government propose to establish a Sanskrit University at Ramtek in Maharashtra State;

(b) whether Government have received any representation in this regard; and

(c) the decision taken by Government thereon?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) No such proposal is under the consideration of the Central Government.

(b) and (c) Suggestions are received from time to time for establishment of a Sanskrit University at Ramtek in Maharashtra. These suggestions are forwarded to the Government of Maharashtra for appropriate action.

[Translation]

Construction of a bridge over Ghagra River at Majhi on U.P., Bihar Border

2637. SHRI JAGANNATH CHAUDHARY :
SHRI KRISHNA PRATAP SINGH :

Will the Minister of TRANSPORT be pleased to state :

(a) whether Government have accorded sanction for construction of a bridge over Ghagra at Majhi on the borders of Uttar

Pradesh and Bihar connecting Ballia and Chapra;

(b) if so, when did Government accord sanction and the target fixed for completion of the construction work; and

(c) the ceiling fixed for expenditure to be incurred on the construction of the bridge?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) Government of India approved a loan assistance of Rs. 4.50 crores for construction of a bridge over river Ghagta near Manjhighat on Ballia-Chapra road on the border of Uttar Pradesh and Bihar States under the Central Aid Programme of loan assistance of Inter-state and economic importance.

(b) Government of Uttar Pradesh, who are responsible for the execution of the bridge, have submitted a detailed estimate for sanction of the Government of India and the same is at present under process. It may take about 4 years to complete the bridge from the date of award of the work.

(c) The estimated cost of the bridge is Rs. 11.00 crores out of which the Government of India will provide a loan assistance of Rs. 4.50 crores and the balance cost as well as excess, if any, is to be shared equally by the State Governments of Uttar Pradesh and Bihar.

[*English*]

Educational institutions in technically professional fields for catering to foreign demand

2638. SHRI R. PRABHU : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether it is a fact that there is a great demand for Indian technical personnel such as doctors, engineers etc. in foreign countries;

(b) whether these persons remit substantial amount of foreign exchange;

(c) whether there is unemployment of

these highly technically qualified persons in India; and

(d) whether Government propose to consider opening of private educational institutions in technically professional fields with the exclusive object of catering to foreign demand and reducing unemployment and earning foreign exchange?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) The demand has been fluctuating.

(b) Those who are employed abroad do remit foreign exchange.

(c) The employment of highly technically qualified persons, on the whole, is not inadequate in India.

(d) No, Sir.

Assistance to states for construction of field channels

2639. SHRI JAGANNATH PATTA-NAIK : Will the Minister of WATER RESOURCES be pleased to state :

(a) the details regarding the total amount given to various State Governments as Central grant during 1984-85 for achieving the target for construction of field channels;

(b) whether it is a fact that most of the State Governments have not been able to utilise even 50 per cent of Central grant given for the purpose;

(c) if so, the names of those States; and

(d) what action Union Government propose to take in this regard?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) Details are given in Statement given below.

(b) to (d) Central assistance is released on a matching basis to the States and

is based on the Actual expenditure incurred and the expenditure likely to be incurred in the remaining months of the financial year keeping in view the physical progress already achieved. Therefore, the question of their inability to utilise even 50% of the Central grant does not arise.

Statement

Central assistance released during 1984-85 for achieving the target for construction of field channels as per annual target fixed for the state

State/U.T.	Rs. in lakhs	
	Grant	Loan
Andhra Pradesh	75.47	75.46
Assam	13.20	12.49
Bihar	96.88	121.00
Goa	1.62	1.62
Gujarat	48.30	49.06
Harayana	34.29	32.50
Himachal Pradesh	3.73	2.48
Jammu & Kashmir	6.17	1.27
Karnataka	457.25	113.46
Kerala	8.52	0.71
Madhya Pradesh	113.17	113.16
Maharashtra	—	—
Manipur	5.43	2.33
Orissa	47.86	33.02
Rajasthan	240.53	392.89
Tamilnadu	102.66	29.67
Uttar Pradesh	475.00	380.00
West Bengal	—	—
TOTAL	1730.08	1361.12

Recurrence of meningitis in this winter in Delhi

2640. SHRI K. KUNJAMBU : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether there was attack of meningitis in Delhi in an epidemic form during the last year;

(b) whether Government feel that there may be a recurrence of attack of this disease during this winter also;

(c) if so, whether adequate preventive measures have been taken; and

(d) if so, the details thereof ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) No, Sir. However during the current year there was an increased incidence of meningitis between February to May.

(b) Cases of meningitis are being reported throughout the year. Since the disease did not show any particular seasonal rise of incidence during the previous years, it is difficult to predict any unusual recurrence of the disease this winter.

(c) and (d) Adequate preventive measures had been taken, during the recent outbreak in the form of personal prophylaxis, immunisation of high risk group, chemoprophylaxis of contacts, early diagnosis and treatment.

At present sentinel monitoring of the disease from seven hospitals of Delhi are continuing to provide early warning for instituting specific preventive measures.

Circular Railway, Hyderabad

2641. SHRI K. RAMACHANDRA REDDY : Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that South Central Railway has carried out a preliminary Techno-economic feasibility study for circular and allied rail transit system

for Hyderabad Metropolitan area and submitted a report to the Government in November, 1984;

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

(c) by what time the proposal is likely to be implemented ?

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

(b) and (c) Preliminary Techno-economic feasibility report has been forwarded to the State Government. The provision of Circular Railway being essentially a Metropolitan Transport scheme for easing the commuter traffic conditions, the State Government has been advised to obtain the clearance of the Planning Commission for conducting a detailed survey and execution of the project with provision of funds outside normal Railway plan with dividend free liability.

Special Priority to Family Planning Programmes in Rural Areas

2642. SHRI LAKSHMAN MALLICK : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government propose to give special priority to the family planning programmes in the rural areas during the current financial year;

(b) whether Government has held any discussions with the State Governments in this regard; and

(c) if so, the details thereof ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) to (c) Special attention is focussed on implementation of the family welfare programme in rural areas where it is implemented through the vast network of Primary Health Centres, Rural Family Welfare Centres, sub-centres etc. The basic strategy employed is to increase awareness and acceptance through population education, promotional

efforts and to make available services close to the door-steps of the people. The implementation of the programme is regularly reviewed with the State Government as part of efforts at increasing efficiency of implementation of the programme.

Notices to Shipping Companies for repayment of loans to Shipping Development Fund Committee

2643. SHRI H.M. PATEL : Will the Minister of TRANSPORT be pleased to state :

(a) whether the Ministry has issued notices to the Shipping Companies to repay all rupee loans including interest to Shipping Development Fund Committee;

(b) whether any company/companies have been exempted; and

(c) if so, the details thereof ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) to (c) SDFC has issued notices to all defaulting shipping companies as per rules except in cases where foreclosure proceedings are already pending in the High Court.

New Airport at Cochin

2644. PROF. P.J. KURIEN :
PROF. K.V. THOMAS :

Will the Minister of TRANSPORT be pleased to state :

(a) whether a final decision has been taken with regard to the new airport to be set up at Cochin;

(b) if so, the details thereof; and

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

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

(b) and (c) Do not arise.

[*Translation*]**Samstipur-Darbhanga-Jai Nagar Railway Line**

2645. SHRI RAM BHAGAT PASWAN : Will the Minister of TRANSPORT be pleased to state :

(a) whether development work of Railways in North Bihar since independence has been negligible and the details of broad gauge railway lines laid in areas of Samastipur, Darbhanga, Madhubani, Jai Nagar, Narkatiyaganj etc. during this period; and

(b) the names of the schemes formulated for laying broad gauge and narrow gauge lines in North Bihar and since when these have been pending, the number of lines for which survey has been completed so far and expenditure incurred on these survey work separately?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) & (b) A statement is given below.

Statement

(a) : No, Sir. Following Broad Gauge lines have been laid in North Bihar since Independence:—

- (1) Rampur-Dumra-Barauni (10 kms.)
- (2) New Jalpaiguri-Barsoi (35 kms. in Bihar)
- (3) Mukuria-Barsoi (5 kms)
- (4) Barauni-Samastipur (50 kms.)
- (5) Barabanki-Samastipur (222 kms. in Bihar)
- (6) Barauni-Katihar (180 kms.)

(b) Following schemes have been formulated for laying rail lines in North Bihar.—

S. No.	Project	Remarks
(a)	Chitauni-Bagaha MG line.	Approved in 1974-75. Bagaha to Valmikinagar Road (9 kms) has been opened to traffic in 10/78. For remaining works, State Govts. of U.P. and Bihar have been requested to agree to bear their increased share of cost of protection work of bridge across river Gandak.
(b)	Sakri-Hasanpur MG line.	Approved in 1974-75. It has not been possible to take up the work due to constraint of resources.
(c)	Samastipur-Darbhanga conversion of MG line into B.G.	Approved in 1974-75. It has not been possible to take up the work due to constraint of resources. The survey for a parallel BG line instead of conversion has been approved.

Survey for the following rail lines have been completed since Independence:

S. No.	Rail line	Approx. cost of survey in thousands of Rupees.
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NEW LINES

1.	Sitamarhi-Sonbarsa	50
2.	Dauram-Madhepura-Singheswarasthan	40
3.	Bihariganj-Simri Bakhtiarpur	150

4. Pratapganj-Balua-Bhimnagar	125
5. Bhimnagar-Bathnaha	100
6. Laukaha Bazar-Laukahi	70
7. Saharsa-Tarapith Maheshi	100
8. Supaul-Chand Pipara	40
9. Nirmali-Saraigarh	250
10. Muzaffarpur-Darbhanga	240
11. Muzaffarpur-Sitamarhi	600
12. Hajipur-Bachhwara (Parallel BG line)	550

GAUGE CONVERSIONS

13. Samastipur-Raxaul via Muzaffarpur	600
14. Samastipur-Raxaul via Darbhanga	300
15. Darbhanga-Jayanagar	400
16. Sagauli-Narkatiaganj-Bagaha	730

[English]

Construction of Swimming Pools

2646. PROF. SAIFUDDIN SOZ : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) how many swimming pools were constructed in the country during the last three years ending on 31 December, 1984 with the funds made available by the Central Governments; and

(b) the details of places, Statewise ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS AND SPORTS AND WOMEN'S WELFARE SHRIMATI MARGARET ALVA) : (a) On proposals received from various State/ Union Territory Governments financial assistance of Rs. 6,25,000/- was rendered for a construction of 7 swimming pools during 1982-83, Rs. 4,86,400/- for 9 swimming pools during 1983-84 and Rs. 8,94,575/- for 12 swimming pools during 1984-85. Completion certificates in respect of these projects have not been received

from the concerned Governments.

(b) The places are indicated in the statement given below.

S. No.	Name of State/UT	Names of places
1982-83		
1.	Haryana	Karnal
2.	Manipur	Imphal
3.	Punjab	Ludhiana
4.	Tamil Nadu	(i) Salem (ii) Dharmapuri (iii) Thanjavur (iv) Jamnama-rathur
1983-84		
1.	Gujarat	Bhavnagar
2.	Haryana	(i) Ambala (ii) Sirsa
3.	Himachal Pradesh.....	Sanawar (i) Malladhiballi
4.	Karnataka.....	(Dt. Chitradurg (ii) Batavade
5.	Maharashtra	Aurangabad
6.	Rajasthan	Alwar
7.	Arunachal Pradesh	New Itanagar.
1984-85		
1.	Karnataka	Hassan
2.	Maharashtra	(i) Karanjia (Dt. Akola) (ii) Dombivli* (Dt. Thane)
*Indoor Complex and Swimming Pool.		
3.	Manipur	(i) Churachandpur (ii) Bishnupur (iii) Imphal (iv) Thoubal

4. Orissa Sambalpur
 5. Punjab (i) Ropar
 (ii) Bhatinda
 6. Rajasthan..... Hanumangarh
 7. Dadra & Nagar Haveli Silvassa.

[*Translaion*]

Coordinators of Nehru Youth Centres

2647. SHRI HARISH RAWAT : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the number of those Nehru Youth Centres in the country, the coordinators of which have been working at the same place for the last six years;

(b) whether there is any proposal to transfer them; and

(c) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS AND SPORTS AND WOMEN'S WELFARE (SHRIMATI MARGARET ALVA) : (a) to (c) There are 106 Nehru Yuvak Kendras in the country in which the same youth coordinators have been working for over six years. Transfers by government are made in the public interest. The mere length of service at a particular place, in itself, is not enough reason for effecting transfers. In the case of Youth Coordinators, who work at the grass-roots and who have to know the local environment and people, a reasonable length of service is an advantage. Government, therefore, have no proposal to transfer these Youth Coordinators except where the public interest so demands.

[*English*]

Solatium Fund

2648. SHRI S.G. GHOLAP : Will the Minister of TRANSPORT be pleased to state :

(a) whether a Solatium Fund has been created, if so, since when;

(b) the actual collections and expenditure, each year, during the last 3 years and

(c) the balance in the Fund as on 31st March, 1985 ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) Yes, Sir. A Solatium Fund has been created with effect from 1st October, 1982 for payment of Solatium/compensation in respect of hit-and-run motor accidents.

(b) The information is as below:

Year	Collection by way of contributions to the Solatium Fund	Expenditure incurred through release to the States/UTs for payment of Solatium.
1982-83	Rs. 100,10,000	Rs. 20,90,000
1983-84	Rs. 100,10,000	Rs. 9,43,000
1984-85	Rs. 99,80,000	Rs. 18,60,000
	Rs. 300,00,000	Rs. 48,93,000
	Subsequent release	Rs. 14,48,000
	Grand Total	Rs. 63,41,000

(c) Rs. 2,55,97,679.10 (inclusive of Bank interest).

Recommendations of Datta Commission on Cochin Shipyard

2649. SHRI H.N. NAJNE GOWDA : DR. V. VENKATESH :

Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that the recommendations and suggestions made by the Datta Commission in respect of the performance etc. of Cochin Shipyard Limited, Cochin were not implemented;

(b) if so, the nature of recommendations which have not been implemented;

(c) whether it is also a fact that the Cochin Shipyard has failed to secure any order for the last three years; and

(d) the steps being taken to improve the functioning of the Cochin Shipyard ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) and (b) A number of recommendations and suggestions made by Datta Committee, pertaining to production and productivity, are being progressively implemented. For the scheme for additional balancing facilities, which requires investment, a suitable provision has already been made in the VIIth Plan. However, some of the recommendations such as introducing punching at gates and punching for lunch, etc. could not be fully implemented due to certain limitations. As regards recommendations for incentive scheme, the matter has been referred to a consultant who is working out a scheme.

(c) Cochin Shipyard has not signed any new orders for shipbuilding in the last three years. However, a letter of intent, for the construction of three oil tankers of 86000 DWT each, has been received by CSL from SCI.

(d) The measures taken to improve the functioning of the shiyard include introduction of various modern work practices like production of composite drawings, advance outfitting of units, systems approach to problems, scientific methods to ensure material availability, reduction of inventory, improved industrial relations and improving management effectiveness through training and development of personnel.

Works given to private entrepreneurs for construction of national highways

2650. KUMARI PUSHPA DEVI :
SHRI GURUDAS KAMAT :

Will the Minister of TRANSPORT be pleased to state :

(a) whether Government had invited private entrepreneurs to invest in selected schemes of construction of National High-

ways (including bye-passes) with a view to augment the availability of resources for National Highway development;

(b) if so, the number of private entrepreneurs who responded to the invitation of the Government; and

(c) the details of works given to them so far?

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

(b) Eight in number.

(c) No work has yet been allotted to any private entrepreneur.

Funds allocated for sterilisation during Seventh Plan.

2651. SHRI RAMASHRAY PRASAD SINGH: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state the allocation of funds to each State and Union Territory in the Seventh Plan period for the sterilisation of men and the criteria for this?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : Funds to States/UTs are allocated each year based on the performance to be achieved. State-wise work programmes are also determined annually.

S.D.F.C. notices to fishing companies

2652. SHRI D.P. JADEJA : Will the Minister of TRANSPORT be pleased to state :

(a) whether any notice have been issued to fishing companies by Shipping Development Fund Committee for defaulting payment of dues owed by such companies to S.D.F.C.

(b) if so, the names of the fishing companies who have received such notices; and

(c) whether in view of difficult position, further interest concession is proposed to be granted to fishing companies?

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

(b) Names of fishing companies to whom notices have been issued for default in payment of dues to Shipping Development Fund Committee is given in statement below.

(c) Out of Rs. 184.00 lakhs due for payment to Shipping Development Fund Committee by fishing companies, so far Rs. 132.82 lakhs have already been paid back which represents 72% recovery. There is no proposal for granting further interest concessions to fishing companies.

Statement

List of fishing companies to whom notices have been issued by Shipping Development Fund Committee

STATE PUBLIC SECTOR :

- a) Andhra Pradesh Fisheries Corporation, Kakinada.
- b) Kerala Fisheries Corporation Ltd, Ernakulum.

PRIVATE SECTOR :

- a) Pron Magnate (P) Ltd., Visakhapatnam.
- b) West Coast Marine (P) Ltd.
- c) Marshall Sea Foods, Calcutta.
- d) Uni Marine (P) Ltd., Calcutta.
- e) Phoenix India Marine (P) Ltd., Visakhapatnam.
- f) Sancheti Food Products (P) Ltd., Calcutta.

Health checks at Delhi Airport

2653. SHRI CHINTAMANI PANIGRAHI : Will the Minister of TRANSPORT be pleased to state :

(a) whether there is lack of co-ordination between the Directorate of Health and the Department of Tourism in regard to checking passengers at the international arrival concourse of Delhi Airport;

(b) whether it is a fact that it has caused unnecessary delay to the passengers;

(c) if so, the steps taken to have better co-ordination between the two Departments and minimise the delay to passengers; and

(d) the policy of Government in regard to health checks at the Delhi Airport ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) to (d) The information is being collected and will be laid on the table of the Sabha.

Increase in quota of 2nd class Reservation in Saurashtra Mail from Khambhalia Station

2654. SHRIMATI PATEL RAMJIBHAI MAVANI : Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that only one train viz. Saurashtra Mail is passing through Khambhalia Railway Station in Saurashtra, Gujarat on Western Railway which goes to Bombay while other trains are going from Hapa Railway Station;

(b) if so, whether it is a fact that Hapa Railway Station is about 75 KMs from Khambhalia Railway Station;

(c) if so, whether there is a demand to increase the quota of 2nd class reservation from Khambhalia Station in Saurashtra Mail to 10 seats instead of existing 4 seats at present keeping in view of the fast development of Khambhalia due to conversion from Metre-Gauge to Broad-gauge ; and

(d) if so, the action taken to increase the same ?

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

(b) Distance between Hapa and Khambhalia stations is about 63 kms;

(c) Yes, Sir.

(d) Second class quota at Khambhalia station has since been increased to 6 berths w.e.f. 1.7.85 by 6 Up Saurashtra Mail.

Linking South Delhi Colonies with DTC night service

2655. SHRI ANOOP CHAND SHAH : Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that colonies in South Delhi like Anand Niketan, Moti Bagh, Nanakpura and Satya Niketan have been deprived of DTC night service;

(b) if so, the reasons therefor;

(c) whether Government propose to link the above-mentioned colonies by DTC night service;

(d) if so, details thereof; and

(e) whether Government propose to extend the service of 062 from Malai Mandir to Dhaula Kuan so that the above colonies are connected by DTC night service ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) & (b) The DTC has introduced only a small number of night services in the city. It has been found that there is generally a very poor patronisation of night services. These have not yet been extended to various colonies of the city including colonies in South Delhi like Anand Niketan, Moti Bagh, Nanakpura and Satya Niketan.

(c) to (e) No such proposal is under consideration of the D.T.C.

Security Arrangements at Airports

2656. PROF. RAMKRISHNA MORE :
SHRI YASHWANT RAO
GADAKH PATIL :

Will the Minister of TRANSPORT be pleased to state :

(a) whether there have been any cases of unauthorised persons hook-winking the security and walking to the

aircraft and into the restricted areas during the last one year ;

(b) if so, the number of such cases till date and the names of the airports ;

(c) the steps taken by Government to review the existing security arrangements at the various airports in the country to remove the deficiencies ; if any ; and

(d) the action taken by Government for the laxity in the security arrangements enabling intrusion in the restricted areas ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) & (b) Yes, Sir. There have been eight cases of unauthorised entry into the restricted areas during the last one year (From 1.12.84 to 30.11.85) at various airports as under :

(i) Delhi	—3
(ii) Bombay	—3
(iii) Calcutta	—2

(c) Security measures at airports are constantly reviewed. All entry points into the operational area are guarded by airport security staff, and access of employees to operational area is restricted with reference to their Photo Identity Cards/passes. at the entry gate. Airport administration has been asked to provide perimeter wall/fencing of prescribed specification. Perimeter patrolling at the international airports has been strengthened. On the job training is imparted to the Airport Police Security personnel to improve their operational efficiency.

(d) Prompt action under rules was taken against Police Officers found responsible for laxity in security arrangements.

Creation of National Safety Fund, Safety Councils and Directorates of Road Safety

2657. SHRI MANIK REDDY : Will the Minister of TRANSPORT be pleased to state :

(a) whether the Committee on Road Safety has recommended creation of National Safety Fund ;

(b) if so, the details thereof and details of operation of this fund ;

(c) whether Safety Councils and Directorates of Road Safety have also been created at the Centre and the States ; and

(d) if so, details thereof ?

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

(b) Recommendation regarding creation of Road Safety Fund has not been accepted.

(c) & (d) The Committee's recommendation for creation of elaborate administrative apparatus has not been accepted. It has been held that better safety standards can be attained by improvements in the existing systems and setting up of road safety cells at Central, State and district levels to ensure implementation. The State Governments/Union Territory Administrations have been advised accordingly.

Air Link Between Bangalore State Capitals and Historical Places

2658. SHRI SRIKANTA DATTA NARASIMHARAJA WADIYAR : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government have a proposal to provide air link between the State Capitals and places of historical importance in the respective States ;

(b) if so, the places identified in different States for this purpose ;

(c) whether State Government of Karnataka has suggested to the Central Government to provide air link between Bangalore and some historical places in that State to attract tourists ;

(d) if so, the steps taken by the

Centre to implement the suggestions given by Karnataka Government in this regard ; and

(e) the details thereof ?

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

(b) Does not arise.

(c) Yes, Sir.

(d) and (e) Vayudoot has already provided air services from Bangalore to Bellary and Mysore. Raichur and Hubli are the other stations in the State of Karnataka which proposed to be air-linked during the year 1985-86 subject to availability of infrastructure and economic viability of operations.

Monitoring Cell for Metro Railway, Calcutta

2659. SHRI AMAL DATTA : Will the Minister of TRANSPORT be pleased to state :

(a) whether any monitoring cell for metro Railway construction work at Calcutta has been constituted ;

(b) if so, the composition of the cell and to whom does it report ;

(c) whether the cell has found any slippages, if so, details of such report ;

(d) what effort, if any were made to eliminate the slippages ; and

(e) whether such efforts have failed, if so, what are the reasons ?

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

(b) The monitoring of Calcutta Metro Project is being done by the Department of Railways, where a separate Directorate for Metropolitan Transport is functioning for this purpose.

(c) Yes, Sir. There has been slippages of about 2 months in the works on Esplanade—Tollygunj section, on account of labour problems faced by the Contractors.

(d) & (e) The matter has been promptly taken up with the contractors to prevent recurrence of such delays. The monitoring has also been further strengthened.

Priorities in Indian Airlines Booking

2660. SHRI AMAL DATTA : Will the Minister of TRANSPORT be pleased to state :

(a) the rules and instructions to the Indian Airlines booking staff regarding giving priority to certain categories of people ;

(b) details in respect of all cases and routes ; and

(c) what category of priority is given to Members of Parliament and Members of Legislative Assemblies in economy and executive classes respectively ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) and (b) Booking on all Indian Airlines flights is done on first-come-first served basis. Priority over the wait-list passengers is, however, given to VIPs and cases pertaining to extreme emergency and requests received in the context of security.

(c) Requests received from the Members of Parliament are placed on top of the wait-list and confirmed seats are offered against cancellations.

SC/ST Officers in Indian Airlines and Air India

2661. SHRI ANADI CHARAN DAS : Will the Minister of TRANSPORT be pleased to state :

(a) total number of officers at higher Management level in Indian Airlines and Air India as on 30th September, 1985 ;

(b) the number of Scheduled Castes and Scheduled Tribes amongst them ; and

(c) what efforts are being made by Government to increase the representation of SC/ST employees at higher management level ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) and (b) As on 30th September, 1985 the total number of officers at higher Management level in Indian Airlines and Air India was 398 and 1295 respectively. The number of Scheduled Castes and Scheduled Tribes officers at this level was as under :-

	Scheduled Castes	Scheduled Tribes
Indian Airlines	10	1
Air India	56	8

There is no reservation for the posts at the Higher Management level. The Government, however, ensures that even here the candidates belonging to the Scheduled Caste/Scheduled Tribes are considered on the relaxed standards and are not discriminated against.

Scheduled Castes/Scheduled Tribes Air Hostesses in Indian Airlines

2662. SHRI ANADI CHARAN DAS : Will the Minister of TRANSPORT be pleased to state :

(a) the total number of Hostesses in Indian Airlines ;

(b) the number of Scheduled Castes and Scheduled Tribes amongst them ; and

(c) the reasons for shortfall if any and steps Government propose to take to increase the representation of Scheduled Castes/Scheduled Tribes Air Hostesses in Indian Airlines?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) As on 15.11.85 there are 534 Air Hostesses in Indian Airlines.

(b) The number of Air Hostesses belonging to Scheduled Castes and Scheduled Tribes is 105 and 39 respectively.

(c) There is no shortfall.

[*Translation*]

Target Fixed for Irrigation in Seventh Plan

2663. SHRI VILAS MUTTEMWAR :
SHRI MOHANBHAI PATEL :
SHRI AMARSINH RATHAWA:
PROF. CHANDRA BHANU
DEVI :
SHRI ANAND SINGH :
SHRI R.M. BHOYE :
DR. KRUPASINDHU BHOI :

Will the Minister of WATER RESOURCES be pleased to state :

(a) the target fixed for irrigation in the Seventh Five Year Plan as against the target set in the Sixth Five Year Plan, State.wise ;

(b) the extent to which the target has been achieved so far and the details thereof ; and

(c) the details of the steps being taken to achieve the targates in the Seventh Five Year Plan ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) :
(a) & (b) A statement is given below.

(c) The State Governments have been advised to provide adequate funds to on-going irrigation projects which are in an advanced stage of completion and are capable of yielding benefits in the Seventh Plan, to achieve the targets.

Statement

(’000 Ha.)

Name of the State	Target for VI Plan 1980-85	Target for VII Plan 1985-90	Anticipated Achievement during VI Plan (1980-85)
1. Andhra Pradesh	870	933	686.6
2. Assam	226	260	143.0
3. Bihar	1680	1455	1514
4. Gujarat	453	547	477
5. Haryana	298	369	290
6. Himachal Pradesh	28	20	26
7. Jammu & Kashmir	65	67	56
8. Karnataka	715	464	308.4
9. Kerala	303	280	186

1	2	3	4
10. Madhya Pradesh	1033	1080	802
11. Maharashtra	855	745	830
12. Manipur	61	39.5	49.8
13. Meghalaya	15	14.0	10.8
14. Nagaland	10	12.0	8.5
15. Orissa	660	706.0	537
16. Punjab	410	404	413
17. Rajasthan	482	570	452
18. Sikkim	8	8	5.1
19. Tamilnadu	233	133	128.4
20. Tripura	13	35	19.6
21. Uttar Pradesh	4550	4237	3934
22. West Bengal	687	470	343
Total States	13675	12848.5	11220.2
Union Territories	66	33	43
GRAND TOTAL	13741	12881.5	11263.2

[English]

New Dredger for Paradip Port

2654. SHRI CHINTAMANI JENA : Will the Minister of TRANSPORT be pleased to state :

(a) whether the maintenance dredging of the basin and approach channel of Paradip Port is being managed with a hired dredger at heavy charges ;

(b) if so, what are the annual hire charges ;

(c) whether the Chairman, Paradip Port Trust has approached Union Government to provide a new dredger to the Port ; and

(d) if so, the action taken thereon and when the new dredger is likely to be provided to the Paradip Port ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) All Maintenance of the Port is done by hiring dredgers from Dredging Corporation of India. As regards hire charges, it is stated that the same are fixed by M/s. Dredging Corporation of India keeping in view capital operating cost and return on investment made by them.

(b) Annual hire charges of dredgers deployed for maintenance dredging would be about Rupees Five crores.

(c) Yes, Sir.

(d) The project could not be included in the 7th Five Year Plan due to constraint of resources.

[Translation]

Repairs of National Highway No. 30

2665. SHRI VIJOY KUMAR YADAV : Will the Minister of TRANSPORT be pleased to state :

(a) whether National Highway No. 30 passes through Patna ;

(b) if so, whether it is a fact that the road in villages Muner, Sherpur, Daudpur, Bayapur etc. is in very bad shape and it causes difficulty in transport ; and

(c) if so, the action being taken to repair the road ?

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

(b) and (c) Villages Muner, Sherpur, Daudpur, Bayapur fall between Km. 152 and 163 of Koelwar-Danapur Section of National Highway No. 30. Road crust in this reach gets damaged due to drainage problem especially during rains. Consequent to damages by rains during 1984, an estimate for restoration and repairs amounting to Rs. 7.067 lakhs was sanctioned in March, 1985 and the repairs work is in progress. During the current year also damages to road surfaces of National Highway 30 have been reported in stretches between km. 150 and 165.2. Estimate for restoration of these damages has been received from the State P.W.D. and is under examination.

This portion of National Highway 30 is also being strengthened in stages.

[English]

Rise in Salaries of Community Health Guides

2666. SHRI INDRAJIT GUPTA : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state: (a) whether it is a fact that Community Health Guides are paid only Rs. 50/- per month and the payment is also irregular ; and

(b) if so, whether in view of the steep rise in cost of living their salaries will be increased ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) The Villages Health Guides are given Rs.

50.00 per month as honorarium. The State/UT Governments have been requested to pay the honorarium to the Village Health Guides per month through the Money Order, Crossed Cheque or Crossed Postal Order and also through the Village Panchayat/Village Health Committee.

(b) There is no proposal under consideration of the Government to increase the rate of honorarium.

Smuggling out of Antiques from India

2667. SHRI S.M. BHATTAM : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether it is a fact that a recent United Nations Scientific Cultural Organisation Report stated that more than 70,000 antiques have been smuggled out of India during the last ten years ; and

(b) whether the Antiquity and Art Treasures Act, 1972 is intended to be amended so as to plug several lacunae in order to effectively deal with the smugglers ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) The Archaeological Survey of India has no knowledge of any recent UNESCO report mentioning smuggling of 70,000 antiquities out of India during the last ten years.

(b) The matter is under consideration.

Out-turn of Ayurvedic Graduates and their Employment

2668. SHRI C. JANGA REDDY :
DR. A.K. PATEL :

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

(a) number of unemployed Ayurvedic graduates in each of the last three years and at present and the reasons of their being without proper employment ;

(b) their annual out-turn from Ayur-

vedic colleges and the steps being taken to make them more absorbable ;

(c) what are the drawbacks that an Ayurvedic graduate suffers from when compared to an Allopathic graduate, all other factors being the same ; and

(d) whether there is any proposal to lessen the drawbacks ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) As per information available, at the end of 1981, 1982 and 1983, 5962, 6721 and 6874 graduates in Ayurveda respectively were on the live Registers of the Employment Exchanges in India.

(b) As per information available, the out-turn of graduates from Ayurvedic colleges every year is approximately 2000 per annum. The professionally qualified graduates have several avenues open to them including private practice, service in Governmental and non-Governmental organisations etc.

(c) and (d) Each system of medicine has its own merits and demerits. Employments of personnel and service condition in the public sector are based on various criteria and recommendations of Pay Commissions etc., who keep in view all the relevant factors in determining pay scales and service conditions.

Use and Experiment of Anti-Malaria Vaccines Developed by American Scientists

2669. SHRI SRIBALLAV PANIGRAHI : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government's attention has been drawn to the 'Times of India' dated 27 October, 1985 that it has been decided to import an anti-Malaria Vaccine developed by an American Scientist ; and

(b) if so, the details regarding its use and experiments, if any, made by Indian scientists ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) and (b) The Government have seen the subject news item. According to the information available, some scientists of the New York University Medical Centre have developed malaria vaccine against the Sporozoite stage of the malaria parasite: Its clinical trials on human being are understood to be carried out in three phases. Phase I trials are contemplated by the end of early 1986. Since the vaccine is still not ready for clinical use, the question of its import does not arise.

Howrah Bridge

2670. DR. B.L. SHAILESH : Will the Minister of TRANSPORT be pleased to state :

(a) whether his attention has been drawn to the news item captioned 'Howrah bridge is falling down...' appearing in the Hindustan Times, New Delhi dated 9th November, 1985 ; and

(b) if so, what timely steps Government propose to take to save this monumental bridge from dying ?

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

(b) M/s. Rail India Technical and Economic Services, New Delhi (RITES) in association with Central Road Research Institute, Consulting Engineers Limited and the original designer of the Bridge have been appointed to examine the stability of the structures and suggest necessary measures.

Increase in Goods Loading

2671. PROF. NARAIN CHAND PARASHAR : Will the Minister of TRANSPORT be pleased to state :

(a) whether there has been any increase in the goods loading by the Railways during the first half of current financial year (1985-86) as compared to the corresponding figures for the same period last year ;

(b) if so, the nature and content of increase in each zone ; and

(c) if not, the reasons therefor and the steps taken by the Railway Board and the Zonal Railways to show better performance ?

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

(b) The loading is more as compared to the corresponding period last year in almost all the sectors. Zone-wise loading position of revenue earning traffic is given below :

(In million tonnes)

Railway	APRIL TO SEPTEMBER	
	1984-85	1985-86
Central Railway	11.39	11.64
Eastern Railway	23.49	25.43
Northern Railway	8.55	10.11
North Eastern Railway	1.23	1.32
Northeast Frontier Railway	1.64	2.17
Southern Railway	6.26	6.52
South Central Railway	10.96	12.42
South Eastern Railway	37.36	39.75
Western Railway	10.21	10.60
Total	111.09	119.96

(c) Does not arise.

National Railway Users' Committees

2672. PROF. NARAIN CHAND PARASHAR : Will the Minister of TRANSPORT be pleased to state :

(a) whether the constitution of the National Railway Users' Committee, the nine Zonal Railway Users' Committees and the Corresponding Users' Committees for the Divisions under each Zone has since been completed ;

(b) if so, the names of the members of the Committees in respect of National Railway Users' Committee and the Northern Railway Users' Committee and the Divisional Users' Committees for Ferozpur and Delhi Divisions ; and

(c) if not, the names of such committees among them as have been constituted, the likely dates by which the remaining committees would be constituted and the reasons for delay in their constitution ?

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

(b) Does not arise.

(c) The Divisional/Zonal Railway Users' Consultative Committees are in the process of reconstitution from 1-1-1986.

Kendriya Sanskrit Vidyapeeths during Seventh Plan

2673. PROF. NARAIN CHAND PARASHAR : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Government have decided to open a number of Kendriya Sanskrit Vidyapeeths in the seventh five year plan for the promotion of sanskrit language and literature as also to provide coordination in the various Sanskrit Pathshalas and Schools in the concerned State regions ;

(b) if so, the names of the states in which such Vidyapeeths would be opened during the plan and the names of those functioning in the country at present, State-wise ; and

(c) whether any of the Vidyapeeths will be opened during the first year of the plan (1985-86) and the details thereof ?

THE MINISTER OF STATE IN THE DEPARTMENT OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) Yes Sir, while some of the Pathshalas are affiliated for examination purposes to the Rashtriya Sanskrit Sansthan, an autonomous organisation functioning under this Ministry, the general coordination of their work is the concern of State Governments.

(b) The Seventh Five Year Plan includes a proposal for establishing five Kendriya Sanskrit Vidyapeeths. The exact location of these Vidyapeeths will be decided upon in due course. At present seven Kendriya Sanskrit Vidyapeeths located in Tirupati (Andhra Pradesh) Puri (Orissa) Guruvayoor (Kerala) Jaipur (Rajasthan) Allahabad (Uttar Pradesh) Jammu (Jammu and Kashmir) and in Delhi are functioning under the Rashtriya Sanskrit Sansthan.

(c) The establishment of a Kendriya Sanskrit Vidyapeeth at Lucknow during 1985-86 has been approved. The Vidyapeeth is likely to start functioning from the academic session 1986-87.

Traditional Sports of Orissa

2674. SHRI SOMNATH RATH : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) Whether the Sports Authority of India has collected any data of traditional sports from Orissa, if so, what are the traditional sports from Orissa, if so, what are the traditional sports identified ;

(b) whether the Sports Authority of Orissa has submitted any report in this connection to the Government of India or Sports Authority of India ; and

(c) if so, the details thereof ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS AND SPORTS AND WOMEN'S WELFARE (SHRIMATI MARGARET ALVA) : (a) The Sports Authority of India addressed sometime back the State Government of Orissa with a view to obtaining infor-

mation from it regarding traditional sports in Orissa. No response has been received by the Sports Authority of India from the State Government.

(b) No such report has been received either by the Government or the Sports Authority of India.

(c) Does not arise.

Collaboration Scheme Proposed by American Association of Physicians from India

2675. SHRIMATI BIBHA GHOSH GOSWAMI : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government have approved a collaboration scheme proposed by the American Association of Physicians from India ; and

(b) if so, the salient features thereof ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) and (b) Representatives of the American Indian Medical Association (AIMA) had intimated that they would like to offer the services of doctors of Indian origin who are on home leave to visit Medical Colleges and other Institutions for giving lectures, holding seminars, and symposia and demonstrating their skills. The Medical Council of India has been designated as the nodal point for implementing the programme. For the year 1985, it has been decided that the scheme will be taken up for implementation in the following specialities and Institutions :—

- | | |
|---|---|
| 1. Urology | SMS Medical College, Jaipur. |
| 2. Cardiology & Cardio-thoracic Surgery | (i) G.S. Medical College and
(ii) K.E.M. Hospital, Bombay. |
| 3. Neurology & Neuro-Surgery | Appollo Hospital, Madras. |

4. Gastro-entology G.B. Pant Hospital,
New Delhi.

Family Planning Corporation

2676. PROF. K.V. THOMAS : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether there is any proposal to establish a Family planning Corporation ; and

(b) if so, the details thereof ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) & (b) No such proposal is under consideration.

Formation of dam safety inspectorate

2677. PROF. K.V. THOMAS : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether there is any complaint regarding safety of the dams in the country ;

(b) if so, the steps taken to examine the safety of dams ;

(c) whether suitable legislations will be made in this direction ; and

(d) whether an independent body like 'Dam Safety Inspector' will be formed?

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

(a) to (d) There have been suggestions and complaints about dam safety from various quarters. As water is a State subject, most of the reservoirs and dams are owned, operated and maintained by the State Governments and, therefore, the matter has to be discussed with the States to prepare the ground for further action. However, realising the importance of dam safety, Government of India have constituted a Dam Safety Organisation in the Central Water Commission for assisting the State Governments to locate cases of potential trouble and to recommend remedial measures.

Construction of new airports

2678. SHRI SRIKANTA DATTA NARASIMHARAJA WADIYAR : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government have a proposal to construct new airports in the country ;

(b) if so, the places indentified for the location of new airports in the state of Karnataka ;

(c) the time by which the proposal is expected to be implemented ;

(d) the other places identified in the country set up new airports ; and

(e) the details thereof?

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

(b) The Central Government has no plan for construction of any new airport in the State of Karnataka. Construction of an airport at Hubli has, however, been taken up by the Government of Karnataka.

(c) Schedule of completion of Hubli airport has not been intimated by the State Government.

(d) Calicut, Shimla, Gangtok, Itanagar, Salem and Tuticorin.

(e) (i) At Calicut—construction work is in progress ;

(ii) At Shimla—site development work is being done ; and

(iii) At other airports—sites have yet to be finalised/developed.

Technical education and research centres

2679. SHRI SRIKANTA DATTA NARASIMHARAJA WADIYAR : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Government have any proposal to establish more technical education and research centres in the country during Seventh Plan period;

(b) if so, whether the proposed institutions will have some advanced technology by way of involving outside experts;

(c) if these institutions are distributed regionally, the number of such centres and the places identified in the state of Karnataka for this purpose; and

(d) the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a), (b), (c) & (d) New technical institutions are set up under the State Plans. Some of the States have submitted proposals of new technical institutions for the approval of All India Council for Technical Education whereas no proposal has been received from the State Government of Karnataka for the establishment of technical institutions under their Seventh Plan.

All proposals for expansion of facilities in the field of technical education which are based on well-established and well-defined needs particularly in areas of weakness and emerging technologies are duly entertained and considered by the All India Council for Technical Education for approval. While approving the new technical institutions, the All India Council for Technical Education tries to remove the regional imbalances to the extent possible as a matter of deliberate policy.

Flood control outlay scheme

2680. SHRI V. SOBHANADREESWARA RAO :
SHRI SUBHASH YADAV :
SHRI M. RAGHUMA REDDY :
SHRI MANIK REDDY :

Will the Minister of WATER RESOURCES be pleased to state :

(a) whether flood control outlay schemes for the Seventh Plan period have since been finalised;

(b) number of agencies which are likely to be set up by the Government for this purpose; and

(c) financial implication thereof?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) to (c) The outlay for flood control for the Seventh Plan period have since been finalised as Rs. 947.39 crores and no new agency is likely to be set up by the Government for this purpose.

Derailment of Delhi bound G.T. Express near Bhopal

2681. SHRI SUBHASH YADAV :
SHRI DHARAMPAL SINGH MALIK :

Will the Minister of TRANSPORT be pleased to state :

(a) whether nine coaches of Delhi bound G.T. Express derailed on the 28th October, 1985 near Bhopal;

(b) if so, the estimated loss of lives and property;

(c) the causes of the accident;

(d) whether any inquiry into the causes has since been conducted; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Yes, Sir. The derailment took place on 27.10.1985 and not on 28.10.1985.

(b) There was no loss of life. Damage to Railway property is estimated at Rs. 10,60,000/- approximately.

(c) Tampering with track.

(d) and (e) A Departmental Enquiry was conducted in this case and the cause of the accident has been determined as removal of fish plates by unknown person (s).

Death of MIC victims

2682. SHRI SUBHASH YADAV :
SHRI DHARAM PAL SINGH
MALIK :

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 the Hindustan Times dated 5th October, 1985 wherein it has been stated that one MIC victim was dying almost every alternate day in Bhopal;

(b) if so, the details thereof; and

(c) what new steps are being taken by Government to save the lives of the MIC victims?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) & (b) The Government are aware of the news report. The Government of Madhya Pradesh have informed that there have been deaths of persons having history of gas exposure.

(c) Government continue to provide all possible help to the State Government from within the country and as received from foreign countries in the shape of equipments medicines and stores.

The details of specific medical aid provided to gas-affected population are as under :—

1. One 30 bedded hospital near Union Carbide factory with X-ray machine, Laboratory and Blood Analysor facilities.
2. Four Special Clinics with X-ray machine laboratory facilities.
3. Six dispensaries with all facilities working round the clock.
4. Special clinics for affected persons in Medical College Hospital, Maternity Hospital and J.P. Hospital.

5. One 20 bedded Eye Hospital with the cooperation of Royal Commonwealth Society for prevention of Blindness.

The Indian Council of Medical Research has initiated 20 research projects for long term follow-up of population exposed to gas.

New treatment for heart attack cases

2683. SHRI SUBHASH YADAV :
SHRI M. RAGHUMA REDDY:
SHRI DHARAM PAL SINGH
MALIK :

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

(a) whether a new treatment for heart attack cases by dissolving the clot in the arteries was discussed in detail at a week long national workshop held in New Delhi during the third week of September, 1985; and

(b) if so, the outcome thereof?

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

(b) Thrombolytic therapy (clot dissolving treatment, marks a significant advance in the treatment of acute heart attack since the advent of coronary care units in early sixties when the mortality rate (in hospital death rate) was reduced to some extent. There is evidence that with this new treatment the death rate can be reduced from 25—30% to about 80%. More studies with coronary angiography before and after the Thrombolytic therapy and late follow-up are indicated.

[Translation]

Financial assistance for family planning in Gujarat

2684. SHRI C.D. GAMIT : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) the family planning target set for Gujarat in the Sixth Five Year Plan, the extent to which this target has been achieved and the percentage thereof to the total target; and

(b) the amount asked for by Gujarat Government from Central Government for this purpose and the amount actually provided by Central Government?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) A statement giving year-wise targets, achievements and percentage achievement during the Sixth Five Year Plan in respect of Gujarat State is given below :

(b) The amounts asked for by Gujarat State and the amounts released, year-wise, during the Sixth Five Year Plan are as under :—

(Rs. in lakhs)		
Year	Amount asked for by State Government	Amount released
1980-81	1062.65	743.45
1981-82	1096.50	1152.61
1982-83	2290.50	1676.37
1983-84	2633.45	1951.72
1984-85	2866.44	2209.47

Statement

Targets, Achievements and percentage achievement of targets during the SIXTH FIVE YEAR PLAN (1980-81 to 1984-85) in GUJARAT State

Years	Sterilisations					I.U.D. Inseptions					C.C. Users					O.P. Users		
	Targets	Achievements	% Achvt. of Targets	Targets	Achievements	% Achvt. of Targets	Targets	Achievements	% Achvt. of Targets	Targets	Achievements	% Achvt. of Targets	Targets	Achievements	% Achvt. of Targets	Targets	Achievements	% Achvt. of Targets
1	2	3	4	5	6	7	8	9	10	11	12	13						
1981	162,300	200,594	123.6	47,300	40,942	86.6	253,900	168,776	66.5	21,300	15,365	72.1						
1982	162,300	237,405	146.3	47,300	45,647	96.5	253,900	164,988	65.0	21,300	16,030	75.3						
1983	260,000	241,519	92.9	88,000	63,127	71.7	280,000	206,022	73.6	22,000	20,383	92.7						
1984	284,000	235,535	83.0	200,000	111,574	55.8	472,000	284,671	60.3	74,000	38,130	51.5						
1985	300,000	256,516	85.5	250,000	214,161	85.7	472,000	437,865	62.8	74,000	61,502	83.1						

[English]

Railway Division at Sambalpur

2685. SHRI NITYANAND MISHRA : Will the Minister of TRANSPORT be pleased to state :

(a) when was the foundation laid for the establishment of Railway Division at Sambalpur in Orissa;

(b) the steps taken thereafter for the establishment of the said Railway Division; and

(c) the details thereof ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) The foundation for establishment of Sambalpur Railway Division in Orissa was laid on 14.9.1984.

(b) & (c) The work of setting up of the Divisional Office at Sambalpur has been sanctioned as an "out-of turn" work during 1985-86 at an approximate cost of Rs. 4.50 crores with an outlay of Rs. 5 lakhs during the current year. The jurisdiction of the Division has been decided and the requisition to State Government of Orissa for acquisition of land is under process.

Upper Indravati Multipurpose Project

2686. SHRI NITYANAND MISHRA: Will the Minister of WATER RESOURCES be pleased to state :

(a) whether the entire work of Upper Indravati Multipurpose project is expected to be completed by the end of the Seventh Plan;

(b) whether the execution of the above project has already been delayed;

(c) if so, the main factors responsible therefor; and

(d) the steps taken to expedite the execution of the above project ?

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

(a) to (d) The Upper Indravati Project

work will spillover into the VIII Five Year Plan. The main factors responsible for the delay are inadequacy of funds provided by the State Government in the Annual Plans, delays in acquisition of land, shortage of cement, steel, skilled labour etc. The power component of the project has been accepted for IDA credit and IBRD loan assistance aggregating to US \$326.4 millions. Assistance is also being rendered to the State Government in the procurement of scarce materials—cement and structural steel.

Talchar-Sambalpur Rail Line

2687. SHRI NITYANAND MISHRA : Will the Minister of TRANSPORT be pleased to state :

(a) the amount spent on the construction of Talchar-Sambalpur rail line so far;

(b) the amount allocated in 1985-86 for the construction of the above line; and

(c) the progress made in the construction of that line ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Rs. 3.11 crores approx. upto October, 1985.

(b) Rs. 3 crores.

(c) 2%.

Development of inland water Transport in Orissa

2688. SHRI NITYANAND MISHRA : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government have taken steps for the development of inland water transport under central schemes/centrally sponsored schemes;

(b) if so, the specific steps taken in this regard in Orissa so far;

(c) the Central assistance given to the Indian Water Transport Directorate during the last three years; and

(d) the details thereof ?

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

(b) to (d) A scheme for construction of lock at Mundali weir across the river Mahanadi, was sanctioned on 17.3.71, as a Centrally sponsored scheme. The entire loan assistance of Rs. 50.18 lakhs was released to the State Government before March, 1979. No Central assistance was, however, given to the State Government during the last three years.

Extension of Mahanagri/Ganga-Kaveri
Express to Patna

2689. SHRI C.P. THAKUR : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government propose to extend Mahanagri Express or Ganga-Kaveri Express upto Patna as people of Patna do not have any suitable rail link to South; and

(b) if so, when this rail link would be provided ?

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

(b) Does not arise.

Streamlining of Reservation Office in
Andhra Pradesh

2690. SHRI T. BALA GOUD : Will the Minister of TRANSPORT be pleased to state :

(a) measures being taken to simplify and reduce delays at Railway Reservation Offices; and

(b) whether any monitoring of the administration of stations and reservation facilities is being done directly by Rail Bhawan ?

THE MINISTER OF STATE IN THE
DEPARTMENT OF RAILWAYS (SHRI
MADHAVRAO SCINDIA) : (a) The

following measures have been taken to bring about simplification and reduce delays at Reservation offices:—

- (i) reduction in the period of advance reservations from 120 days to 90 days;
 - (ii) imposing suitable limits on the waiting lists;
 - (iii) introduction of extended working hours;
 - (iv) opening of city booking-cum-reservation offices in interior parts of major cities;
 - (v) progressive employment of electronic aids and gadgets;
 - (vi) A new Reservation Complex has been opened in Secunderabad from 17.10.1985 with a facility for issue of token numbers. Passengers seeking reservations submit their requisition forms at earmarked counters where they are handed over the perforated portion of the requisition with indication of the token number and counter at which they would be served. The token number are flashed in turn at the concerned counters through digital display. During the intervening period, the customers are free to attend to other business or be seated in chairs provided; and
 - (vii) computerisation of reservation work in Delhi to begin with and to be extended to other metropolitan cities in phases, etc.
- (b) No, Sir.

New trains from Orissa to Secunderabad

2691. SHRI SOMNATH RATH : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government are aware of the need to introduce a new train to supplement the Konark Express, which runs from Orissa to Secunderabad;

(b) the steps being taken to meet the traffic requirements in the above sector; and

(c) the details of any new trains being planned which will touch Orissa ?

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

(b) The present traffic requirements are adequately being met by the existing services.

(c) Does not arise.

Development of Paradip Port

2692. SHRI SOMNATH RATH :
SHRIMATI JAYANTI PAT-
NAIK :

Will the Minister of TRANSPORT be pleased to state the details of the schemes proposed to be implemented during the Seventh Plan for development of Paradip Port ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : A statement showing the schemes proposed to be implemented during the Seventh Plan for Development of Paradip Port is given below.

Statement

Paradip Port-Schemes in the Seventh Plan

NAME OF SCHEMES

A. CONTINUING SCHEMES

1. Construction of 3rd General Cargo Berth.
2. Construction of Fertilizer Berth.
3. Construction of CISF Complex.
4. Workshop Machineries and Buildings.
5. Hospital Facilities.
6. Seawall.

7. Replacement of Bucket Wheel reclaimer.
8. Central Store Godown.
9. Open Stacking Yard.
10. Fire-fighting equipment.

B. NEW SCHEMES .

B. (i): Replacement :

1. Replacement of Cargo Handling Equipments.
2. Replacement of Floating Crafts.
3. Stand by-passing arrangements—Construction of Island Breakwater & Sand Trap dredging.

B. (ii) Modernisation :

1. Improvement & Modification to Iron Ore Berth.
2. Development of Sewerage disposal & Drainage system.
3. Expansion of Water treatment plant—Construction of overhead tank and ancillary works.
4. Opening of Creek system within Port area for effective drainage and flood control.
5. Electrical Installation inside Port area.

B. (iii) : Additions :

1. Construction of Port Operation Building inside dock area.
2. Open stacking yards.
3. A provision of essential amenities for Cargo handling workers.
4. Construction of Central Stores Godown.
5. Construction of Residential Quarters for Port Employees—A, B, C & D.
6. Construction of Roads, Culverts—1 Bridge.
7. Providing essential facilities for Cargo Handling & Dock Workers in the residential area.

8. Reclamation of 100 area of land for development works.
9. Providing civic amenities in the Port township for port workers and trade.
10. Providing health & education centres inside the housing complex for port employees.
11. Fire Service Station and Equipment.
12. Coal Handling facilities.

Family Welfare Insurance Policy

2693. SHRI SOMNATH RATH :
SHRIMATI JAYANTI PAT-
NAIK :
SHRI MURLIDHAR MANE :

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

(a) whether Government have a proposal to issue free 'Family Welfare Insurance Policy' to the newly wedded couples in the country;

(b) if so, the time by which this programme will start functioning in the country;

(c) whether Government will extend this facility to the couples in the interior parts of the States; and

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

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) to (d) No proposal to introduce Family Welfare Insurance Scheme has been finalised by the Government.

[Translation]

Irregularities Committed by Railway Service Commissions

2694. SHRI SHANTI DHARIWAL : Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that the complaints regarding the irregularities being committed by the Railway Service Commissions during the course of selections for filling Class III posts in Railway Department are increasing;

(b) if so, whether Government have taken any action thereon so far;

(c) if so, the details regarding the action taken by Government on the complaints received by them; and

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

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) to (d) It cannot be said that complaints regarding irregularities being committed by the Railway Service Commissions (now known as Railway Recruitment Boards) during the course of selection are on the increase. The functioning of the Railway Recruitment Boards (RRBs) are constantly under administrative scrutiny. Procedural irregularities, if any, found, are set right. Railway Recruitment Boards have also been told to go in for computerisation of the recruitment process in a phased manner. Irregularities having a vigilance angle are investigated and appropriate action taken against any one found guilty.

Renewal of rail track in Rajasthan

2695. SHRI SHANTI DHARIWAL : Will the Minister of TRANSPORT be pleased to state ;

(a) whether five railway zones are functioning in Rajasthan at present;

(b) whether there is need for renewal of most of the railway track under these five zones for the last many years;

(c) whether it is a fact that if it is not done in the near future any untoward incident can take place ;

(d) if so, the zone-wise details regarding the renewal of the railway lines

presently being carried under the above mentioned zones ; and

(e) if not the reasons therefor ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) No Sir. Only three zones i.e., Western, Central and Northern Railways, pass through Rajasthan.

(b) out of a total of 5981 kms of track in Rajasthan, approximately 1103 km of track is due renewal;

(c) No Sir. Track is kept in safe condition and no untoward incident is expected;

(d) and (e) Track renewal is a continuous process. In 1985-86, following track renewal is targeted for completion in Rajasthan :

Western Railway	303 km
Northern Railway	125 km

Total:	428 km

Claims Paid by Railway Department

2696. SHRI VIRDHI CHANDER JAIN : Will the Minister of TRANSPORT be pleased to state :

(a) the amount of payment made against the claims pertaining to Railway Department during the last three years, with year-wise break-up ;

(b) the cause responsible for the payment of claims ;

(c) whether the Department has conducted any detailed enquiry in this regard ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) The amount of payment made against claims for compensation by the Railways during the last three years was :-

1982-83 — Rs. 2,192.63 lakhs

1983-84 — Rs. 3,053.02 lakhs

1984-85 — Rs. 3,302.80 lakhs

(b) Claims for compensation arise on account of loss of consignments, theft, pilferage, breakage, damage by wet and delay in transit etc.

(c) Normally, detailed enquiries are made before the claim cases are settled.

[English]

Vayudoot Service for Jaisalmer

2697. SHRI VIRDHI CHANDER JAIN : Will the Minister of TRANSPORT be pleased to state :

(a) whether Jaisalmer (Rajasthan) which is an important place from the tourism point of view, has not been linked by Vayudoot service ; and

(b) the date by which Vayudoot service is likely to start operating from Jaisalmer.

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) and (b) Vayudoot have provided an airlink to Jaisalmer on three days a week on the route Delhi—Jaipur—Jodhpur—Jaisalmer with effect from 2.10.1985.

Loss of Life and Property due to Flood in Bihar

2698. SHRI VIJOY KUMAR YADAV : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether it is a fact that more than half a dozen districts and thousands of villages of North Bihar were affected by devastating floods this year ;

(b) if so, the details thereof ;

(c) the number of persons killed and loss of property suffered due to these floods ; and

(d) the action taken and proposed to

be taken by Government for permanent solution to this menace ?

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

(a) to (c) According to the State Government 16 districts covering 3751 villages in the North Bihar were affected by heavy rains/floods this year. The details of the number of persons killed and loss of property reported are as under :

- (i) No. of persons killed : 29
- (ii) Population affected : 40.86 lakhs.
- (iii) Cropped area affected : 3,645 lakhs ha.
- (iv) Value of crop affected : Rs. 2880.07 lakhs.
- (v) No. of houses damaged : 53093
- (vi) Value of houses damaged : Rs. 273.07 lakhs.
- (vii) Loss of public utilities : Rs. 120.73 lakhs.

(d) The State Government would continue to take short term measures by construction of embankments, drainage channels, bank protection measures etc. Central Water Commission has also established a network of flood forecasting stations in the area to issue advance warnings to mitigate the loss of human lives, cattle as well as movable properties.

Disparity in Payment of Provision Allowance to Floating Staff of I.W.T. Directorate

2699. SHRI VIJOY KUMAR YADAV : Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that the floating staff of Inland Water Transport Directorate have been getting Provision Allowance at the rate of Rs. 3/- per day since last 10 years ;

(b) whether floating staff working on

vessels under the Fisheries Organisation are getting Messing Allowance at the rate of Rs. 10/- per day effective from May, 1982 ; and

(c) if so, whether Government propose to enhance the rate of Provision Allowance of the floating staff of the I.W.T. Directorate to Rs. 10/- per day as admissible to the floating staff of the Fisheries organisation ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : The floating staff of the Inland Water Transport Directorate is getting provision allowance at the rate of Rs. 3/- per day from March, 1983 onwards.

(b) Yes, Sir.

(c) The question of increasing the rate of Rs. 3/- per day of Provision Allowance being paid to floating Staff of the IWT Directorate, is under consideration.

Flood/Water Management for Drought Prone Areas

2700. SHRI VIJAY N. PATIL : Will the Minister of WATER RESOURCES be pleased to state :

(a) the policy towards operational procedure for flood management and water management for drought prone areas ;

(b) the policy of Government towards the development of river basins since most rivers flow through more than one State ; and

(c) the steps taken by Government for modernisation of existing irrigation water distribution system and for a systematic switch over to new technologies ?

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

(a) The Policy for flood management includes structural measures like construction of reservoirs, flood embankment and drainage channels and non-structural measures like flood forecasting and warning and flood plain zoning.

The policy for drought management

provides inter-alia, for planning of irrigation projects with relaxation of normal criteria in regard to techno-economic viability.

(b) The policy of the Government envisages sharing of waters of inter-State rivers by negotiations amongst the concerned States, with assistance from the Centre wherever necessary and adjudication for resolving disputes which cannot be settled by negotiations.

(c) The State Governments have been advised to take up modernisation of old irrigation systems for efficient use of available resources. Further, a programme to improve performance of existing irrigation projects through introduction of better operation of the distribution system so as to ensure equity in water availability to all farmers of the command area is also under consideration.

Electric trains to cover Delhi/New Delhi and Surrounding Colonies

2701. SHRI VIJAY N. PATIL : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government have a proposal to start electric trains in order to cover short distances in Delhi/New Delhi and surrounding colonies, like electric suburban trains in Bombay, Calcutta and Madras ; and

(b) if so, the time frame within which such trains will start running ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) No such proposal is under consideration.

(b) Does not arise.

Setting up of New Divisions/Zones in the Country

2702. PROF. NARAIN CHAND PARASHAR : Will the Minister of TRANSPORT be pleased to state :

(a) whether the Railway Reforms Committee has recommended for crea-

tion of new Divisions/Zones for better administration, maintenance and operation ;

(b) whether any of the new Divisions/Zones have since been created by the Railways Department alongwith the dates from they have come into being ; and

(c) if not, whether new Zones/Divisions would be created during the current financial year ?

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

(b) No, Sir.

(c) No, Sir.

[*Translation*]

Stoppage of Express Trains at Majhangarh in North-Eastern Railway

2703. SHRI KALI PRASAD PANDEY : Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that on the loop line under North Eastern Railway passing through Chhapra-Khaira-Hurbhua-Thave there is a place near Gorakhpur called Majhangarh which is a block headquarter and a commercial town ;

(b) if so, whether it is also a fact that the residents of that place have for long been demanding stoppage of Express trains passing through the place ; and

(c) whether Government propose to provide a stoppage of Express trains at Majhangarh soon ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Majhangarh is a block headquarter but not a commercial town.

(b) No, Sir.

(c) No, Sir.

[English]

Closing Down of S.D.F.C.

2704. SHRI B.V. DESAI : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government had initially decided to close down the Shipping Development Fund Committee ;

(b) whether Government have since revised this decision ; and

(c) if so, the reasons therefor ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) No such decision has been taken as yet.

(b) & (c) Do not arise.

Expansion of Railway Workshop at Hubli

2705. SHRI V. S. KRISHNA IYER : Will the Minister of TRANSPORT be pleased to state :

(a) whether there is any proposal before the railways to expand the Railway Workshop at Hubli ; and

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

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Hubli Workshop caters to the need of periodical overhaul of MG Locomotives, Carriages and Wagons of the South-Central Railway. The existing facilities being adequate to deal with the workload, there is no proposal for expansion of the workshop at present.

(b) Does not arise.

Manufacturing of Bogies

2706. SHRI V.S. KRISHNAIYER : Will the Minister of TRANSPORT be pleased to state :

(a) what was the requirement of Railway bogies in the country during 1984-85 ;

(b) how many bogies were manufactured during that period ;

(c) is there any proposal to import modern designed bogies during 1985-86 and if so, the number ; and

(d) what action has been taken to manufacture more bogies in the country ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) A requirement of 1229 coaches and 174 EMUs was projected.

(b) The total production of coaches including EMUs, coaches for export and Metro was 1308.

(c) A tender to import 60 coaches of new design has been floated during November '85. However the import is not likely to materialise in 1985-86.

(d) A new coach factory is being set up at Kapurthala in Punjab to manufacture 1000 coaches/year and capacity of Integral Coach Factory is being expanded to 1000 coaches per year.

Proposal to Reduce Central Capital Contribution to State Road Transport Corporation

2707. SHRI V.S. KRISHNA IYER : Will the Minister of TRANSPORT be pleased to state :

(a) whether there is any proposal to reduce Central Capital contribution to the State Road Transport Corporation; and

(b) if so, whether it will not affect the State Road Transport Corporations ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) & (b) Yes, Sir. However, no final view has been taken in this regard.

**Major and Medium Irrigation Projects
of Andhra Pradesh**

(b) if so, the reasons for long pendency in each such case ?

2708. SHRI S.M. BHATTAM : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether many major and medium projects of Andhra Pradesh have not been cleared as yet ; and

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) :
(a) and (b) The details of Project Reports received from Andhra Pradesh Government in Central Water Commission for techno-economic clearance and acceptance of the Planning are as under :-

S. No.	Name of the Project	Date of Receipt in Central Water Commission	Reasons for pendency
A. MAJOR SCHEMES			
1.	Singur Project	25.10.77	Techno-economically cleared. Under consideration of the planning Commission.
2.	Telugu Ganga	5.12.83	Techno-economic viability yet to be established. Inter-state aspects are to be resolved. Clearance from environmental aspects and clearance to forest area to be obtained by the State Government,
3.	Srisaillam Left Bank Canal	16.2.85	Comments of Central Water Commission sent to State during 4/85 to 10/85. State Government is to send the replies.
4.	Polavaram Project	12.4.83 (Dam and Left Canal Report) 11.3.85 (Right Canal Report)	State Government is to send replies to the comments of Central Water Commission.
5.	Somasila	19.8.85	Recently received and under examination in Central Water Commission.
6.	Modernisation of Krishna Delta system	29.4.83	State Government is to send replies to the comments of Central Water Commission.

1	2	3	4
7.	Modernisation of Godavari Delta System	Oct. 1985	Modified report received as per Central Water Commission comments under examination.
8.	Yeleru	9.5.80	State Government is to send replies to Central Water Commission comments.
9.	Jurala	10.9.80	Replies to comments of Central Water Commission received during 3/85 to 10/85 are under examination in Central Water Commission.
10.	Pulichintala	14.10.85	Recently received and taken up for examination.
11.	Vamsedhara Stage-II	16.5.83	State Government is to send the replies to comments of Central Water Commission. They have also to sort out inter-state aspects with Orissa Government.

B. MEDIUM PROJECTS

1.	Kaulasnala	3.9.83	State Government is required to sort out inter state aspects with Maharashtra and Karnataka.
2.	Peddavagu	15.5.83	State Government is to send replies to comments of Central Water Commission.
3.	Chelmela Vagu	29.5.85	State Government is to send the replies to the Central Water Commission.
4.	Buggavarka	28.12.83	State Government is to send the replies to the comments of Central Water Commission. They have also to obtain forest clearance.

Cases of Acute Renal Failure in Central Government Hospitals in Delhi and Availability of Dialysis Facilities

2709. SHRI MOOL CHAND DAGA : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) how many cases of acute renal failure have been detected in the major Central hospitals in Delhi ;

(b) how many of these cases are due to septic abortion and diarrhoea and dehydration ;

(c) how many of these hospitals have dialysis Units with trained staff ;

(d) out of these cases of acute renal failure how many are able to get dialysis facilities ; and

(e) what is the mortality rate of those cases which get dialysis and which do not ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) 92 cases of acute renal failure have been detected in the major Central Government Hospitals in Delhi viz. Dr. R.M.L. Hospital, Safdarjang Hospital, Lady Hardinge Medical College & Associated Hospitals.

(b) 10 cases only.

(c) Dr. R.M.L. Hospital and Safdarjang Hospital have dialysis Units with trained staff.

(d) Dialysis facility is available to all referred patients where it is indicated subject to their general condition and feasibility.

(e) There is no data available of the cases treated by various units and not referred for dialysis or where dialysis was not considered necessary in Dr. R.M.L. Hospital. However, out of 27 patients in whom dialysis was done, 18 improved. 9 out of 16 patients who were suffering from acute or Chronic renal failure died subsequently. In Safdarjang Hospital the mortality rate of cases in the dialysis unit who underwent dialysis is 5.4% and mortality rate of

those cases who did not undergo dialysis does not arise as all the cases were given dialysis.

Construction of Roads by Private Sector

2710. SHRI BHOLANATH SEN : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government have drawn up project for construction of roads by private sector builders ; and

(b) if so, the details thereof ?

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

(b) The following types of schemes have been considered suitable for private sector financing:

- (i) Selected bypasses around big cities.
- (ii) New facilities such as Expressways.
- (iii) New Bridges.
- (iv) Four-laning of two-lane sections with two fast lanes with toll fee and two slow lanes without toll fee.

In selecting such schemes, the following criteria will have to be fulfilled :-

- (i) The new facility should not result in a monopoly and hence there should be an alternative facility available to the general public.
- (ii) The source of funds for the private entrepreneurs should be from their own resources and open market borrowings.
- (iii) The entrepreneur will be allowed to fix the tariffs according to his commercial judgement subject to the interests of the users being protected through the existence of a toll-fee facility.

Steps for Improvement and Expansion Nursing Training

2711. DR. PHULRENU GUHA : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government have taken steps for improvement and expansion of nursing training in the country ;

(b) if so, the details thereof ; and

(c) the progress made during the Sixth plan period ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a), (b) & (c) The Government have consistently been taking action over the years for improvement and expansion of Nursing Training in the country. During the Sixth Five Year Plan period, the number of General Nursing and Midwifery Schools have increased from 286 to 326. Approximately 4000 additional nurses were trained during that period as per available information. Permission have been granted to certain voluntary/private organisation to increase seats of Nursing Education. Several autonomous bodies like P.G.I., Chandigarh, All India Institute of Medical Sciences, New Delhi, NIMHANS, Bangalore, Central Institute of Psychiatry, Ranchi etc. have also taken steps for improving the training facilities.

Utilisation of Water for Agriculture in Sikkim

2712. DR. G. VIJAYA RAMA RAO : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether despite beautiful gift of water in Sikkim, this is not being fully harnessed and used for agriculture ;

(b) if so, whether any survey has been made on availability and utilisation ;

(c) whether any Plan will be made for full utilisation over a phased period for the Seventh Plan ; and

(d) if so, details thereof ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) Irrigation schemes are planned and implemented by the State Governments themselves and the Government of Sikkim is harnessing the water resources for irrigation purposes.

(b) The ultimate irrigation potential of Sikkim as assessed by the State Government is 50,000 ha.

(c) & (d) The target for creation of irrigation potential during the Seventh Plan period is 8000 ha. in addition to 14000 ha. anticipated to be created upto the end of Sixth Plan period.

Reservation for SCs/STs in Medical Faculties of Central Universities

2713. SHRI ANADI CHARAN DAS : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether it is a fact that University Grants Commission has now stopped reservation for Scheduled Castes and Scheduled Tribes in admission to post-graduate courses in Medical Faculties on the Central Universities ;

(b) if so, the reasons for not adhering to the provisions of the constitution and directives of Government on the subject ; and

(c) whether it will not affect adversely the Scheduled Castes and Scheduled Tribes ?

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

(b) & (c) Do not arise.

Denial of promotions to Scheduled Caste/ Scheduled Tribes Officers in Indian Airlines

2714. SHRI ANADI CHARAN DAS : Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that in Indian Airlines Corporation a large number of officers belonging to Scheduled Castes and Scheduled Tribes have been denied promotions and have ever been superseded by general candidates junior to them ;

(b) if so, the reasons for violation of

directive of Government on reservation in promotion ;

(c) whether specialised training was imparted to these Scheduled Caste/Scheduled Tribe employees to enable them to raise their standard as provided under the reservation rules ; if not, the reasons therefor ; and

(d) whether permission of competent authorities was obtained before de-reservation of posts reserved for Scheduled Castes and Scheduled Tribes ?

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

(b) Does not arise.

(c) Scheduled Castes and Scheduled Tribes candidates are nominated to the training courses conducted by Indian Airlines.

(d) Yes, Sir.

New Trains in Gujarat

2715. SHRI RANJIT SINGH GAEKWAD : Will the Minister of TRANSPORT be pleased to state :

(a) whether introduction of any new trains between Ahmedabad and Bombay, Ahmedabad-Baroda and Baroda-Surat, on the Western Railway or expansion of the existing line capacity on the sector is planned during the Seventh Five Year Plan period ;

(b) if so, the outlay for the Seventh Five Year Plan for improvement or augmentation of Railway amenities and expansion of line capacity in Gujarat.

(c) whether the outlay is adequate to meet the requirement of on-going projects that are included in the plan ; and

(d) if so, details thereof ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Introduc-

tion of new trains has not been specifically included in the Seventh Plan. However, line capacity inputs required for the projected growth of passenger and freight traffic have been provided for.

(b) Allocation of funds for railway works is not made statewise. The total outlay for traffic facility works, user's and staff amenities etc, during the Seventh Plan is Rs. 1475 crores.

(c) & (d) There is a constraint on resources available for meeting the developmental needs of Indian Railways. Schemes included in the 7th Plan have been restricted to match the available resources, and new starts necessarily have been kept to a minimum.

[Translation]

Conversion of Aunrihar-Chhapra Rail Line into B.G.

2716. SHRI JAGANNATH CHOUHDARY : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government have under consideration a proposal to convert Aunrihar-Chhapra metre gauge line via Ballia Junction into broad gauge line ; and

(b) if so, the details in this regard and whether any survey has been conducted by the department in this connection ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) and (b) Survey for conversion of Varansi-Aunrihar-Ballia-Chhapra metre gauge section into broad gauge was carried out in 1980. The project was not found to be financially remunerative. On Varansi-Aunrihar section a parallel BG line is being provided as part of conversion of Varanasi Bhatni M.G. section into B.G. There is no proposal for conversion of Aunrihar-Chhapra M.G. section into B.G., at present.

[English]

Amount Spent and Proposed for Increasing the Draft of Hooghly River

2717. SHRI SATYAGOPAL MISRA : Will the Minister of TRANSPORT be pleased to state :

(a) the amount spent during the Sixth Plan period for increasing the draft of the Hooghly river in order to save the Calcutta and Haldia ports and the results thereof ; and

(b) the proposed amount which will be spent for this purpose during the Seventh Plan period and the programme thereto in details ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) During the Sixth Plan period (1980-85), a total amount of Rs. 13.44 crores was spent for increasing the draft of the Hooghly River. Out of this, Rs. 8.43 crores was spent on Bhagirathi Hooghly River Training Works and Rs. 5.01 crores was spent on Comprehensive Scheme relating to improvement of draft in the Hooghly Estuary. The River Training Works in the Bhagirathi Hooghly have since been completed. These works alongwith upland discharge have stabilised the mean navigable depths over the bars and crossings between Calcutta and Moyapur. The navigation track at certain portions have shown improvement in depths.

(b) During 7th Five Year Plan period (1985-90), an outlay of Rs. 30 crores has been provided for execution of aforesaid comprehensive scheme. The Programme includes construction of Guide Walls, Bank Protection Works, Capital Dredging over Balari Bar, Shore Disposal Terminal, Procurement of additional Tugs and Navigational Aids and Instrumentation for collection of data.

"India a festival of science" in Chicago

2718. SHRI P.M. SAYEED : Will the Minister of HUMAN RESOURCES DEVELOPMENT be pleased to state :

(a) the highlights of the "India A Festival of Science" conducted in Chicago;

(b) whether this exhibition is being taken to other places in U.S.A. if so, the details of the programme, with names of the places where it is proposed to be shown; and

(c) the benefits being derived for the country?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) The exhibition was made up of three interlinked sections on : (1) the evolution of scientific concepts and theories; (2) the evolution of tools, techniques and technologies in a wide variety of areas; and (3) the face of modern India, depicting some of the post-independence efforts and achievements. The objects on show comprised archaeological finds, historical artefacts, working and/or animated models, interactive and participatory exhibits, live demonstrations supported by two-dimensional visuals and graphics.

(b) The exhibition is currently being shown at Los Angeles. It is slated to go to Portland (Oregon) from March 1 to May 31, 1986, Seattle (Washington) from July 1 to October 31, 1986, Charlotte (North Carolina) from December 15, 1986 to March 15, 1987 and to Boston (Massachusetts) from May 1 to August 2, 1987.

(c) The most important benefit has been the awareness created abroad about India's efforts to harness science and technology for its all round development in a self-reliant manner.

Replacement of Fokker Friendship Planes

2719. SHRI INDRAJIT GUPTA : Will the Minister of TRANSPORT be pleased to state :

(a) whether it is proposed to gradually discontinue Fokker Friendship services from Dum Dum Airport;

(b) if so, what type of aircraft will replace the fokkers in order to maintain the services between Calcutta and the North Eastern region;

(c) whether the proposed new aircraft for this sector will be based and maintained at Dum Dum airport; and

(d) if not, what will be the future of this airport?

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

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

Air crash at Jabalpur Aerodrome

2720. SHRI M. L. JHIKRAM : Will the Minister of TRANSPORT be pleased to state :

(a) whether any air crash took place at Jabalpur aerodrome on 12th September, 1985 and if so, the details regarding the loss caused thereby;

(b) whether the main cause of the crash was some defect in the plane or in the airstrip; and

(c) whether the airstrip of Jabalpur aerodrome is complete and fit in accordance with the aviation rules and if not, the time by which Government will make up the deficiency?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) There was no air crash at Jabalpur aerodrome on 12th September, 1985. However, an incident of tyre-burst took place.

(b) The cause of tyre-burst is being investigated.

(c) The airstrip at Jabalpur is complete. However, routine resurfacing is being done which is likely to be completed in a few months.

Direct Flight from Jabalpur to Delhi

2721. SHRI M.L. JHIKRAM : Will the Minister of TRANSPORT be pleased to state :

(a) whether it is proposed to provide a direct flight from Jabalpur to Delhi; and

(b) if so, by what time?

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

(b) Does not arise.

Holding up of major irrigation projects

2722. SHRI AMARSINH RATHAWA : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether it is a fact that the construction work of some major irrigation projects has been held up;

(b) if so, the details thereof and the main reasons thereof; and

(c) what steps are being taken by the Government to complete these projects within the time limit?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) to (c) There are many major irrigation projects which are making slow progress because of inadequate provision of funds, non availability of scarce material, land acquisition problems etc. Irrigation being a State subject irrigation projects are planned and implemented by the State Governments. The State Governments have been advised to give priority to the completion of ongoing projects.

Uneconomic Railway Lines

2723. PROF. P.J. KURIEN : Will the Minister of TRANSPORT be pleased to state :

(a) what is the state-wise break-up of uneconomic Railway lines existing at present as also the total loss suffered annually on account of this; and

(b) whether Government propose to close such routes gradually?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) A statement showing the State-wise break-up of

the Uneconomic branch lines during 1983-84 is given below. Total loss suffered on these uneconomic branch lines during the same period was about Rs. 61 crores.

(b) No, Sir; it will not be practicable to close down all the uneconomic lines. Closure of such lines will, however, be considered individually on merits from time to time, as hitherto, and in the light of the recommendations of the Railway Reforms Committee for closure of those lines where adequate alternative road transport facilities exist.

Statement

Andhra Pradesh

1. Janakampet—Bodhan
2. Naupada Jn.—Gunnur (in part, also passes through Orissa)
3. Bobbili—Salur

Assam

4. Simaluguri Jn.—Naginimora
5. Mokum Jn.—Dangari
6. Simaluguri Jn.—Moranhat
7. Ledo—Lekhapani
8. Mariani Jn.—Neamati
9. Rangapara North—Tejpur
10. Baraigram Jn.—Dullavacherra
11. Fakiragram Jn.—Dhubri
12. Karimganj Jn.—Mahishasan

Bihar

13. Bakhtiyarpur Jn.—Rajpur
14. Banmankhi Jn.—Behariganj
15. Sahelpur Kamal Jn.—Munghyrghat
16. Sakri Jn.—Jaynagar
17. Narkatiaganj Jn.—Bhikna Thori
18. Narkatiaganj Jn.—Bagaha
19. Daronda—Maharajganj

20. Katihar Jn.—Kumedpur (in part, also passes through West Bengal)
21. Katihar Jn.—Maniharighat
22. Katihar Jn.—Jogbani
23. Purulia Jn.—Kotshila—Ranchi—Lohardaga (in part, also passes through West Bengal)
24. Tata—Badampahar
25. Tinpahar—Rajmahal
26. Bhagalpur—Mandar Hill
27. Hatia—Navgaon

Gujrat

28. Chhuchapura Jn.—Tenkhala
29. Kosamba—Umarpada
30. Jhagadiya—Netranj
31. Choranda Jn.—Moti Kor al
32. Samni Jn.—Dahej
33. Godhra Jn.—Lunavada
34. Piplod—Devgadhi Bariya
35. Dabhoi Jn.—Timba Road
36. Jorawarnagar Jn.—Sayala
37. Broach—Jambusar—Kavi
38. Champaner—Shivrajpur Pani Mines
39. Chhota Udepur—Jambusar Jn.
40. Ankleshwar—Rajpipla
41. Chandod—Malsar
42. Kunkavav—Derdi
43. Mehsana—Taranga Hill
44. Anand—Cambay
45. Nadiad Jn.—Kapadvanj
46. Billimora Jn.—Waghai
47. Morvi—Tankara
48. Nadiad Jn.—Bhadran
49. Morvi—Ghantila
50. Bhavnagar—Talaja—Mahuwa Jn.

51. Than—Chotila
 52. Botad Jn.—Jasdan
 53. Gandhidham—New Kandla
 54. Prachi Road Jn.—Kodinar
 55. Talala Jn.—Delvada
 56. Himmatnagar—Khed—Brahma
 57. Hadmatiya—Jodiya
 58. Ningala Jn.—Godhada—
 Swaminarayan
 59. Khambhaliya—Salaya
 60. Chanasma—Jn.—Harij
 61. Sihor—Palitana
 62. Dungar Jn.—Victor
 63. Shapur Jn.—Sardiya
 64. Kunkavav Jn.—Bagasara
 65. Boriavivadtal—Swaminarayan
- Haryana**
66. Rohtak—Gohana
 67. Garhi—Harsaru Jn.—Farukhnagar
- Himanchal Pradesh**
68. Kalka—Simla
 69. Pathankot—Joginder Nagar (in part,
 also passes through Punjab).
- Karnataka**
70. Bangalore City—Bangarapet
 71. Chikjajur Jn.—Chitradurg
 72. Nanjangud—Chamarajnagar
 73. Sagara—Talaguppa
 74. Bellary—Rayadurg
 75. Hospet—Kottur
- Kerala**
76. Shoranur—Nilambur

Madhya Pradesh

77. Gwalior—Sheopur—Kalan
 78. Gwalior—Bhind
 79. Raipur—Dhamtari

Maharashtra

80. Panvel—Apta
 81. Pachora—Jamner
 82. Miraj—Kurduwadi—Datur
 83. Satpura Railways
 84. Panvel—Uran
 85. Neral—Matheran
 86. Mudkhed—Adilabad (in part, also
 passes through Andhra Pradesh)

Orissa

87. Rupsa—Talbund
 88. Kottavalasa—Kirandul (in part, also
 passes through Andhra Pradesh &
 Madhya Pradesh)
 89. Sambalpur—Titlagarb
 90. Cuttack—Paradeep
 91. Bondamunda—Naugaon—Purnapani

Punjab

92. Batala—Qadian
 93. Verka—Dera—Baba Nanak
 94. Amritsar—Attari
 95. Phagwara—Jaijon Doaba

Rajasthan

96. Dholpur—Tantpur—Sirmutra
 97. Pipar Road—Bilara
 98. Samdari—Munnabao
 99. Balotra—Pachpadra
 100. Raika Bagh—Pokharan
 101. Merta Road—Merta City
 102. Rattangarh—Sardar Shahr

103. Pokharan—Jaisalmer
 104. Sanganer Town—Toda Raisingh
 105. Mavli Jn.—Barisadri
- Tamil Nadu**
106. Mettupalaiyam—Udagamandalam
 107. Madurai—Bodinayaknur
 108. Nidamangalam—Mannargudi
 109. Mayuram—Tarangambadi
 110. Thiruthuraipoondi—Point Calmère
 111. Tirunelveli—Tiruchendur
 112. Villupuram—Pondicherry (in part, also passes through Pondicherry)
 113. Peralam—Karaikkal

Uttar Pradesh

114. Ait—Konch
 115. Dildarnagar—Tarighat
 116. Barhan—Etah
 117. Mathura—Vrindaban
 118. Madhosingh—Chilh
 119. Kaptanganj—Chitauni
 120. Salempur—Barhajbazar
 121. Mankapur—Katra
 122. Indara—Dohrighat
 123. Gainsari—Jarwa
 124. Dudwa—Chandan Chauki
 125. Dudwa—Gauriphanta
 126. Shahbaznagar—Koruganj
 127. Kashipur—Ramnagar
 128. Mandhana—Brahmavart
 129. Anandnagar—Na utanwa

West Bengal

130. Barsol Jn.—Radhikapur (in part, also passes through Bihar)
 131. Barasat—Hasanabad

132. Shantipur—Nabadwipghat
 133. Ikra—Ghorandi
 134. Bhimgarh—Palasthali
 135. Bardhaman—Katwa
 136. Alipurduar—Jn.—New Gitaldah—Bamanhat
 137. Lataguri—Ramshai
 138. New Mal—Changrabandha
 139. Singhabad—Old Malda
 140. Raja Bhat Khawa—Jainti
 141. New Jalpaiguri—Darjeeling
 142. Sonarpur—Canning
 143. Panskoda—Haldia
 144. Baruipur—Lakshmikantapur.

**Report of second All India Family
 Planning Survey**

2724. SHRIMATI BIBHA GHOSH GOSWAMI : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether the second All India Family Planning Survey has submitted its report; and

(b) if so, salient features thereof and Government's reaction thereto ?

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

(b) The survey throws light on the knowledge, attitudes and practices in relation to various Family Planning methods in general and condoms in particular. The findings of the survey are made use of in formulating programme strategies and communication approaches aimed at improving the performance under the Family Welfare Programme.

[*Translation*]

Maintenance Facilities for passenger trains at Ayodhya and Saryu Express from Ayodhya

2725. SHRI NIRMAL KHATTRI : Will the Minister of TRANSPORT be pleased to refer to the reply given to Starred Question No. 886 on 16th May, 1985 and state whether in view of the public demand Government propose to start Saryu Express from Ayodhya instead of from Faizabad and whether any scheme is under consideration of Government for providing maintenance facility for passenger trains at Ayodhya Railway Station (Northern Railway) ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : The Government do not propose as yet to start Saryu Express from Ayodhya instead of from Faizabad. There is no scheme under consideration for providing maintenance facilities for passenger trains at Ayodhya Railway Station.

Linking of Faizabad with Vayudoot Service

2726. SHRI NIRMAL KHATTRI : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government propose to link Faizabad city (Uttar Pradesh) with the Vayudoot Service;

(b) whether any survey has been conducted in this regard; and

(c) if so, the decision taken thereon ?

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

(b) No, Sir.

(c) Does not arise.

[*English*]

Youth Hostels in U.P.

2727. SHRI HARISH RAWAT : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether there is a proposal to open youth hostels at district headquarters of Uttar Pradesh during the current plan period;

(b) if so, whether such hostels are likely to be opened in Pithoragarh and Almora districts of Uttar Pradesh also; and

(c) if so, by what time ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS AND SPORTS AND WOMEN'S WELFARE (SHRIMATI MARGARET ALVA) : (a) & (b) There exists a scheme for opening of youth hostels in the country at places including district headquarters, provided land is made available by the State Government concerned free of cost and subject to availability of resources. The government has already invited proposals from the State Governments for setting up of youth hostels during the current plan period. No proposal has, however, been received from the government of Uttar Pradesh so far. The likelihood of youth hostels being set up in different places in Uttar Pradesh will depend on the proposals that are made by the State Government.

(c) Does not arise.

[*Translation*]

Norms for setting up of P.H.C. and dispensaries in rural areas

2728. SHRI HARISH RAWAT : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether the existing norms for the setting up of primary health centres and dispensaries in rural areas of the country during the Seventh Five Year Plan have been relaxed;

(b) if so, the details thereof;

(c) whether the norms of the minimum population will be relaxed in respect of the setting up of primary health centres and dispensaries in hilly areas in the country; and

(d) if not, the reasons therefor ?

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

(b) Does not arise.

(c) & (d) The norms for minimum population for establishment of Primary Health Centres and Sub-Centres in hilly and tribal areas have been relaxed: one Primary Health Centre for 20,000 population in Hilly and Tribal areas as against 30,000 in other areas and one sub-centre for 3000 population in Hilly and Tribal areas as against 5,000 population in other areas.

Linking of Pithoragarh with Vayudoot

2729. SHRI HARISH RAWAT : Will the Minister of TRANSPORT be pleased to state :

(a) whether there is any proposal in the Seventh Five Year Plan for constructing air-strip at border town of Pithoragarh (Uttar Pradesh) and to link it with Vayudoot service;

(b) if so, the details thereof; and

(c) if not, the alternative steps being taken to make available the benefit of air service to this border district headquarters?

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

(b) Does not arise.

(c) Pithoragarh is in close proximity of Pantnagar which is already airlinked by Vayudoot,

Introduction of Rural Health Diploma Course

2730. SHRI HARISH RAWAT : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government propose to consider the question of introducing Rural Health Diploma course so as to make available adequate number of doctors for

Public Health Centres/Dispensaries etc. in rural areas;

(b) if so, the details thereof; and

(c) if not, the reasons therefor ?

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

(b) Does not arise.

(c) Sufficient number of doctors to man the existing health infrastructure in rural areas are available. Out of 34001 sanctioned posts of doctors in all areas only 3210 posts are vacant.

[English]

Marketing of combination of Dextropropoxyphene and tranquilizer in India

2731. SHRI VISHNU MODI : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is a fact that combination of Dextropropoxyphene with tranquilizer acts as self poisoning;

(b) whether it is also a fact that there are reports of deaths occurred in United Kingdom and other countries due to combination of such drugs and particularly with alcoholic patients;

(c) whether it is a fact that such a combination is being marketed in India;

(d) if so, the reasons for allowing such a combination and whether the marketing was allowed after clinical trials;

(e) if so, the details of clinical reports; and

(f) the names of brands under which such combination is being sold in the country and since when ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) if the therapeutic dose is exceeded, this drug, particularly in combination with alcohol, is extremely toxic;

(b) Yes, Sir. In the United Kingdom, in 1983, over 300 deaths have been reported;

(c), (d) and (e) Even before receipt of adverse reports on Dextropropoxyphene combination, licences were granted by the State Drug Controllers for manufacture and marketing. As permission to manufacture combination of Dextropropoxyphene were granted by State Drug Controllers, we are not aware whether clinical trials with the drug were insisted upon. On receipt of adverse reports, the Drug Controller (India) advised State Drug Control authorities that the firms marketing combinations containing Dextropropoxyphene should be directed to include warning notes and a cautionary statement in the package insert. The views of the

manufacturers association on the question of prohibiting the manufacture and marketing of the fixed dose combinations containing Dextropropoxyphene, have been obtained. The Drug Technical Advisory Board, which is a statutory body under the Drugs and Cosmetics Act advising the Government on all technical matters, will be deliberating on the issue of prohibiting fixed dose combinations containing this drug at its next meeting and will be sending its recommendations to the Government for appropriate action.

(f) A statement giving the names of common brands under which such combinations are being sold in the country is given below. The combination has been available in the market for the last twelve years.

Statement

Combination of Dextropropoxyphene, Tranquilizers and with other Drugs

Sl. No.	Name of the product	Name of the manufacturer	Contains
1.	Betaflam	M/s. Vilco Laboratory, Bombay.	Dextropropoxyphene —65 mg Paracetamol —400 mg Oxyphenbutazone —100 mg Diazepam — 2 mg
2.	Dolopar-plus	M/s. Micro Labs., Madras.	Dextropropoxyphene —65 mg Paracetamol —400 mg Diazepam — 2 mg
3.	Parvon-N	M/s. Jagson Pal New Delhi	Dextropropoxyphene — 32 mg Paracetamol —550 mg Diazepam — 2 mg
4.	Proxyvon	M/s. Wockhardt, Bombay.	Dextropropoxyphene — 65 mg Paracetamol —400 mg Diazepam — 2 mg
5.	Spasmo Proxyvon	M/s. Wockhardt, Bombay.	Dextropropoxyphene —65 mg Dicyclomine Rel —10 mg Paracetamol —400 mg Chlordiazepoxide — 5 mg
6.	Sudhinol	M/s. Ranbaxy Labs., New Delhi	Dextropropoxyphene —100 mg Paracetamol —325 mg Diazepam — 2 mg
7.	Walagesic	M/s. Wallace, Panjim, Goa	Dextropropoxyphene —65 mg Paracetamol —400 mg Diazepam — 2 mg

**Regional airline as a subsidiary of
Vayudoot**

2732. **PROF. MADHU DANDAVATE:**
Will the Minister of TRANSPORT be
pleased to state:

(a) Whether the then Ministry of
Tourism and Civil Aviation had asked in
1983 for the submission of report for a
regional airline, as a subsidiary of Vayu-
doot Airlines;

(b) if so, whether a report was submit-
ted to the Ministry pleading for promoting
an airline corporation in the joint sector;

(c) if so, the salient features of the
recommendations of this report; and

(d) the reaction of Government thereto?

**THE MINISTER OF STATE IN THE
DEPARTMENT OF CIVIL AVIATION
SHRI JAGDISH TYTLER:** (a) No, Sir. The
Ministry had, however, asked a particular
individual who desired to hold a discussion
on the subject, to submit a specific propo-
sal.

(b) Yes, Sir. A report has been recei-
ved in June, 1985.

(c) The project Report contemplates
formation of a company with private sector
involvement which will operate extra sche-
dules on existing routes and also make
available aircraft for charter operations.

(d) The responsibility for airlinking
the remote, inaccessible areas in the coun-
try and those stations which are important
from the view point of tourism and indus-
try has been entrusted to Vayudoot.
Vayudoot has already airlinked 46 stations
and plans to add another 29 stations on
its network by the end of the current
financial year. However, a proposal to
permit operation of chartered air-taxi
service in the private sector is under exa-
mination of the Government.

Debate On New Education Policy

2733. **PROF. MADHU DANDAVATE:**
Will the Minister of HUMAN RESOURCE
DEVELOPMENT be pleased to state:

(a) whether the draft education policy
has been discussed with education experts
and representatives of the teaching frater-
nity;

(b) if so, what is their general response
to the education policy document;

(c) what are the specific areas of the
document that have been subjected to
criticism; and

(d) what is the reaction of Govern-
ment to this criticism?

**THE MINISTER OF STATE IN THE
DEPARTMENTS OF EDUCATION
AND CULTURE (SHRIMATI
SUSHILA ROHATGI):** (a) to (d) A
status report entitled "Challenge of Edu-
cation—A Policy Perspective" containing
an over view of the state of education and
based essentially on the views and sugges-
tions from educational planners, teachers,
students and intellectuals has been released
by the Government to provide the basis
for a nation wide debate which could facili-
tate the formulation of the New Education
Policy. The process of consultation was
initiated with the Conference of State
Education Ministers (August 29-30, 1985)
and it was decided that the State and
Central Governments should involve, as
wide a cross section as possible, of all
those who may be interested in education
including students, teachers, youth, women,
employers, workers organisations, manage-
ment people, media specialists, scientists,
creative writers, artists, non-governmental
voluntary organisations and political par-
ties in these consultations all over the
country. A very large number of seminars
have been organised at the Central, State
and regional levels for initiating a mean-
ingful debate on the New Education
Policy. In addition to involving members
of teaching community and educationists
with these national and state level semi-
nars the Ministry has sponsored four semi-
nars organised by various teachers fede-
rations covering different levels of edu-
cation system. The recommendations
made by these bodies and the seminars will
be considered by the Government in formu-
lating a New Education Policy.

New Express Train between Bombay and Vijaywada

2734. SHRI V. SOBHANADREESWARA RAO : Will the Minister of TRANSPORT be pleased to state:

(a) whether his Ministry has received any representation for introduction of an Express Train between Bombay and Vijaywada to meet the passenger traffic and bulk of consignments;

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

(c) the likely date by which the train is proposed to be introduced?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) to (c) The suggestion of introducing a train between Bombay and Vijaywada has been examined and not found feasible due to lack of resources like terminal facilities, line capacity constraints on sections enroute and shortage of coaches and locomotives.

Electrification of Calcutta-Delhi Railway Track

2735. SHRI SANAT KUMAR MANDAL: Will the Minister of TRANSPORT be pleased to state:

(a) whether the Calcutta-Delhi railway track has not yet been fully electrified, if so, the sections still left;

(b) how long will it take to completely electrify this Calcutta-Delhi line and run more modern train services on this busy route;

(c) the present position regarding the electrification of the Calcutta-Bombay and Calcutta-Madras routes and how long will it take to complete the work;

(d) the progress expected to be made in the electrification of the routes referred to above during the Seventh Plan period; and

(e) whether preference will be given to sections with high density of traffic and particularly the overburdened routes?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) & (b) No, sir. Calcutta-Delhi railway track via Grand Chord has already been electrified. Main line section between Sitarampur-Mughalsarai is yet to be electrified. Electrification of this section has been approved, but due to constraint of resources, this scheme has been deferred to the VIIIth Five Year Plan.

(c) & (d):

Section	Sections already brought under electrification	Sections yet to be electrified
Calcutta-Bombay	Calcutta-Durg from Calcutta end; and Bombay-Bhusawal from Bombay end.	Durg-Nagpur-Bhusawal.
Calcutta-Madras	Calcutta Kharagpur from Calcutta end; and Madras-Vijaywada from Madras end	Kharagpur-Vijaywada.

Electrification of un-electrified portion of Calcutta-Bombay Section, is expected to be completed by the end of VIIth Plan. There is, at present, no proposal to electrify the unelectrified sections of Calcutta-Madras route during the VIIth Plan.

(e) During the VIIth Five Year Plan, priority has been given for electrification of Delhi-Bombay (both Western and Central Railway routes), Delhi-Madras, and Calcutta-Bombay trunk routes, and some other important sections for movement of coal and iron ore etc.

Damage of rail tracks and overhead wires near Bhusaval station

2736. SHRI SANAT KUMAR MANDAL: Will the Minister of TRANSPORT be pleased to state;

(a) whether a LPG tanker burst into flames in a sub-way near Bhusaval station on the 11th November, 1985 damaging the rail tracks and overhead wires of the nearby railway yard and disrupting train services in the section;

(b) if so, whether any investigation has been made into the cause of this mishap;

(c) if so, its outcome; and

(d) remedial measures taken or proposed to be taken to prevent such accidents in future?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) Yes, Sir. A road tanker hit the Railway underbridge at Bhusaval station on 12.11.1985 and not 11.11.1985. The tanker caught fire and as a result the railway track and the overhead electric equipment were damaged, disrupting train services.

(b) & (c) Enquiry conducted by railway officers reveals that the accident was due to the negligence of the tanker driver. The driver uprooted the height gauge provided short of the subway, to prevent passage of overdimensional loads/vehicles. Maharashtra State Police are also investigating into this road accident.

(d) This is a road accident and:

(i) Permitted route by LPG tankers is fixed by road transport authorities keeping moving dimensions in view.

(ii) Height gauges short of road underbridges are fixed to prevent passage of overdimensional loads through the subway.

(iii) Other remedial action, if any, would be taken by the State Road Transport authorities, as considered fit.

Use of Colours in Food Stuffs

2738. SHRI V.S. KRISHNA IYER: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that use of colours in food stuffs particularly red dye and Amenth Colour are harmful to the human system and causing cancer and birth diseases; and

(b) if so, what action has been taken to stop using of colours in food stuffs?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR): (a) & (b) The Experts Sub-committee set up by the Central Committee for Food Standards (CCFS), a statutory Advisory Committee, has gone into the question of prohibiting colours including Amaranth and Fast Red E against the background of health hazards and has recommended that the tolerance limit laid down in PFA Rules for Amaranth should be reduced from 200 ppm to 100 ppm and the use of Fast Red E should be prohibited. The CCFS is seized of the matter.

Wagons For Transportation of Salt From Gujarat

2739. SHRI D.P. JADEJA: Will the Minister of TRANSPORT be pleased to state:

(a) the number of wagons asked from

the Railways for transport of salt from Gujarat in a year;

(b) the number of wagons made available so far in this year;

(c) whether the Railways have held discussions with the salt Industries of Gujarat to meet their demands; and

(d) the measures being taken to make available adequate number of wagons?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) Total demand for loading of salt from Gujarat was 91949 wagons in terms of BG 4 wheelers) during the period from January to October'85.

(b) 69974 wagons i.e. 76% of demand were loaded from Gujarat during the same period.

(c) Yes, Sir.

(d) Supply of wagons has been stepped up. Transport of salt by rail from Gujarat increased by 4.2% during January to October'85 as compared to the corresponding period of last year.

Steps To Eradicate Naru Disease

2740. SHRI VISHNU MODI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that 'Naru' disease is still a challenge for doctors in many States of the country;

(b) if so, whether Government have conducted any survey in regard to this disease;

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

(d) the concrete steps taken by Government to eradicate this disease?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) (a), (b), (c) & (d) According to the surveys conducted

so far 'Naru' Disease (otherwise known as 'Guinea Worm Disease) is endemic in Rajasthan, Madhya Pradesh, Karnataka, Andhra Pradesh, Maharashtra and Gujarat. As per the active case searches conducted in all villages of the affected districts in these States, the number of cases during 1984 in these states is as follows:—

Name of State	No. of cases
Andhaa Pradesh	4413
Gujarat	1310
Karnataka	5422
Madhya Pradesh	10447
Maharashtra	36 41
Rajasthan	55210

Guinea Worm Eradication Programme is being implemented in the endemic states to eradicate this disease. Besides following measures are also being taken in this regard.

- (i) Provision of safe water supply to affected villages through rural water supply departments on priority basis.
- (ii) Chemical treatment of unsafe water sources with temephos 50% EC.
- (iii) Treatment of cases.
- (iv) Training and Health Education.

Alleged Corruption in the Issue of National Permits of Trucks

2741. SHRIMATI PATEL RAMABEN RAMJIBHAI MAVANI : Will the Minister of TRANSPORT be pleased to state:

(a) whether attention of Government has been drawn to the malpractice and corruption prevailing in the issue of the National permits of Trucks ;

(b) whether Government and Auth-

orties concerned have received complaints in this regard between 1 January, 1985 and 30 October, 1985 from (i) various organisations (ii) Public and Individuals and (iii) Members of Parliament and other VIPs; and

(c) if so, the details thereof, the action taken on the same and the outcome thereof ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a), (b) & (c) Keeping in view the general complaints about the system of grant of national permits for trucks, the matter has been deliberated in the recent meeting of the Transport Development Council on 17th & 18th October, 1985. The Council has recommended removal of quota restrictions to ensure easy availability of national permits to the eligible applicants. The recommendation has been accepted and the necessary steps have been initiated for implimenting the decision.

Schemes for Waterways in Narmada River

2742. **SHRIMATI PATEL RAMABEN RAMJIBHAI MAVANI :** Will the Minister of TRANSPORT be pleased to state :

(a) whether there are any schemes in the Seventh Plan for developing Waterways in the Narmada river ; and

(b) if so, the details thereof ?

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

(b) Does not arise.

Work Done on Narmada Irrigation Project

2743. **SHRIMATI PATEL RAMABEN RAMJIBHAI MAVANI :** Will the Minister of WATER RESOURCES be pleased to state :

(a) the progress of work done on Narmada Irrigation Project in terms of costs and construction ;

(b) whether dues to be paid by the Governments of Maharashtra, Gujarat and Rajasthan have been recovered ; and

(c) if so, the details thereof ?

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

(a) An expenditure of Rs. 287 crores has been incurred on the Narmada Irrigation Project in Gujarat (Sardar Sarovar Project) upto September, 1985. Works of river-diversion, faultzone concreting and excavation of main dam seat are completed. Works of treatment of weak layers, grouting work, construction of left blocks from 1 to 10, rockfill dam and main canal works between km. 0 to km. 21 are under progress. Work of the rockfill dam is expected to be completed during the year 1985-86.

(b) & (c) The details of amount due and received from Madhya Pradesh, Maharashtra and Rajasthan are as under :

(Rs. in Crores)

	Madhya Pradesh	Maharashtra	Rajasthan
Share for the period upto March, 1985.	57.30	27.15	11.01
Amount received to end of October, 1985.	44.68	31.43	Nil
Balance Amount yet to be received.	12.62	Balance Nil +4.28 (towards 1985-86 expenditure)	11.01

India's Bid for 1992 Olympics

2744. SHRI PRIYA RANJAN DAS MUNSI : Will the Minister of HUMAN RESOURCES DEVELOPMENT be pleased to state :

(a) whether a Commission of the International Olympic Committee (IOC) has visited New Delhi recently to examine India's bid for holding the 1992 Olympic Games at New Delhi ;

(b) if so, the details of the discussions between the Commission and the officials of Government ;

(c) the suggestison/observations of the Commission ;

(d) the steps taken to convince the Commission about India's ability to successfully organise the Olympic Games at New Delhi ; and

(e) the present position in the matter ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS AND SPORTS AND WOMEN'S WELFARE (SHRIMATI MARGARET ALVA): (a) & (b) A Commission of the International Olympic Committee visited New Delhi recently to look into the facilities available in Delhi as a possible venue for the 1992 Olympic Games. The Commission was informed that the Government would take a view on the proposal to hold the 1992 Games in Delhi at the appropriate time.

(c) & (d) The Indian Olympic Association, with whom the Commission held detailed discussions, have indicated that the Chairman of the Commission observed that Delhi was well equipped to hold the Games and that its capacity as well as capability for the purpose was not to be doubted.

(e) The Indian Olympic Association has recently submitted a feasibility report to Government regarding their proposal to bid for 1992 Olympic Games. The Government is studying the report.

Steps to Control Kalazar, Gastroenteritis. Japanese Encephalitis

2745. DR. PHULRENU GUHA : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state .

(a) whether Government have taken steps for control of Kalazar, Gastroenteritis and Japanese Eucephalitis ;

(b) if so, the details thereof ;

(c) the number of cases of Kalazar, Gastroenteritis and Japanese Encephalitis reported in the country during the last three years ; and

(d) the Statewise break up of (b) and (c) above ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) to (d) The number of cases of Kala-Azar, Gastroenteritis and Japanese Encephalitis reported from different states during the last three years in the country are shown in Statement-I, Statement-II & Statement-III respectively given below.

Following measures are being taken to control these diseases :

(A) KALA-AZAR :

1. Surveillance
2. Treatment of cases
3. Health Education
4. Anti-sandfly measures.
5. Research and Training.

(b) GASTROENTERITIS :

(i) Oral rehydration salts are being supplied for community use to each of the V.H.G. and Sub-Centres at the rate of 100 and 200 packets per annum.

(ii) District level health officers and medical/para-medical staff of primary health centres have

been trained for control and management of all diarrhoeal diseases.

(iii) 11 lakh booklets on control of diarrhoeal diseases have been published in all the regional languages and sent to the State/U.Ts.;

(iv) While 53.2% rural population have been provided with water supply by the Department of Works by 31.3.1985, 81.1% urban population have been provided with the same.

(c) JAPANESE ENCEPHALITIS :

(1) A cell has been set up in National Malaria Eradication Programme Directorate to coordinate the activities of Central and State Governments.

(2) Health Education measures have been intensified and a note

on Japanese Encephalitis has been distributed to different State/Union Territories to distribute among public and medical personnel.

(3) All States/Union Territories have been advised to spray BHC/DDT on an area of 2/3 Km. around a case wherever reported.

(4) Adequate quantity of insecticides have been supplied to States/Union Territories.

(5) Viral Research Centre, Pune, Tropical School of Medicine, Calcutta, All India Institute of Hygiene and Public Health, Calcutta, National Institute of Communicable Diseases, Delhi involved in the Programme for advice and diagnosis of cases.

(6) Vaccine are supplied to the States/Union Territories on their demand.

Statement I

KALA-AZAR

States	1982	1983	1984	1985 (Prov.)
	CASES	CASES	CASES	CASES
Assam	4	—	—	—
Bihar	11120	11687	12224	8723
Delhi	1*	2*	1*	1*
Jammu & Kash- Mir	—	—	—	—
Tamil Nadu	—	—	2	—
Uttar Pradesh	—	—	3	—
West Bengal	1234	2717	4229	1984
TOTAL :	12360	14406	16459	10708

In other States no case has been reported.

Statement II

Reported cases and Deaths due to Gastro Enteritis in India during 1982 to 1985

Sl. No.	States/UTs.	1982	1983	1984	1985
		C	C	C	C
1.	Andhra Pradesh	96159	93884	79952	26256
2.	Assam	134892	123124	197864	+
3.	Bihar	3045	8740	2902	+
4.	Gujarat	36338	52056	39512	15961
5.	Haryana	7422	1164	1317	581
6.	Himachal Pradesh	72564	78723	91354	45149
7.	J & K	+	108265	130099	23823
8.	Karnataka	153170	182215	117443	47539
9.	Kerala	14714	17682	24300	14602
10.	Madhya Pradesh	25176	12436	23002	16432
11.	Maharashtra	34869	48907	51034	22451
12.	Manipur	12581	19404	+	+
13.	Meghalaya	15301	4578	10118	6744
14.	Nagaland	+	3061	9276	+
15.	Orissa	64364	2971	36362	+
16.	Punjab	175474	176554	189828	92102
17.	Rajasthan	10654	13083	18345	8626
18.	Sikkim	+	+	11450	8193
19.	Tamil Nadu	32108	28398	52598	23863
20.	Triupra	10702	12802	14765	7218
21.	Uttar Pradesh	3838	5142	9926	92102
22.	West Bengal	+	+	+	+
23.	A & N Islands	9783	+	8973	5465
24.	Arunachal Pradesh	+	+	12676	+
25.	Chandigarh	11432	10966	16331	8828
26.	D & N Haveli	854	765	1169	1356
27.	Delhi	64300	70525	84823	47407
28.	Goa, Daman & Diu	264	196	235	67
29.	Lakshadweep	+	1101	471	533
30.	Mizoram	18502	20366	28279	15984
31.	Pondicherry	6719	8886	6353	3559
TOTAL		1015175	1095994	1270751	544871

Note :

C=Cases

—= Nil information.

+ = Information not received

1. Data is provisional and not comparable due to ill defined coverage.

2. *Data for Delhi relates to MCD (Aug.), Admn. (June) and Hospital (Aug.)

Statement III

Reported Cases and Deaths due to Japanese Encephalitis in India during 1983 to 1985

S. No. States/UTs	1983 C	+	1984 C	S D	1985 C	S D
1. Andhra Pradesh	325	—	603	—	146	—
2. Assam	29	—	37	—	45	—
3. Bihar	116	—	236	—	131	—
4. Gujarat	—	—	—	—	—	—
5. Haryana	15	—	—	—	—	—
6. Himachal Pradesh	—	—	—	—	—	—
7. J & K	—	—	—	—	—	—
8. Karnataka	410	—	81	—	125	—
9. Kerala	—	—	—	—	—	—
10. Madhya Pradesh	—	—	—	—	—	—
11. Maharashtra	—	—	—	—	—	—
12. Manipur	35	—	—	—	5	—
13. Meghalaya	—	—	—	—	—	—
14. Nagaland	+	—	—	—	29	—
15. Orissa	—	—	—	—	—	—
17. Punjab	—	—	—	—	—	—
17. Rajasthan	—	—	—	—	—	—
18. Sikkim	—	—	—	—	—	—
19. Tamil Nadu	623	—	524	—	51	—
20. Tripura	14	—	31	—	—	—
21. Uttar Pradesh	149	—	2	—	1037	—
22. West Bengal	—	—	1868	—	220	—
23. A & N Islands	—	—	—	—	—	—
24. Arunachal Pradesh	—	—	—	—	—	—
25. Chandigarh	—	—	—	—	—	—
26. D & N Haveli	—	—	—	—	—	—
27. Delhi	—	—	—	—	—	—
28. Goa, Daman & Diu	—	—	—	—	—	—
29. Lakshadweep	—	—	—	—	—	—
30. Mizoram	—	—	—	—	—	—
31. Pondichery	—	—	—	—	—	—
TOTAL :	1716	—	3382	—	1789	—

Note : C = cases D = Deaths — = Nil
 + = Not available

1. Date is provisional

+ 2. Data is based on information received from NMEP

S 3. Data is based on weekly/monthly reports received from States/
 UTs.

Doubling of Hyderabad-Secunderabad rail line

2746. SHRI V. SOBHANADREESWARA RAO : Will the Minister of TRANSPORT be pleased to state :

a) whether South Central Railway has taken up construction of Double B.G. Railway line between Hyderabad and Secnderabad Railway Stations.

(b) the estimated cost, details of the work proposed;

(c) the present stage at which the scheme stands; and

(d) the likely date by which the work will be completed?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) to (d) Double line exists between Secunderabad and Hussainsagar. Doubling of line between Hussainsagar and Hyderabad is part of approved project of doubling between Hyderabad and Telapur (28 Kms.). Estimated cost of this project is Rs. 8.76 crores and work is presently in progress between Sanatnagar and Telapur. Completion of doubling will depend on availability of resources in the coming years.

Off-loading of passengers at Delhi Airport

2747. PROF. RAMAKRISHNA MORE : Will the Minister of TRANSPORT be pleased to state :

(a) In how many cases during th last

one year (till date) passengers having confirmed bookings were off-loaded by the Indian Airlines at Delhi Airport (with number of passengers on each occasion);

(b) the reasons for off-loading the passengers having confirmed booking causing great inconvenience and difficulties to them; and

(c) the measures taken by Government to improve the situation?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) The decision to over-book the flights was taken by Indian Airlines in the month of September, 1985 and records have been maintained only from that month. Statements I, II, III indicating the off-loading of passengers on flights ex-Delhi during the months of September, October and November (upto 25.11.85), 1985 are given below.

(b) With a view to ensuring the maximum utilisation of capacity and on-time departure of flights by reducing the number of wait listed passengers, a small percentage of planned overbooking is done on all jet flights by Indian Airlines. This is the practice followed by airlines all over the world. Sometimes when the expected number of cancellations do not take place off-loading of passengers has to be resorted to.

(c) Indian Airlines have now reduced the level of over-booking on the jet flights to avoid off-loading of passengers and the number of seats over-booked is decided after watching the trend of traffic over a period of time.

Statement-I

Statement of off-loading of PAX on flights ex-Delhi during September, 1985.

S. No.	Flight Number	Date	Number of PAX	Reason	Remarks
1.	IC 421 SXR	1st Sept.	3	No record	Accommodated on IC 427 of date
2.	IC 405 BOM	6th Sept.	11	Overbooking	10 PAX Accommodated on IC 184 of 6th Sept. 1 PAX on IC 182 of 7th Sept.

1	2	3	4	5	6
3.	IC 405 BOM	17th Sept.	7	Overbooking	Accommodated on IC 184 of date
4.	IC 5405 BOM	18th Sept.	2	Overbooking	Accommodated on IC 184 of date
5.	IC 405 BOM	24th Sept.	10	Overbooking	Accommodated on IC 184 of date
6.	IC 540 MAA	25th Sept.	3	—do—	Hotel Accommoda- tion Provided.
7.	IC 401 CCU	26th Sept.	1	Off-loaded by Security police	Declared gate no show.

Statement

Statement of off-loading of pax on flights ex-Delhi during October, 1985

S. No.	Flight Number	Date	Number of PAX	Reason	Remarks
1.	IC-427 SXR	1st October, 85	2	Overbooking	Accommodated on IC 423 of date
2.	540 MAA	—do—	5	—do—	Provided hotel accommodation
3.	427 SXR	2nd October, 85	7	—do—	—
4.	405 BOM	—do—	1	—do—	Accommodated on IC 184 of date
5.	184 BOM	4th October, 85	3	—do—	—
6.	182 BOM	12th October, 85	13	—do—	8 pax transferred to AI, 5 on subse- quent IA Flight (one pax provided with hotel accom- modation)
7.	518. PNQ/BLR	15th October, 85	6	—do—	4 pax re-routed via Bombay, one via MAA, one via PNQ pax via BOM.

1	2	3	4	5	6
8.	540 MAA	15th October, 85	2	Over-booking	Provided with hotel accommodation and sent on IC 439 of 16th Oct. 1985.
9.	182	16th October, 85	9	—do—	Accommodated on subsequent AI/IA flights of same date
10.	IC-427 SXR	19th October, 85	12	—do—	Sent on IC 423 of date
11.	182 BOM	19th October, 15	2	—do—	re-routed via Goa
12.	427 SXR	—do—	30	—do—	4 Accommodated on IC 423 of same date. 26 on IC 425 of same date (a group of 90 children XXD on IC 425)
13.	461 AMD	26th October, 85	5	—do—	Provided hotel accommodation
14.	IC-264 CCU	29th October, 85	11	—do—	Provided hotel accommodation and subsequent flights
15.	401 CCU	30th October, 85	13	—do—	Accommodated on subsequent flights

Statement-III

Statement of off-loading of PAX on flights ex-Delhi during the month November, 1985 (upto 25.11.85)

Flight No.	Date	No. of PAX	Reason	Remarks
IC 405	6/11/85	2	Overbooking	2 pax offloaded and accommodated on IC 405 A 1815 hrs,
IC 405	17/11/85	12	No record passengers	Accommodated on IC 184

Report on Air India Boeing Accident in 1982

2748. PROF. RAMKRISHNA MORE : Will the Minister of TRANSPORT be pleased to state :

(a) whether the recommendations made by Justice P.B. Sawant who enquired in to the Air India Boeing accident at Santa Cruz Airport on 22nd June, 1982 still remain unimplemented ;

(b) if so, the salient features of the recommendations made by Justice Sawant and the reasons for the non-implementation; and

(c) steps contemplated by Government for the implementation of those recommendations ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) to (c) The Court headed by Justice P.B. Sawant had made 65 wide ranging recommendations covering the activities of Directorate General of Civil Aviation/Air India/International Airport Authority of India and actions of the pilots concerned. Whereas 95 recommendations have been accepted by the Government, only 41 have been implemented so far. The remaining 18 recommendations require long time implementation and involve co-ordination between various agencies. Action on the implementation of those recommendations is in hand and is being monitored by a Standing Committee headed by Director General of Civil Aviation.

2. All the recommendation are available in the report of the Court of Inquiry by Hon'ble Justice P.B. Sawant, Judge High Court of Bombay, copy of which has already been placed in the Parliament Library vide Index No. 629.13255 R.

Electrification of Railway Stations in Karnataka

2749. SHRI NARASINGRAO SURYAWANSHI : Will the Minister of TRANSPORT be pleased to state :

(a) whether the Railway Station-Jaigaon, Taluk-Bhalki, District-Bidar, State Karnataka, is without electrification, and

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

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) There is no Railway Station named Jaigaon Taluk-Bhalki, District-Bidar, State Karnataka.

(b) Does not arise:

Autonomous Body for Nehru Yuvak Kendras

2750. KUMARI MAMATA BANERJEE : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether it is a fact that an autonomous body has been formed for Nehru Yuvak Kendras under this Ministry ;

(b) if so, whether the directly recruited Youth Coordinators of the said Nehru Yuvak Kendras would be absorbed in the newly formed body ;

(c) steps taken by the Ministry to regularize the appointment of the Youth Co-ordinators recruited directly since 1972; and

(d) the details thereof ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS AND SPORTS AND WOMEN'S WELFARE (SHRIMATI MARGARET ALVA) : (a) No, Sir. However, a decision has been taken to form such a body.

(b) This is a matter expected to be considered by the autonomous body to be formed.

(c) & (d) The advice of the Union Public Service Commission has been obtained with a view to making such Youth Coordinators eligible for regularisation through an amendment of the recruitment rules for the post.

Cultural Complex in Memory of Late Prime Minister Smt. Indira Gandhi at Delhi

2751. SHRI HARIHAR SOREN : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Government have a proposal to set up a cultural complex at Delhi in the memory of the late Prime Minister Smt. Indira Gandhi ;

(b) if so, the site selected for that purpose ;

(c) the amount earmarked for implementing the above project ; and

(d) the time by which preliminary works are expected to start ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) Yes, Sir; the Indira Gandhi National Centre for Arts was formally launched by the Prime Minister on 19.11.1985.

(b) An area measuring approx. 21 crores on Central Vista has been allotted.

(c) An amount of Rs. 60 crores for capital works and Rs. 25 crores for implementation of the programmes/activities of the Indira Gandhi National Centre for Arts has been provided by the Planning Commission during the VII Plan period.

(d) An international Architect's Design Competition has been announced, the results of which are expected to be declared by November, 1986 ; the detailed designs and drawings will be prepared thereafter.

States to Join ongoing Population Project

2752. SHRIMATI D.K. BHANDARI : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether more States are to join in the ongoing population project during the Seventh plan and if so, details thereof ;

(b) whether Government will concentrate first and more fully on the rural areas and sections of society where the population growth is the maximum ; and

(c) whether Governmen will involve all social institutions in this important national project ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF HEALTH AND FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) West Bengal has joined the Area Project Programme in the form of India population project-IV started in 4 districts of the State on 1st September, 1985. The Details are shown in the statement given below.

(b) Yes, Sir.

(c) The projects are implemented by the respective State Governments. It is hoped that the concerned State Governments would be able to enlist support and involvement of all social institutious.

Statement

World Bank assisted Area Project in the West Bengal (IPP-IV)

The 4th India population project has been taken up in West Bengal from 1st September, 1985 at total estimated cost of Rs 107.47 crores. The project is to be implemented over a period of 5 years.

Four districts of Burdwan Division namely Burdwan, Bankura, Birbhum and Purulia have been selected for the project. These districts account for 23 percent of the rural population and about 17 per cent of the total population of the State.

There are four major functional components of this project :—

(a) Service delivery,

(b) Demand generation activities,

(c) Monitoring, Evaluation and Operational Research,

(d) Project management.

The first component is the largest component: (Rs.77.23 crores approx.) and provides for construction, equipping and staffing of a large number of service centres (sub-centres, New PHCs, Old PHCs, CHCs, training Centres and staff quarters) in the four selected districts. The remaining three components aim at generation of demand for services, improvement in the technical and management skills of the personnel and improvement in the management practices and systems over the entire State.

Thalassaemia Disease in Children

2753. SHRIMATI D.K. BHANDARI : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Thalassaemia disease is affecting children in the country on a fairly wide scale and if so, the details thereof, State-wise ;

(b) whether it is a fact that only 4 of 300 known cases of this disease in the capital are receiving treatment being too expensive and if so, the remedial steps proposed to mitigate the suffering amongst the weaker sections ; and

(c) whether ICMR/PG Medical Institutions are working on this disease and if so, since when and with what results so far ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : Yes, Sir. In general population, the incidence of Thalassaemia trait is observed between 3 to 11 percent. State-wise details of the children affected by the disease are not available as it is a rare disease.

(b) N.D.M.C. hospital administration at Moti Bagh is providing facilities for giving blood transfusion to 8 children daily. The N.D.M.C. administration has further agreed to provide specialised treatment by way of providing Desferal injections and Leucocyte filters for 50 children. Regarding remedial steps proposed to mitigate the suffering amongst weaker sections, the basic approach consists of identification of 'at risk' couples and opportunity for ante-natal diagnosis. With this in mind, I.C.M.R. has set up a centre of

prenatal diagnosis of Thalassaemia at the Institute of Immunohaematology, Bombay where the basic methodology has been already standardised and data on normal samples is being collected. A notification has already been issued through the ICMR bulletin that any interested party can approach the Institute for antenatal diagnosis of Thalassaemia.

(c) The ICMR has initiated a 3 year long collaborative study on Thalassaemia in August, 1983 at the following three centres :—

1. Institute of Immunohaematology, Bombay.
2. University College of Medical Sciences, New Delhi.
3. School of Tropical Medicine, Calcutta.

The laboratory techniques have been standardised and the survey is in progress.

Besides, indepth studies on Thalassaemia have been carried out recently at the Council's Haematology Unit at the School of Tropical Medicine, Calcutta. The salient findings of the study are :

1. Thalassaemic subjects are more prone and susceptible to fevers.
2. It appears that the immune status of these subjects is altered.
3. Repeat surveys carried out in Bengalee population revealed a considerable higher value for Thalassaemia trait in a recent survey ; the reasons for this increase are being evaluated.

Declaration of Road from Ongole to Raichur as National Highway

2754. SHRI C. SAMBU : Will the Minister of TRANSPORT be pleased to state :

(a) whether the Andhra Pradesh Government have approached the Centre to take over the road from Ongole to Raichur via Giddalore, Nandyal, Kurnool

and Uppal under National Highway system ; and

(b) if so, the progress made to implement the proposal ?

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

(b) Owing to resources constraint, it has not been possible to accede to the request of the State Government of Andhra Pradesh.

New Medication for Bronchitis Developed by Australian Medical Scientists

2755. SHRI MANIK REDDY : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether a new medication for Bronchitis has been developed by Australian medical scientists ;

(b) whether Government have made any trials on this drug/medication in India ; and

(c) whether Indian medical scientists have been working on cure of Bronchitis and if so, results of such research studies made so far ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) The Government of India is not aware about the new medication for Bronchitis developed by Australian medical scientists.

(b) The question does not arise.

(c) The Indian Council of Medical Research, on autonomous organisation under the Ministry of Health and Family Welfare, has conducted research on chronic bronchitis and asthma in the past. But no specific drug to cure the cases of chronic bronchitis or asthma has been discovered so far. However, medicines for symptomatic relief of these cases are available patients remain comfortable by use of these drugs for a variable period.

Sports Facilities for Rural India

2756. SHRI C. SAMBU : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Government are aware of the fact that allotment of funds in five year plans to the sports development, coaching and facilities to the sportsmen in Rural India has been very meagre ;

(b) whether this is the main reason for poor performance in World competitions in the field of sports ; and

(c) if so, the steps being taken to allot more funds in Seventh Five Year Plan to improve the Indian sports performance in World sport ?

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

(a) & (b) Owing to constraints on resources, funds available for promotion of sports generally and in the rural areas particularly have been inadequate. This is considered one of the factors for the poor performance of national sports teams in world competitions.

(c) Substantially greater funds have been proposed for promotion of sports in the Seventh Five Year Plan, with a special emphasis on schemes for rural sport and discovering new sports talent.

Railway over-bridge at Chirala Railway Station gate

2757. SHRI C. SAMBU : Will the Minister of TRANSPORT be pleased to state :

(a) whether there is any proposal to construct a railway over-bridge at Chirala Railway Station gate in South Central Railway to relieve the traffic jam due to frequent closing of the railway gate ;

(b) whether Chirala Municipality in its resolution asked S. C. Rly authorities that it would share the expenditure in construction of a rail-cum-road bridge at Chirala ; and

(c) if so, the details thereof ?

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

(b) & (c) The Railways undertake construction of road over/under bridges in replacement of existing busy level crossings jointly with the State Governments on a cost sharing basis. The Chairman, Municipal Corporation of Chirala had asked for the construction of road over bridge at Chirala and had desired to know the share of the cost to be borne by the Municipality. He was advised by South Central Railway to get the proposal sponsored by the State Government. No proposal has so far been received from the Government of Andhra Pradesh.

Abolition of Loco Steam Shed from Madhupur and Transfer of Workers

2758. SHRI SALAHUDDIN : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government propose to abolish the Loco Steam shed from Madhupur, Eastern Railway ;

(b) if so, whether this step is against the interest of Labour and efficiency ;

(c) if so, what is the next alternative arrangement ; and

(d) how many workers will be transferred from Madhupur Loco Shed, Eastern Railway due to this decision ?

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

(b) No, Sir.

(c) Does not arise in view of reply to part (b).

(d) In normal course about 125 workers are likely to be involved in transfers. However, this number will be minimised and the impact of transfer on those likely to be affected reduced by adjustments.

Nursing University in Kerala

2759. SHRI T. BASHEER : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether there is any proposal to set up a Nursing University in Kerala ; and

(b) if so, details thereof ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) & (b) No formal proposal has been received.

Book Fair in Patna by National Book Trust

2760. SHRI SARFARAZ AHMAD : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether it is a fact that the National Book Trust had announced to organise a book fair in Patna in September-October, 1985 and if so, the amount of expenditure incurred thereon so far ;

(b) the names of the publishers invited in this book-fair ; and

(c) whether this book-fair has been organised and if so, when ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) to (c) The total expenditure likely to be incurred by the National Book Trust on National Book Fair held in Patna from 2nd October to 10th October 1985 is about Rs.7.6 lakhs.

About 5000 publishers, book sellers and institutions were invited to participate in the fair. A list containing names of publishers who participated in the fair is given in the attached statement.

Statement

List of Participants for the 12th National Book Fair-Patna from 2nd October to 10th October 1985

Sl.No.	Name of the Participants
1.	Abhivyanjana 109/48, Punjabi Bagh, New Delhi 110 026.
2.	Anthropological Survey of India 27, Jawahar Lal Nehru Road, India Museum, Calcutta 700 016.
3.	Akhil Bharatiya Hindi Prakashak Sangh, A-2/1, Krishna Nagar, Delhi 110 051.
4.	Arya Book Depot, 30, Naiwala, Karol Bagh, New Delhi.
5.	Ashoka Press, Sheikhpuram, Patna 14.
6.	Asian Educational Services, C-2/15, SDA P.O. Box No. 4534, New Delhi.
7.	Anamika Prakashan, B.M.Das Road, Patna 800 004.
8.	Aademic Publishers, 5A, Bhawani Dutta Lane Post Box No. 12341, Calcutta 73.
9.	Allied Publishers 17, Chittaranjan Avenue, Calcutta 72.
10.	Atul Prakashan 1131, Katra, Allahabad.
11.	Adavaita Ashram 5, Delhi Entally Road, Calcutta 14.
12.	Amar Prakashan A-One/139-B, Lawrence Road, Delhi 35.
13.	Agam Kala Prakashan 34. Central Market Ashok Vihar, Delhi 110 052.
14.	Ashish Publishing House, 8/81, Punjabi Bagh, New Delhi-110 026.
15.	Arti Prakashan, A-123, Amar Colony, Lajpat Nagar, New Delhi-110 024.
16.	Bharati Bhawan, Publishers & Distributors, Govind Mitra Road, Patna 800 004.
17.	Bihar Hindi Grantha Akademi. Premchand Marg, Rajendra Nagar, Patna 800 015.
18.	Bihar Theosophical Federation Dr. Annie Besant Road, Patna 800 004.
19.	B I Publications, 3, Government Place East, Calcutta 700 069.
20.	Bharat Book Depot, Suja Ganj, Bhagalpur 812 002.
21.	Bharatiya Jnanpith 18, Institutional Area, Lodhi Road, New Delhi.
22.	Bihar Rashtra Bhasha Parishad, Patna 800 004.
23.	Bright Carrears Institute 1525, Nai Sarak, Delhi 110 006.
24.	Children Book Trust, Machhua Toli, Patna 800 004.
25.	Children's Book Trust, Nehru House, 4, Bahadur Shah Zafar Marg, New Delhi-110 002.
26.	Competition Success Review (P) Ltd., 604, Prabhat Kiran, Rajendra Place, New Delhi.
27.	Central Institute of Indian Languages, Manasagangotri, Mysore 570 006.
28.	Competition Adviser, 4457, Nai Sarak, Delhi 110 006.
29.	Clifton & Co. (P) Ltd., 53/2, Durga Market, Desh Bandhu Gupta Road, Karol Bagh, New Delhi 110 055.
30.	Central Institute of Hindi Shitla Road, Agra 282005,

31. Commission for Scientific & Technical Terminology
Ministry of Education & Culture
West Block No.7, R.K.Puram,
New Delhi.
32. Chaukhamba Orientalia
K 37/109, Gopal Mandir Lane,
P B No.1032, Varanasi.
33. Diamond Pocket Books (P) Ltd.,
2715, Darya Ganj, New Delhi.
34. Department of Publication
Ministry of Kerala, Trivandrum.
35. Dlarti Prakashan
Ganga Shahar, Bikaner (Raj).
36. Department of Publication
Guru Nanak Dev University,
Amritsar.
37. Directorate of Hindi
Medium Implementation
Delhi University, EA/6,
Model Town, Delhi 110 009.
38. The Defence Review
N 74, Greater Kailash I,
New Delhi 110 048.
39. Directorate of Research
Arunachal Pradesh, Shillong.
40. Department of Publications
Ministry of Works & Housing
Old Secretariat,
Civil Lines, Delhi.
41. Enka Prakashan Kendra
1712, Gandhi Road, Ahmedabad.
42. Frank Brothers & Co.
(Publishers) (P) Ltd.,
4675-A, Ansari Road,
New Delhi 110 002.
43. Firma KLM (P) Ltd.,
257, B B B Ganguly
Street, Calcutta 700 012.
44. Golden Comics,
66, College Street, Calcutta 73.
45. Govt. Stationery Stores &
Publications
Guljar Bagh, Patna 800 007.
46. G K Enterprises
Ashok Raj Path,
Chauhatta, Patna 800 004.
47. Himalaya Publishing House
Pooja Apartments
4B, Ansari Road,
Darya Ganj, New Delhi 2.
48. Hans Prakashan
18, Naya Marg,
P B No.103, Allahabad.
49. Hindi Pracharak Sansthan
P.O. Box 1106,
C-21/30, Pishach Mochan,
Varanasi 221 001
50. Hindi Book Centre,
4/5 B, Asaf Ali Road,
New Delhi.
51. Indian Book Centre
40/5, Sakhti Nager
Delhi 110 007.
52. Indian Institute of Advanced Study
Rashtrapati Niwas, Summer Hill
Shimla 171 005.
53. Indian Council of
Agricultural Research
Krishi Bhawan, New
Delhi 110 001.
54. Indian Burea of Minas
New Secretariat Building
Civil Lines, Nagpur 440 001.
55. Janaki Prakashan
Ashok Raj Path
Chauhatta, Patna 800 004.
56. Jaice Book Distributors
G 2-16, Ansari Road
Darya Ganj, New Delhi.
57. Jaypee Brothers
G 16, Emea House
23/23 B, Ansari Road
Darya Gang, New Delhi.
58. Kashi Prasad
Jayaswal Research Institute
Museum Building, Budda Marg,
Patna 800 001.
59. Kitab Mahal Agencies
Ashok Raj Path, Patna.
60. Kitab Ghar
Main Bazar, Gandhi Nagar,
Delhi 110 031.
61. K P Bagchi & Co.
286, B B Ganguly Stret,
Calcutta 700 012.
62. Kishore Bharti
Khajanchi Road, Patna 4.

63. Lalit Kala kademi
Rabindra Bhawan, New Delhi.
64. Lok Bharti Prakashan
15 A, Mahatma Gandhi Marg,
Allahabad.
65. Mitra & Ghosh Publishers (P) Ltd.
10, Shyama Charan Das Street,
Calcutta 700 073.
66. Manisha Granthalaya (P) Ltd.
4/3 B, Bankim Chatterjee St.
Calcutta 700 073.
67. Motilal Banarsidas
Bungalow Road
Jawahar Nagar, Delhi
68. Madhav Stores
Booksellers Kalyani,
Muzaffarpur.
69. Maithili Academy
4/3, Srikrishna Puri
Patna 800 001.
70. Mecomillan India Ltd.
Sinha Kothi
Sinha Library Road,
Patna 800 001.
71. National Atlas & Thematic
Manning Organisation
50A, Gariahat Road,
Calcutta 700 019.
72. National Publishing House
23, Darya Gang, New Delhi.
73. Nidhi Prakashan
1590, Madarsha Road
Kashmeri Gate, Delhi.
74. Naresh Publications
111, Shankar Road Market
New Rajinder Nagar,
New Delhi 110 060.
75. New Light Publishers
B 8, Rattan Jyoti
18, Rajinder Place
New Delhi 110 008.
76. Newman Groues of Publishers
4 C, Ansari Road
New Delhi 110 002.
77. Nav Vikash Prakashan
Ashok Rajpath, Patna 800 006.
78. National Book Trust, India
A-5, Green Park,
New Delhi 110 016.
79. New Central Book Agency
8/1, Chintamani Das Lane
Calcutta 700 009.
80. Naresa Publishing House
6, Community Centre
Panchsheel, New Delhi 110 017
81. Narosha Book Distributors
6, Community Centre, Panchsheel
New Delhi 110 017.
82. New Book Centre
14, Ramnath, Majumdar Street,
Calcutta 700 009.
83. N E Pnblishers
16, Motilal Mullick Lane,
Calcutta 700 035.
84. National Council of Education
Research & Training,
Sri Aurobindo Marg,
New Delhi 110 016.
85. National Psychological
Corporation 4/230, Kacheri Ghat,
Agra 282 004.
86. Novelty and Readers
Corner, Patna.
87. Pustak Mahal
6686, Khari Baoli,
Delhi 110 006.
88. Publication Division
Ministry of Information &
Broadcasting
Govt. of India,
Bihar State Co-operative Bank
Building Ashok Raj Path,
Patna 800 004.
89. Parijat Prakashan
Dak Banglow Road, Patna,
90. Pragati Prakashan
Post Box No. 62
Begum Bridge, Meerut 250 001.
91. Punthi Pustak
136/43, Bidhan Saravi
P.O. Box No. 16602,
Calcutta 700 004.
92. Publication Bureau
Punjabi University,
Patiala 147 002.

93. Parimal Prakashan
17, MIG Bhagambari,
Avaas Yogna Allahapur
Allahabad, 211 006.
94. Prabhat Prakashan
205, Chawri Bazar,
Delhi 110 006.
95. Parag Prakashan
3/114, Karn Gali
Vishwas Nagar, Shahdara,
Delhi 110 032.
96. Pitambar Publishing Co.
888, East Park Road, Karol Bagh,
New Delhi 110 005.
97. Prentice Hall of India (P) Ltd.
M 97, Connaught Circus.
New Delhi 110 001.
98. Praveen Prakashan
Mehrauli, New Delhi
99. Popular Prakashan (P) Ltd.
4648/1, Ansari Road
21, Darya Ganj, New Delhi.
100. Panchsheel Prakashan
Film Colony, Jaipur 302 003.
101. Pandulipi Prakashan
E 11/5, Krishna Nagar
Delhi 110 051.
102. Press Service of India
Road No. 6 C,
Rajendra Nagar, Patna.
103. Pioneer Printers
2/27, Seth Gali, Agra 282 003.
104. Prakashan Sansthan
4715/21, Dayanand Marg,
Darya Ganj, New Delhi.
105. Rajpal & Sons
Madarsa Road, Kashmeri Gate,
Delhi 110 006.
106. Ravindra Prakashan
1131, Katra, Allahabad.
107. Rajkamal Prakashan (P) Ltd.
8, Netaji Shubhas Marg,
New Delhi 110 002.
108. Rashtriya Sanskrit Santhan
Gali No. 4, Vishal Enclave,
Raja Garden, New Delhi.
109. Radha Krishna Prakashan
2/38, Ansari Road
Darya Ganj, New Delhi 110 002.
110. Readers Corner & Associated
Book Agency
Ashok Raj Path, Patna.
111. Rishabh Charan Jain
EVM Santati,
4662/21, Darya Ganj, New Delhi.
112. Spirit India Publishers
1588/31, Naiwala,
Karol Bagh New Delhi.
113. Suruchi Prakashan
Keshav Kunj, Jhandewalan
Opp. Naaz Cinema,
New Delhi 110 055.
114. Sahitya Bhawan
Hospital Road, Agra 282 003.
115. Som Sudha Prakashan
7483, Tel Mill Marg
Ram Nagar, New Delhi 110 055.
116. S. Chand & Co.
P.O. Box No. 5733
Ram Nagar, New Delhi 110 055.
117. Sultan Chand & Sons
4792/23, Darya Ganj,
New Delhi 110 002.
118. Souvenir Publishers
10452, East Park Road,
New Delhi.
119. Sanmarg Prakashan
16 UB, Banglow Road,
Jawahar Nagar, Delhi 110 007.
120. Soviet Book &
Periodicals Showroom
7, Camak Street,
Calcutta 700 017.
121. Sahitya Akademi
Rabindra Bhawan
35, Ferozeshah Road,
New Delhi 110 001.

122. Springer Books (India) (P) Ltd.
6, Community Centre,
Panch.heel, New Delhi.
123. Samayik Prakashan
3543, Jatwara,
Darya Ganj, New Delhi 110 002.
124. Sarvashri Alekh Prakashan
B 8, Navin Shahadara,
Delhi 110 032.
125. Starling Publishing (P) Ltd.
L 10, Green Park Extension
New Delhi 110 016.
126. Saha & Brothers
8/9367, Multani Dhanda
Paharganj, New Delhi 110 055.
127. Sasadhar Prakashan
19A, Kedar Bose Lane,
Bhowonipur, Calcutta 700 025.
128. Sarvodaya Sahitya Prakashan,
K 61/99-100, Hullanala
Varanasi 221 001.
129. Sharada Pustak Bhawan
Village & Post Mahua
(Vaishali) 844 122.
130. Seemant Prakashan
922, Kucha Rohella
Darya Ganj, New Delhi 110 002.
131. Standard Literature
76, Acharya Jagdish
Ch. Bose Road Calcutta 14.
132. Subodh Publications
2/4240 A, Ansari Road,
Darya Ganj, New Delhi.
133. Shakun Prakashan
3625, Subhash Marg,
New Delhi 110 002.
134. Saraswati Prakashan Mandir
69, Naya Bairhana, Allahabad.
135. Sharada Prakashan
16/F-3, Ansari Road,
New Delhi.
136. Sahitya Sahkar
E 10/4, Krishna Nagar,
Delhi 110 051.
137. Shivaji University
Vidya Nagar, Kolhapur 416 004.
138. Sage Publications India (P) Ltd.
P B No.4215
New Delhi 110 048
139. Sribhumi Publishing Co.
79, Mahatma Gandhi Road,
Calcutta 700 009.
140. Subsidy Unit
National Book Trust, India
A-5, Green Park,
New Delhi 110 016.
141. The Times of India
7, Bahadur Shah Zafar Marg,
New Delhi 110 002.
142. Tata McGraw Hill
Publishing Co. Ltd.
12/4, Asaf Ali Road,
New Delhi 110 002.
143. Tamiland Printers &
Traders (P) Ltd.,
P.B. No.21, 328 G S T Road,
Chromepet Madras 44.
144. Taxshila Prakashan
23/4763, Ansari Road,
Darya Ganj, New Delhi 110 002.
145. U B S Publishers'
Distributor' Ltd.
5, Ansari Road, P B No.7015
New Delhi 110 002.
146. Universal Publications
Singi Gali, Agra 282 003.
147. Uttar Pradesh Urdu Akademi
Lucknow UP.
148. University of Mysore
Manasagangotri, Mysore 570 006.
149. Vivek Prakashan
7-UA, Jawahar Nagar,
Delhi 110 007.
150. Vishv Vijay (P) Ltd.
M 12, Connaught Circus,
New Delhi 110 001.
151. Vani Prakashan
4697/5, 21A, Darya Ganj,
New Delhi 110 002.

152. Vidya Prakashan Mandir,
1681, Darya Ganj,
New Delhi 110002.
153. Vidhi Sahitya Prakashan
Ministry of Law & Justice &
Company Affairs
Bhagwan Das Road,
New Delhi 110 001.
154. Vision Books (P) Ltd.,
1590, Madrsa Road,
Kashmeri Gate, Delhi 110 006.
155. Vibhuti Prakashan,
K 14, Navin Shahdra,
Delhi 110 032.
156. Wiley Eastern Ltd. Publishers
4835/24, Ansari Road,
Darya Ganj, New Delhi.
157. West Bengal State Book Board
Arya Mansion, 8th Floor,
6A, Raja Subodh Mullick
Square, Calcutta 700 013.
158. Kameshwar Singh
Darbhanga Sanskrit University
Darbhanga.
159. Bihar Grantha Kutir,
Naya Road, Patna 800 004.
160. Ministry of Education
Government of India,
Ex. A.F.O.Hutments
Dr. Rajendra Prasad Road,
New Delhi 110 001.
161. Atma Ram & Sons,
1376, Kashmeri Gate,
Delhi 110 006.
162. Deepayatan
Bihar State Adult
Education Centre,
B/39, Srikrishan Puri,
Patna 800 001 (Bihar)
163. Prem Prakashan Mandir,
Delhi.
164. Prakashan Sanshan,
New Delhi.
165. British Book Standard,
New Delhi.

166. Kumar Book Centre,
Patna.
167. Kamlapuri Prakashan,
Patna.
168. Gupta Book Mart,
Patna.
169. Suraj Book Centre,
Patna.
170. Nath Publishers
Calcutta.
171. Alankar Prakashan,
Delhi.
172. Markazi Maktaba Islami,
Delhi.

**Utilisation of Chambal Canal water
by Madhya Pradesh and Rajasthan**

2762. SHRI MAHENDRA SINGH :
Will the Minister of WATER RESOURCES
be pleased to state :

(a) in what proportion Madhya Pradesh
and Rajasthan have utilised water from
Chambal Canal each year from 1982-83
to 1985-86;

(b) whether Madhya Pradesh is getting
adequate share of water;

(c) if not, reasons thereof;

(d) is it a fact that a field agency for
water regulation as decided by Madhya
Pradesh, Rajasthan Inter-State Control
Board has not yet been set up; and

(e) if not, reasons for the same and
steps taken for its early constitution ?

**THE MINISTER OF WATER RE-
SOURCES (SHRI B. SHANKARANAND) :**
(a) According to the Government of
Rajasthan, the States of Madhya Pradesh
and Rajasthan have utilised water from
the common Chambal Right Main Canal
System, as given below:—

Year	Rajasthan	Madhya Pradesh
		(In Million acre feet)
1982-83	1.00	1.1764
1983-84	1.0861	0.8905
1984-85	1.0964	1.1723
1985-86	(Rabi season is not yet over)	

(b) & (c) Madhya Pradesh has been complaining that it is not receiving its share of water from Rajasthan during the time of peak Rabi demand due to excessive drawal by Rajasthan in the upper reaches of the canal. But according to Rajasthan, Madhya Pradesh has been abstracting water upstream of Gandhisagar Dam, thereby reducing inflows into the reservoir.

(d) & (e) The proposed Field Agency for water regulation has not yet been set up by the two States as they are still deliberating on this issue.

Child Mortality in Urban and Rural Areas

2763. SHRI BALASAHEB VIKHE PATIL: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether any survey has been conducted about the child mortality in the Urban and Rural areas of the country during the last one decade and if so, the findings thereof;

(b) what are the nutrition level of the rural and urban children;

(c) whether Government have drawn up any plans for mothers in the rural areas so that such low nutrition level can be raised within a time bound programme; and

(d) if so, the details thereof?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR): (a) The estimates of child mortality expressed as

the number of child deaths in the age group (0—4) years per thousand of child population (0—4 years) based on SRS data for the last ten years for India by rural/urban breakup are shown in the statement given below.

It would be noticed therefrom that there is a declining trend in the child mortality both in the rural and urban areas.

(b) According to the surveys conducted by National Nutrition Monitoring Bureau (1982) under Indian Council of Medical Research, the percentage of malnutrition among children (1—5 years) is as follows:

1. Severe malnutrition—6.1%
2. Moderate malnutrition—34.8%

(c) and (d) Various schemes have been taken up for raising the nutritional status of mothers and children such as, prophylaxis against nutritional anaemia, Prophylaxis against Blindness due to Vitamin "A" deficiency, Supplementary Nutrition Programmes under ICDS Scheme, Nutrition Education, etc.

Statement

Child Mortality Rate (0—4)—India

Year	Rural	Urban	Combined
1973	56.8	31.4	52.3
1974	54.8	27.3	50.0
1975	60.3	31.7	55.0
1976	55.2	29.7	51.0
1977	56.1	27.1	50.9
1978	53.2	26.3	48.3
1979	50.6	23.9	45.7
1980	46.1	22.2	41.8
1981	45.5	20.4	41.2
1982	43.9	20.9	39.1

[*Translation*]

Free education to Children in Navyug Schools

2764. SHRI GANGA RAM : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether free education is provided to these children studying in Navyug Schools run by New Delhi Municipal Committee whose parents' annual income is less than Rs. 15 thousand and whether this limit was fixed a few years back;

(b) if so, whether Government propose to increase this limit on annual income of the parents to Rs. 20 thousand from the next academic session so as to provide relief to low income Group people; and

(c) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) It has been reported by New Delhi Municipal Committee that no tuition fee is charged from the students of Navyug Schools irrespective of their parents' income. As per limit fixed for Junior Navyug Schools/Senior Navyug Schools in 1982/83, students whose parents' income exceeds Rs. 15,000 per annum have to pay for the other facilities, like books, stationery, uniform, refreshment, etc.

(b) No, Sir.

(c) Question does not arise in view of reply to (a) above.

[*English*]

Conference of Education Ministers

2765. SHRI AMAR ROYPRADHAN : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether it is a fact that two day conference of Education Ministers was recently held in the country to Endorse the concept of a national system of education

which would include universal access to education for children and adults, improvement of standards, vocationalisation and promotion of national integration; and

(b) if so, the details thereof?

(c) whether it is a fact that the Education Ministers of West Bengal and Tripura did not approve it; and

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

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) to (d) A two-day Conference of State Education Ministers was held on 29-30 August, 1985 to initiate consultations with State Governments on the document : "Challenge of Education—A Policy Perspective" brought out by the Ministry of Education as a part of the nation-wide debate preceding formulation of the new education policy.

2. The Conference endorsed the importance of moving towards a national system of education which would include universal access to education for children and adults, improvement of standards, vocationalisation, and promotion of national integration through educational programmes. With the exception of the Education Ministers of the Government of West Bengal and Tripura, the idea of evolving and introducing a common core-curriculum within an overall framework characterised by a great degree of flexibility in respect of content and innovative correlation with the environment in relation to the teaching learning process, was welcomed by all the Ministers. They felt that this would be an important means for establishing certain national learning norms, augmenting mobility and instilling nationally shared perceptions and values forming part of the national system of education.

3. The Education Ministers of West Bengal and Tripura, however, were of the opinion that in a nation of many languages, cultures and regional disparities, the States are in a better position to develop

the education system according to their needs and aspirations.

Command Area Development Programme in Orissa

2766. SHRIMATI JAYANTI PATNAIK : Will the Minister of WATER RESOURCES be pleased to state :

(a) the year of the inception of Command Area Development Programme in Orissa;

(b) how many Command Areas Development Authorities have since been set up in the State for implementing the programme;

(c) the various development programmes which have been considered by these Authorities in the Command Areas;

(d) the amount spent on the development of Command Areas in the Sixth Plan; and

(e) the details of the Central allocation made for that purpose in the above plan period ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) 1974-75.

(b) Four Command Area Development Authorities have been set up.

(c) The activities taken up by these Authorities include topographical survey, soil survey, land consolidation, construction of field channels and field drains, land shaping, introduction of warabandi, adaptive trials, multiple crop demonstration and farmers training. The Command Area Development Authorities have also encouraged allied agricultural activities like pisciculture development and dairy poultry and piggery activities.

(d) & (e) The State Government has spent Rs. 737.51 lakhs from the State sector on CAD during the 6th Plan. In addition, a total amount of Rs. 956.88 lakhs has been released as Central assistance to the State Government during the 9th Plan of which Rs. 477.97 lakhs has

been released as grant and Rs. 478.91 lakhs as loan.

Films submitted to Censor Board

2767. SHRI N. DENNIS : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the total number of films in various languages submitted to Censor Board during 1985 till date;

(b) the number out of them approved/unapproved for screening language-wise; and

(c) out of these number of films in each language exhibited and yet to be exhibited ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) The total number of Indian feature films submitted to the Central Board of Film Certification during the period January to September 1985 is 725.

(b) The information is being collected and will be laid on the Table of the House.

(c) The Central Board of Film Certification is concerned with certification of films only and has, therefore, no information regarding films exhibited and yet to be exhibited.

Development blocks selected in Rajasthan for operating ICDS Programme

2768. SHRI RAM SINGH YADAV : Will the Minister of HUMAN RESOURCES DEVELOPMENT be pleased to state : (a) whether it is a fact that Integrated Child Development Services Programme was expected to be operative and active in 1,000 Development Blocks of the country by mid 1983;

(b) whether the target has been achieved and if not, what are the causes for the same; and

(c) how many Development Blocks have been selected for operating this programme upto September, 1985 in the State of Rajasthan and what is their progress?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS & SPORTS AND WOMEN'S WELFARE (SHRIMATI MARGARET ALVA) : (a) & (b) Against the target of 1,000 Integrated Child Development Services (ICDS) projects by 1984-85, 1019 Centrally sponsored ICDS projects had been sanctioned as under :

upto 1981-82	300
1282-83	320
1983-84	202
1984-85	197

Total =	1019

A project takes about 18—24 months to become operational. Accordingly, 822 projects, sanctioned till 1983-84, are expected to be operational by the end of 1985. By June 1985, reports of 964 projects were received and 822 of them had become operational.

In addition, 117 ICDS projects were started in the State Sector upto the end of the Sixth Plan. Of them, 116 were operational in June 1985.

(c) Up to 1984-85, 45 ICDS projects were sanctioned in Rajasthan. Of them, 38 were operational in September 1985. 10 more projects have been sanctioned in Rajasthan for 1985-86

Evaluation of Cultural Programmes in France and U.S.A.

2769. SHRI UTTAM RATHOD : Will the Minister of HUMAN RESOURCES DEVELOPMENT be pleased to state :

(a) whether the impact of various cultural programmes, which have been shown to audiences in France and USA so far under the Festival of India, has been evaluated; and

(c) if so, outcome thereof?

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

(b) As evaluated by media coverage and public response, the Festival of India in France and U.S.A. has been an impressive cultural event unprecedented in recent years and has succeeded in projecting India as a progressive and self-reliant country with a rich heritage.

Standard of education in public schools and government schools

2770. SHRI V.S. VIJAYARAGHVAN: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Government are aware of the fact that there is wide variation in the standards of public schools run by private Management and Government run schools;

(b) if so, whether any efforts has ever been made to bring in uniformity in standards; and

(c) if so, the result thereof?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) Although standards of education are not exactly measurable, but it can be generally said that the number of schools with high standard of education is small compared to the total number of schools in the country. There are many Government schools also where standard of education is high. The number of public schools, i.e. those who are the members of the Public Schools Conference is only 57, and this includes both private and Government supported schools. Since public schools have access to sufficient financial resources, they have most of the facilities required, and consequently the standard of education is generally high. A large majority of Government schools on the other hand are substantially deficient in facilities which adversely affects the standard of education.

(b) and (c) Over the years the Government has been conscious of the need to upgrade teacher-competencies, improve curriculum and textbooks and provide better facilities in schools. However, the system has been expanding at such a fast rate that most of the available resources have been utilised to meet the needs of expansion as compared to quality improvement.

Although the total requirement of resources of schools in the country is very large and may not become available immediately, greater emphasis is being placed on provision of a minimum level of facilities and upgarding teacher-competencies in schools. These measures are expected to improve the standards of education in schools in coming years.

[*Translation*]

Institutions engaged in study of Sanskrit

2771. SHRIMATI USHA CHOUHDARY : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the names of the Institutions engaged in the promotion of Sanskrit;

(b) steps being taken to check disinclination towards the study, research and dissemination knowledge of Sanskrit; and

(c) the amount of financial allocation made therefor in the Seventh Five Year Plan?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) The Government of India have established the Rashtriya Sanskrit Sansthan in New Delhi, an autonomous organisation, under the Ministry of Human Resource Development, Department of Education, for the promotion of Sanskrit. The Sansthan has under its administrative and academic control seven Kendriya Sanskrit Vidyapeethas located at Jammu, Delhi, Allahabad, Puri, Tirupati, Guruvayoor and Jaipur. These Vidyapeethas, along with Rashtriya Sanskrit Sansthan, undertake teaching, training, research and publication activities, which assist in the promotion of Sanskrit.

The ministry also gives grant to about 650 Sanskrit institutions all over India which are engaged in the promotion of Sanskrit. Grants are given for appointment of Sanskrit teachers, scholarships to students, purchase of library books, etc. The Ministry is also providing financial assistance to the extent of 95 per cent of approved recurring expenditure and 75 per cent of non-recurring expenditure to 13 institutions under the scheme of Adarsh Sanskrit Pathshalas/Shodh Sansthan. A statement showing these institutions is given below.

(b) This Ministry has taken a number of steps to popularize the study of Sanskrit as well for promoting research and dissemination of knowledge of Sanskrit. Among others these include :—

- (a) Grants to Voluntary Organisations/ institutions which are engaged in the promotion Sanskrit;
- (b) production of Sanskrit literature including purchase of Sanskrit books for free distribution to Sanskrit institutions;
- (c) award of scholarship for post-matric studies and for the traditional type of Sanskrit learning;
- (d) organisation of all India Sanskrit Elocution Contest and all India Vedic Convention every year;
- (e) financial assistance to old and eminent Sanskrit scholars in indigent circumstances;
- (f) modernization of Sanskrit Pathshalas by the provision of facilities teaching of such subjects as Science, Mathematics and Social Studies;
- (g) financial assistance to higher secondary schools for organising teaching of Sanskrit;
- (h) utilisation of the services of eminent Sanskrit scholars for an indepth study of shastras;
- (i) award of certificate of honour by

the President of India to eminent Sanskrit scholars; and

- (j) financial assistance to registered academic organisations for conducting special orientation courses for the products of Sanskrit pathshalas.

(c) For the Seventh Five Year Plan, the Planning Commission have approved an outlay of Rs. 10.75 crores for the development, promotion and propagation of Sanskrit.

Statement

1. Shri Rang Laxmi Adarsh Sanskrit Mahavidyalaya, Virindaban.
2. Jagdish Narain Brahmchari Ashram Sanskrit Mahavidyalaya, Lagma, Via-Lohna Road, Rambhadharpur, Distt. Darbhanga (Bihar).
3. Bhagwan Das Sanskrit Mahavidyalaya, PO: Gurukul Kangri (Haridwar).
4. Dewan Krishna Kishore S.D. Sanskrit College, Ambala Cantt. (Haryana).
5. The Madras Sanskrit College & S.S.V. Pathshala, 84, Royapeethah High Road, Mylapore, Madras
6. Ekarasanand Sanskrit Mahavidyalaya, Mainpur (U.P).
7. Mumbadevi Sanskrit Mahavidyalaya, C/O Bhartiya Vidya Bhawan, K.M. Munshi Marg, Bombay-7.
8. Haryana Sanskrit Vidyapeetha, Bhagola Distt. Faridabad (Haryana).
9. Kuppuswami Sastri Research Institute, 84—Royapeethah High Road, Mylapore—Madras (Tamil Nadu).
10. Calicut Adrash Sanskrit Vidyapeetha, Ballussary, Distt. Calicut (Kerala).

11. Vaidika Sansodhan Mandala, Tilak Vidyapeeth Nagar, Poona-9 (Maharashtra).

12. Sri Chandrasekharendra Saraswati Nayaya Sastra Sanskrit Mahavidyalaya, C/O Sri Sankaracharya Swamy Mutt, No. 1, Salai Street, Kancheepuram-631502 (T. Nadu).

13. Lakshmi Devi Shraff Adrash Sanskrit Mahavidyalaya, Kali Rekha, Vill. & P. O. Deogarh-814112 (Bihar).

[English]

Need To Take Education To Villages

2772. SHRI PRAKASH V. PATIL : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether addressing at a United Nations Educational and Scientific Cultural Organisation training workshop the Minister has stressed the need to take education to villages;

(b) if so, what schemes are presently in operation and their effectiveness;

(c) whether Government are considering to introduce any new scheme in this regard; and

(d) what targets have been fixed for literacy in rural areas during the 7th Plan and allocations made therefor?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) Minister of Human Resource Development in his inaugural address to the Regional Training Workshop in literacy organised jointly by United Nations Educational and Scientific Cultural Organisation, Ministry of Human Resource Development and Directorate of Adult Education from 23-10-1985 to 4-11-1985, has emphasised the need for micro planning on the basis of conditions obtaining in the villages.

(b) & (c) Adult Education Programme

is being implemented through the following schemes:—

- (i) Centrally sponsored scheme of Rural Functional Literacy Projects;
- (ii) Central Scheme of Assistance to Voluntary Agencies working in the field of adult education;
- (iii) State Sector Scheme of State Adult Education Programme;
- (iv) Adult Education Programme by universities colleges; and
- (v) Adult Education through Shramik Vidyapeeths.

Nearly 95 per cent of the Adult Education Programme is for rural people who live in villages.

(d) Adult Education Programme envisages removal of illiteracy in the age-group 15-35 numbering approximately 11 crore illiterates by 1990. Nearly 2.3 crore learners have been enrolled in the sixth plan period and the remaining illiterates are to be enrolled in the 7th Plan period. The programme is mainly for rural areas and the priority is on the coverage of women and persons belonging to Scheduled Castes and Scheduled Tribes and other weaker sections of the society. Allocation for the Seventh Plan is in the process of finalisation.

New Engineering Colleges in Kerala During 7th Plan

2773. SHRI MULAPPALLY RAMACHANDRAN: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether there is any proposal to start new Engineering Colleges in Kerala during the Seventh Plan;

(b) whether Government have decided upon their location; and

(c) whether one of these colleges will be located at the economically backward

but educationally advanced district of Cannanore in Kerala?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI): (a) to (c) The new engineering colleges are started under the respective State Plans. The State Government of Kerala propose to establish five engineering colleges during the Seventh Five Year Plan. The proposals for establishment of three engineering colleges at Alwaye, Kottayam and Cannanore have already been received from the State Government of Kerala and are under consideration for the approval of All India Council for Technical Education.

Assistance from Foreign Countries for Combating Floods

2774. SHRI LAKSHMAN MALLICK: Will the Minister of WATER RESOURCES be pleased to state:

(a) whether Government of India have sought assistance from foreign countries such as USSR or any other country who had successfully combated floods to tide over the difficulties arising out of recurrence of floods every year in India; and

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

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND): (a) & (b) A collaboration project is being executed by the Central Water Commission with the assistance of the Danish Hydraulic Institute which envisages transfer of technology in the field of flood forecasting and flood control in respect of Damodar River System. In addition, the Ministry of Water Resources have programmed for scientific and economic cooperation with several countries such as the USA and China, who have similar problems, to exchange experts and share experiences with a view to tide over the difficulties arising from the recurrence of floods. The UNDP is also assisting the Central Water Commission to set up a flood forecasting system for the river Yamuna.

**Import of Steel Track Lines and Details
of its Replacement**

2775. SHRI JAGANNATH PATTNAIK :
Will the Minister of Transport be pleased to state:

(a) whether it is a fact that the Indian Railways have decided to import certain quantity of steel track lines to meet renewal targets; and

(b) if so, the details regarding the plan of Government in this regard?

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

(b) 75 lb and 60 lb rails which are no longer made in the country are imported every year. In addition, 60 kg and 52kg rails are to be imported only to the extent SAIL are not able to supply our annual requirement of above 4 lakh tonnes.

**Moratorium on Major and Medium
Irrigation Schemes**

2776. SHRI JAGANNATH PATTNAIK :
Will the Minister of WATER RESOURCES be pleased to state:

(a) whether Government propose to impose a moratorium on all new major and medium irrigation schemes till the on-going ones are completed; and

(b) whether the supply of essential materials, like cement, will be coordinated with irrigation schemes to avoid delay and escalation of cost?

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

(a) The strategy for the Seventh Five Year Plan is adequate funding of irrigation projects which are in an advanced stage of completion and are capable of yielding benefits in the Seventh Plan. New starts are to be restricted to medium irrigation projects in drought-prone areas and in tribal backward areas, and to minor irrigation schemes.

(b) The Central Water Commission

coordinates the supplies of construction materials like cement and steel for irrigation projects.

Indiscipline in Central Universities

2777. SHRI MURLIDHAR MANE:
Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether Government have noted the growing indiscipline in various Central Universities;

(b) if so, the measures being initiated to curb this trend;

(c) whether sufficient powers have been given to Central Universities Administrators to meet this problem; and

(d) if so, the details of such powers granted to University Administrators?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA COHATGI): (a) and (b) There have been incidents of indiscipline and agitation in the Central Universities from time to time. The Committee appointed by the UGC to review the functioning of the Central Universities has recommended that adequate machinery should be established in each Central University for the timely redressal of grievances of students and karmacharis. The Committee has also recommended that rules of discipline should be framed by each University and an undertaking should be obtained from students to abide by these rules. Some of the Central Universities have taken necessary action to implement this recommendation.

(c) and (d) The Acts and Statutes of the Central Universities make sufficient provision for the enforcement of discipline in the Central Universities. In most cases, the powers for enforcement of discipline are vested with the Vice-Chancellor.

**Medium Irrigation Projects Executed in
Maharashtra**

2778. SHRI MURLIDHAR MANE:
Will the Minister of WATER RESOURCES be pleased to state:

(a) the number of medium irrigation projects executed in Maharashtra during the Sixth Five Year Plan period;

(b) the names of those projects and the total area brought under irrigation projects on their completion;

(c) whether it is a fact that execution of some of the medium irrigation projects taken up in the Sixth Plan in Maharashtra have not been completed so far; and

(d) if so, the details thereof?

THE MINISTER WATER RESOURCES (SHRI B. SHANKARANAND): (a) & (b) During the Sixth Plan period 44 medium irrigation projects were executed in Maharashtra and the total irrigation potential created is as below:

(000Ha.)

S. No.	Name of the Project	Potential created
1.	Dinandi	11.36
2.	Adhala	5.09
3.	Kanholi	4.24
4.	Kelzar	3.54
5.	Aner	7.18
6.	Suki	5.69
7.	Bori	5.96
8.	Ghatshil	2.13
9.	Pangaon (Hingni)	6.75
10.	Kesarnala	0.79
11.	Chandrabhaga	2.60
12.	Chulbandh	4.04
13.	Chargaon	2.12
14.	Masoli	3.75
15.	Tawarja	4.04
16.	Taklibhan	1.17
17.	Mandohal	2.61

18.	Sidhewadi	1.11
19.	Basappawadi	0.86
20.	Paldhag	2.41
21.	Mandwe	1.23
22.	Sonal	3.16
23.	Shekhadari	1.34
24.	Uma	2.24
25.	Sakhalinala	1.46
26.	Deogaon Tank	1.64
27.	Makardhokra	3.37
28.	Mordham Nala	1.32
29.	Rengepar	1.20
30.	Bothekar Bothali	1.31
31.	Chadainala	3.61
32.	Ambadi	2.15
33.	Lahuki	1.09
34.	Ajanta Andhari	1.31
35.	Saraswati	1.23
36.	Borna	1.45
37.	Pethwadaj	2.07
38.	Mahalingi	0.79
39.	Watephal	1.02
40.	Nagzari	1.26
41.	Shahjani Aurad	1.27
42.	Whati	1.76
43.	Turori	1.02
44.	Giratsal	2.14

(c) & (d) 86 medium schemes have spilled over into the 7th Plan. 60 of these are Pre-Sixth Plan spill-over schemes and the balance 26 are new schemes taken up in the Sixth Plan.

Construction of VAPI Over-bridge

2779. SHRI U.H. PATEL : Will the Minister of TRANSPORT be pleased to state :

(a) whether a number of representations of various organisations and MPs have been received from time to time from BULSAR and VAPI in Gujarat State on Western Railways for the construction of VAPI Over-bridge ;

(b) if so, the details thereof ;

(c) when the said over-bridge is likely to be constructed and opened for public ; and

(d) what are the plans, projects and estimates thereof ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAV RAO SCINDIA) : (a) & (b) Yes, Sir. The representations were in respect of construction of a road over-bridge replacing level crossing No. 80 at VAPI.

(c) & (d) The work could not be taken up as the State Government has had difficulties in planning construction of road approaches due to the problem of acquisition of land in the heavily built up area. The proposal can be considered by the Railways after the Government of Gujarat finalises the plans and estimates for the approaches and re-sponsors the proposal, which has yet to be done.

Infant Deaths and Causes Thereof

2780. SHRI MULLAPPALLY RAM-ACHANDRAN : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) the number of infant and child deaths (children below 5 years) reported in the country during 1983 and 1984 respectively ;

(b) major cause of such deaths ; and

(c) what percentage of such deaths was due to diarrhoea ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) Estimates of infant and child deaths during 1983 and 1984 are not available. How-

ever, the latest available estimates as reported by Registrar General of India from Sample Registration System for the year 1982 are as follows :

Number (in lakhs)	
Infant deaths	24.43
Child deaths (1-4 years)	11.08

(b) & (c) The major causes of infant and child mortality in the country presently are prematurity, disorders of respiratory system, diarrhoea, tetanus, malnutrition and fevers. Precise estimates as to the percentage of deaths due to diarrhoea are not available.

Sale of INH Plus Refampicin and INH Pyrazinamide in Bihar by Ethico Pharmaceuticals

2781. SHRI M. RAGHUMA REDDY : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether drugs controller of India had banned irrational drug combinations some years ago ;

(b) if so, whether a spate of combinations—INH plus Refampicin, INH plus pyrazinamide etc. i. e., under trade mark Montonex is being sold in Bihar by Ethico Pharmaceuticals ;

(c) whether M/s. Lupin Laboratories are selling in Maharashtra an Ethambutol and Isoniazid combination under the trade mark 'Combinex 800, ;

(d) whether clinical testing has been undertaken for these combinations ;

(e) whether before sale commercialization was approved and if not, what steps Government propose to take to ban them from the market ; and

(f) if not, the reasons thereof ?

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

(b), (c), (d), (e) and (f) The fixed dose combination of Rifampicin plus INH has been permitted to be marketed in the country. Information relating to the other two combinations is being collected from the State Drug Control authorities, who are the licensing authorities, and will be placed on table of the Sabha.

Dowry Deaths and Changes in Anti-Dowry Legislation

2782. SHRI S. M. BHATTAM : Will the Minister of HUMAN RESOURCES DEVELOPMENT be pleased to state :

(a) whether the Government are aware that there are number of dowry deaths taking place in the country ;

(b) whether Government intend to bring about any changes in the anti dowry legislation to effectively check such incidents ;

(c) if so, what are the nature of amendments which are sought to be brought about ; and

(d) whether the term dowry is going to be redefined and the penalty is sought to be enhanced ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS AND SPORTS AND WOMEN'S WELFARE (SHRIMATI MARGARET ALVA) : (a), (b) & (c) The Dowry Prohibition (Amendment) Act, 1984, which came into force with effect from the 2nd October, 1985 seeks *inter-alia* to make the Dowry Prohibition Act, 1961 more stringent and effective. This apart, the Indian Penal Code, the Criminal Procedure Code and the Indian Evidence Act have also recently been amended as part of anti-dowry legislation to make punishment for crimes against women much more stringent and effective and cruelty against women by her husband or relatives of the husband, punishable. The onus of proof of innocence would rest on the accused of such offences.

(d) The definition of dowry has been amended under the amended Act. Besides

this a list of presents to the bride or bridegroom, given at the time of marriage, is required to be maintained. Failure to maintain the said lists or failure to enter any present would have the effect of making all the present(s) or gift(s) is not entered in the list as "dowry" for the purpose of Section 3 of the Act and the giver and the receiver would become liable to punishment for giving or taking dowry. As for enhancement of penalty, under the amended Dowry Prohibition Act, the penalty for giving or taking dowry has been enhanced and might vary from imprisonment for a period of six months to two years and a fine of Rs. 10,000 against Rs. 5,000 provided in the original Act.

Condition of Temples etc. in Banswara (Rajasthan)

2783. SHRI S.M. BHATTAM : Will the Minister of HUMAN RESOURCES DEVELOPMENT be pleased to state :

(a) whether attention of Government has been drawn to the press report appearing in the Indian Express dated 5 October, 1985 with the caption "neglected temples of Banswara in Rajasthan" :

(b) whether the various temples, idols and other articles of architectural beauty in the districts of Banswara and Dungarpur (Rajasthan) are in utterly neglected condition and some of them are missing ;

(c) whether the said region has a number of sites requiring immediate excavation with a potential of enormous architectural treasure ; and

(d) if so, the steps taken or proposed by Government ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) Government is aware of the press report on the Temples of Banswara.

(b) The Siva Temple and ancient remains at Arthuna and the ancient remains at Vithal Deva in District Ban-

wara and the Jain temple inscription at Baroda and Somnath temple at Dev Somnath in District Dungarpur are under Central protection.

The loose architectural members and sculptures at Arthuna are housed in the Archaeological Survey of India's sculpture shed. Necessary watch and ward staff is posted at the site to look after the temple and the sculptures.

Structural repairs to the Siva temple at Arthuna have been completed while repairs to Suryakund within its complex and to Somnath temple are being taken up during the current financial year.

No antiquities/sculptures are reported to be missing from the protected monuments.

(c) The region has a number of archaeologically rich sites, as in some other parts of India. Excavations of various sites are taken up according to a phased programme.

(d) Does not arise.

**Food Corporation of India, NAFED etc.
not Covered by Prevention of Food
Adulteration Act**

2784. SHRI BALASAHEB VIKHE PATIL : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is a fact that the Prevention of Food Adulteration Act does not cover the Government Food Agencies like Food Corporation of India, NAEFD etc ;

(b) whether this is an implementation of the Act ; and

(c) if so, what the steps being taken to plug this loophole ?

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

(c) Does not arise.

[*Translation*]

**Encroachment of Railway Land in Rajkot
Bhavnagar, Ahmedabad and Baroda**

2785. SHRI U.H. PATEL : Will the Minister of TRANSPORT be pleased to state :

(a) the area of the railway land in front of Khambhalia Railway Station in Rajkot Division of Western Railway, Jamnagar District (Gujarat-Saurashtra) encroached upon so far and the names of encroachers and action taken or to be taken against them ; and

(b) the number of such encroachment cases brought to the notice of railways from 1981 to 1985 in Gujarat, Bhavnagar, Rajkot, Ahmedabad, Baroda and the steps proposed to be taken to check such illegal activities in future ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS SHRI MADHAVRAO SCINDIA) : (a) There were 24 encroachments on railway land at Khambhaliya Railway Station by outsiders. The Railway has removed 2 encroachments and action has been initiated to remove the remaining encroachments under provisions of public Premises (Eviction of Unauthorised Occupants) Act, 1971. The names of the encroachers and area of land encroached by them is shown in the statement given below.

(b) Number of such encroachment cases brought to the notice of the Railway from 1981 to 1985 (up to 31.3.85) in Gujarat are :

Bhavnagar Division = 8 Nos.

Rajkot Division = 164

(2 have since been removed, leaving a balance of 162 numbers).

Ahmedabad-Vadodara Division = 6 Nos.

Steps are being taken to check such illegal activities by invoking PPF Act 1971 and filing cases with the Estate Officer for removing the encroachments.

Statement

[English]

*Area of Railway Land Encroached at
Khambhaliya Railway Station and
Names of encroachers*

	Area in Sq. M.
1. Shri Natha Kara	900
2. Shri Keshav Dana	819
3. Shri Manji Phai Sarwara	12.20
4. Shri Ajitbhai Nanubhai	14
5. Shri Gopalbhai N.	967.30
6. Octroi Post (Panchayat)	184.50
7. Shri Babubhai (Tea Stall)	61.50
8. Shri Karsan N.	426.30
9. Smt. Kesharbai Talwar	411.84
10. Shri Juthabhai S.	280.80
11. Shri Vishram P. Joshi	696.78
12. Shri Nanjibhai	1390.62
13. Shri Dharmshi Bechar	17.76
14. Ashok Oil Mill	2613.60
15. Shri Keshavji Moolji	2640.00
16. Shri Shivji Arjan	2640.00
17. Shri Shivji Arjan	2208.76
18. Shri Dhana Jiva	553.20
19. Shri Lala Jiva	331.92
20. Shri Sada Jiva	819.00
21. Shri Sada Jiva	282.00
22. Shri Dhanji Jiva	330.00
Total	18501.08

Controversial Contraceptive 'Dalkon Shield'

2786. SHRI LAKSHMAN MALLICK : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is widely believed by the Medical community in the country that the use of the controversial 'Dalkon Shield' intrauterine Contraception device (IUCD) is confined to the West and that Indian women are spared its adverse effects ; and

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

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) & (b) The 'Dalkon Shield' is an unmedicated interuterine Contraceptive device. This method is not approved by the Government under the Family Welfare Programme.

Repair of Roads in Calcutta and Howrah Managed by CPT

2787. SHRI PRIYA RANJAN DAS MUNSI : Will the Minister of TRANSPORT be pleased to state :

(a) whether the roads in Calcutta and Howrah managed by the Calcutta Port Trust (CPT) are in dilapidated condition ;

(b) if so, the details thereof ; and

(c) the steps taken/proposed to repair these roads ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) & (b) There are about 40 roads on both Calcutta and Howrah side which were constructed by Calcutta Port Trust and are maintained by the Port Trust for long time. Some of these roads need repairs on account of damages caused by unusually prolonged monsoon and extensive use by public.

(c) With the on-set of fair weather season, necessary action has been taken

in hand for repairing the roads to the extent permitted by present financial condition of Calcutta Port. In March 1985, an extensive scheme for repair to roads costing about Rs. 70 lakhs was taken up by the Port Trust. This work is expected to be completed by March, 1986.

Adult Education Centres in the Country

2788. SHRI MOOL CHAND DAGA : Will the Minister of HUMAN RESOURCES DEVELOPMENT be pleased to state :

(a) the number of adult education Centres working in the country showing year-wise number in each Union Territory during the last three years ;

(b) the details of funds allotted and actual amount spent in the above cases ; and

(c) what checks are exercised to ensure the correct utility of the scheme ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI (SUSHILA ROHATGI) : (a) & (b) A statement showing statewise number of adult education cen-

tres run and the expenditure incurred in the Central Sector for the Adult Education Programme during the last three years is given below.

(c) The following measures have been taken to ensure the correct utility of the Programme :

- (i) There is an in-built mechanism of monitoring in which quarterly reports are obtained from the implementing agencies.
- (ii) The Programme is evaluated by external agencies of repute in the field of social sciences research and corrective measures are taken on the basis of feed back available through reports.
- (iii) Procedure relating to sanction of grant-in-aid to Voluntary Agencies has been streamlined to ensure proper utilisation of funds.
- (iv) Central Government Officers and officers of the State Governments oversee the implementation of the programme through field visits.

Statement

(Rupees in lakhs)

Sl. No.	State/Union Territory	1982-83		1983-84		1984-85	
		No. of centres run	Amount spent	No. of centres run	Amount spent	No. of centres run	Amount spent
1.	Andhra Pradesh	9158	119.75	9152	130.72	9659	258.86
2.	Assam	2448	53.34	5824	78.02	8152	145.85
3.	Bihar	24122	155.24	18844	190.30	45226	241.67
4.	Gujarat	6667	72.48	6209	164.18	11487	194.45
5.	Haryana	3848	48.79	4245	87.35	5016	116.07

1	2	3	4	5	6	7	8
6.	Himachal Pr.	1044	9.64	1011	16.71	1149	21.38
7.	J & K	3156	17.45	2927	26.86	3245	47.52
8.	Karnataka	7411	83.71	10746	110.23	12202	211.43
9.	Kerala	3652	13.63	4559	35.89	1136	60.24
10.	Madhya Pr.	18048	142.29	18356	278.09	22872	369.22
11.	Maharashtra	10658	101.60	13819	220.13	19418	279.63
12.	Manipur	218	20.81	1049	21.86	1532	53.49
13.	Meghalaya	1000	19.67	868	27.28	515	30.84
14.	Nagaland	600	12.03	600	22.22	650	24.54
15.	Orissa	4765	64.41	4902	96.69	4900	161.89
16.	Punjab	2467	61.88	2982	72.91	2937	70.47
17.	Rajasthan	8804	103.14	10739	186.34	11566	300.85
18.	Sikkim	588	4.77	644	13.89	777	25.24
19.	Tamil Nadu	11158	98.13	17676	173.83	22121	261.52
20.	Tripura	1694	15.34	1705	17.10	2891	32.75
21.	Uttar Pr.	12782	205.83	18398	325.36	22658	504.86
22.	West Bengal	12554	78.32	16569	101.11	15136	119.82
23.	A & N Islands	190	2.70	194	2.52	164	6.57
24.	Arunachal Pr.	744	3.72	790	7.88	762	21.87
25.	Chandigarh	283	1.21	348	12.63	304	25.22
26.	D & N Haveli	74	—	66	3.25	67	9.34
27.	Delhi	1658	8.25	1582	25.76	1650	29.34
28.	Goa, Daman & Diu	64	0.39	75	0.91	148	10.06
29.	Lakshadweep	81	0.70	37	0.47	44	2.05
30.	Mizoram	290	4.76	500	10.82	400	9.02
31.	Pondicherry	623	3.85	691	15.19	692	14.10
TOTAL		150849	1507.83	176107	2477.20	229476	3660.67

[Translation]

Scheme Under Command Area Development Programme

2789. SHRI MOOL CHAND DAGA : Will the Minister of WATER RESOURCES be pleased to state :

(a) the names of schemes taken up under the Command Area Development Programme date-wise.

(b) the amount of money earmarked for each programme, and the time by which each of them was to be completed ;

(c) the names of the programmes completed and the dates of their completion ; and

(d) the number and names of the programmes yet to be completed and the amount of money estimated to be spent on them.

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

(a) The projects taken up under the Command Area Development Programme are listed in the statement given below.

(b) Under the Centrally Sponsored Command Area Development Programme money is not earmarked projectwise. The States have been advised to complete the CAD activities in all the on-going projects included prior to 1980 by the end of the 7th Plan and to allocate resources to these projects accordingly.

(c) These projects, namely, Godh, Itiadh and Bagh in Maharashtra were taken out of the programme w.e.f. 1st April, 1984 since all the physical activities possible under the programme had been completed.

(d) 102 projects are shown in the Annexure have yet to be completed. During the 7th Plan an amount of Rs. 500 crores in the Central Sector and Rs. 1152 crores in the State Sector has been allocated for these projects.

Statement

List of Irrigation Projects Included Under the Centrally Sponsored Command Area Development Programme

S. No.	Name of the State/ Irrigation projects	Period in which started
ANDHRA PRADESH		
1.	K.C. Canal	V Plan
2.	Nagarjunasagar	
3.	Sreerama Sagar (Pochampad)	
4.	Rajoli Bunda Diversion Scheme	
5.	Tungabhadra	
6.	Gajuladinne	
7.	Swarna	1983-84
8.	Vamsadhara	
9.	Peddavagu	
ASSAM		
10.	Jamuna	V Plan
11.	Kaliabor Lift Irrigation Scheme	1983-84
12.	Sukla	

1	2	3
BIHAR		
13.	Gandak	V Plan
14.	Kiul	
15.	Badua	
16.	Chandan	
17.	Kosi	
18.	Sone	
GUJARAT		
19.	Mohi Kadana	V Plan
20.	Shetrunji	
21.	Ukai Kakrapar	
22.	Panam	1983-84
23.	Daman Ganga	
24.	Bhadar	
25.	Machhu	
26.	Dharoi	
27.	Dantiwada	
28.	Hathmati	
29.	Meshwo	
HARYANA		
30.	Gvrgaon Canal	V Plan
31.	J. L. Nehru L. I. Scheme	
32.	Jui L. I. Scheme	
33.	Rewari L. I. Scheme	
JAMMU & KASHMIR		
34.	Tawi L. I. Scheme	V Plan
35.	Ravi	1979-80
36.	Banimulla Manulzawoora	1983-84
37.	Lethapora	
38.	Marval	
39.	Niu-Karewayusmarg	
KARNATAKA		
40.	Cauveri Basin Project	V Plan
41.	Ghataprabha	
42.	Malaprabha	
43.	Tungabhadra	
44.	Upper Krishna	
KERALA		
45.	Chala Kudi	V Plan
46.	Malampuzha	
47.	Pecchi	

1	2	3
48.	Neyyar	
49.	Pothundi	
50.	Gayathri	
51.	Walayar	1979-80
52.	Mangalam	
53.	Cheerakuzhi	
54.	Vazhani	
MADHYA PRADESH		
55.	Barna	
56.	Halali	
57.	Chambal	
58.	Hasdeo	V Plan
59.	Kharung	
60.	Maniyari	
61.	Tawa	
62.	Mahanadi	
63.	Pairi	1983-84
MAHARASHTRA		
*64.	Bagh	
*65.	Itiadh	
66.	Ghod	
67.	Bhima	V Plan
68.	Purna	
69.	Girna	
70.	Upper Tapi	
71.	Krishna	
72.	Jayakwadi Stage I Jayakwadi Stage II	1979-80
73.	Mula	
74.	Kukadi	
75.	Pench	
76.	Upper Penganga	
77.	Warna	1983-84
78.	Panzan L. BC.	
79.	Khadakwasla	
80.	Upper Godavari	
81.	Manjara	
82.	Surya	
* Excluded from 1.4.84 from the Centrally sponsored CAD Programme.		
MANIPUR		
83.	Loktak L. I. Scheme	V Plan
84.	Sekmai Barrage	1983-84

1	2	3
ORISSA		
85.	Hirakud	V Plan
86.	Mahanadi Delta	
87.	Salandi	
RAJASTHAN		
88.	Bakhra Ganga Canal	V Plan
89.	Chambal	
90.	R.C.P. Stage I	
91.	Mahi Bajaj Sagar	1983-84
TAMILNADU		
92.	Cauveri System	V Plan
93.	Lower Bhawani	
94.	Periyar Vygai	
95.	Sathanur	1983-85
96.	Parambikulam	
UTTAR PRADESH		
97.	Gandak	V Plan
98.	Ram Ganga	
99.	Sharda Sahayak	
WEST BENGAL		
100.	D.V.C. System	V Plan
101.	Kangsbatl	
102.	Mayurakshi	
103.	Teesta Barrage	1983-84
HIMACHAL PRADESH		
104.	Giri Irrigation Project	1983-84
GOA		
105.	Salauli	1979-80

[English]

M.Sc. Course in Electronics in Calcutta University

2790. SHRI BHOLANATH SEN : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether the Union Government have proposed a M.Sc. Course in Electronics in Calcutta University;

(b) if so, the details thereof;

(c) the assistance likely to be extended to the University by the University Grants

Commission and the Electronics Department for the course; and

(d) what is the progress in the matter?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) & (b) In the context of the extensive application of sophisticated electronics in various fields, the UGC has formulated a plan for the training of manpower in Electronics. The plan visualises the establishment or separate departments of electronics science in selected universities for introducing M.Sc. course in electronics. Calcutta University is among these identified for establishment of a department of electronic science and the Commission has agreed to assist the University in establishing the department.

(c) and (d) The likely assistance for starting the course is Rs. 35 lakhs for building, Rs. 28 lakhs for equipment, Rs. 2 lakhs for library and Rs. 2 lakhs for other non-recurring items, besides the expenditure on appointment of two professors, four Readers, three Lecturers and some supporting staff. The department of Electronics will provide assistance for equipment, books and journals and the cost of building and other recurring cost will be met by the UGC. Within this overall pattern, the actual assistance that will be provided to any university has to be determined by an expert committee after visiting the university and making an assessment of the facilities already available. A committee has been appointed to visit the Calcutta University for this purpose. The Committee is yet to visit the University.

Cultural heritage and archaeological finds at Lothal in Gujarat

2791. SHRI RANJIT SINGH GAEKWAD : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether our cultural heritage and archaeological finds of Harappan age at Lothal in Gujarat are in a state of decay and ruin;

(b) whether the excavations at Lothal are likely to be washed away if the present conditions continue for long;

(c) whether a human carcase of nine feet height, a world rare antique, is lying uncared of in a godown of the Archaeological Department;

(d) whether Lothal has been declared a National place of cultural and historical interest;

(e) whether it is in the Nation's interest to protect, preserve and maintain it as a place of our cultural heritage, of 5000 years old; and

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

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) The structural remains and archaeological finds of Harappan age at Lothal are in a good state of preservation. Some parts of the excavated area are affected by the recent cyclonic rains.

(b) No, Sir.

(c) No, Sir. Human skeletal remains of normal size from Lothal are with Anthropological Survey of India for Scientific Studies.

(d) Lothal has been declared as a protected site of national importance by the Central Government.

(e) Yes Sir.

(f) The following steps have been taken to preserve the excavated remains :—

- (1) Annual maintenance and upkeep.
- (2) Structural repairs including strengthening of brick structures and watertightening the top of the remains and desilting the dockyard periodically.
- (3) Chemical cleaning and preservation of the structures.

- (4) Improving the environs by landscaping.

The following steps will be taken to preserve the excavated remains :—

- (1) Pumping out the accumulated water and desilting the trough of the dock.
- (2) Consolidation and strengthening of the affected parts of the brick structures.
- (3) Scientific Studies of the bricks for their preservation.

Lack of equity in primary and secondary education

2792. SHRI CHINTAMANI PANIGRAHI : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether it is a fact that equity in higher education arise out of relative lack of equity in primary and secondary education;

(b) if so, whether Government propose to allocate more funds for higher education and promotion of equity in primary and secondary education;

(c) whether it is necessary to link higher education with other ministries and departments of the Government either directly, or indirectly; and

(d) if the answer to part (c) be in the affirmative the measures Government propose to take or have already taken in this regard?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) and (b) As higher education is a stage beyond primary and secondary levels, the benefits of higher education are presently available only to those who successfully complete the secondary stage. If primary and secondary education do not ensure complete social justice, higher education by itself cannot do so. The Central Government has therefore no proposal for

allocation of more funds for higher education for promotion of equity in primary and secondary stages.

(c) and (d) One of the major concerns in higher education is the promotion of beneficial linkages between education and the developmental needs. Linkages between higher education and various developmental sectors are currently under discussion in the context of the formulation of the New Education Policy. The specific measures to bring about such linkages have to be considered as and when the New Education Policy takes concrete shape.

Seminar on 'Indian Women's Forward Looking Strategies'

2793. SHRI CHINTAMANI PANIGRAHI : Will the Minister of HUMAN RESOURCES DEVELOPMENT be pleased to state ;

(a) whether Government's attention has been drawn to the seminar on 'Indian Women's Forward Looking Strategies' held under the aegis of UN on 19 October, 1985 in New Delhi and recommendations made therein;

(b) if so, whether Government propose to introduce an amendment of the definition of dowry in the relevant Act to include gifts in connection with the marriage or continuance of marriage; and

(c) if so, when?

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

(a) Yes, Sir.

(b) The necessary amendment to the definition has been made by the Dowry Prohibition (Amendment) Act 1984.

(c) Does not arise.

Irrigation Projects of Kerala held up due to Inter-State Water Disputes

2794. SHRI K. KUNJAMBU :
SHRI V.S. VIJAYARAGHAVAN :

Will the Minister of WATER RESOURCES be pleased to state :

(a) the names of Irrigation Projects in Kerala which have been held up due to inter-State Water Disputes; and

(b) what steps have been taken to resolve the disputes and speed up the implementation of these projects?

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

(a) The following projects in Kerala are pending on account of Inter-State Water Disputes :

- (1) Kuttiadi Augmentation Multipurpose Scheme (Bansura Sagar Irrigation Scheme).
- (2) Attapadi Irrigation Scheme.
- (3) Mananthvady Multipurpose project.

(b) The Central Government have been arranging negotiations at the official as well as at the Chief Ministers' level amongst the States concerned for settlement of the dispute. An official level meeting was held in November 1985 to review the position and efforts for an amicable settlement are continuing.

Remedy to overcome malnutrition amongst children

2795. SHRI H.M. PATEL :
SHRI V.S. VIJAYARAGHAVAN :

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

(a) whether Government have taken note of the recent deliberations of over 30 scientists and experts findings that 55 per cent children in the country are affected by malnutrition;

(b) whether this malnutrition was due to deficiency of food, poor environmental sanitation, lack of drinking water, prevalence of infectious diseases and infestation;

(c) if so, whether Government have considered the remedies suggested by the group; and

(d) if so, the action taken on their suggestions?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) The Government is not aware of the deliberations of over 30 scientists and experts findings that 55 per cent children in the country are affected by malnutrition. As per the studies conducted by the National Nutrition Monitoring Bureau, the percentage prevalence of malnutrition in different States is shown in the statement given below.

(b) Malnutrition is a result of many inter-acting factors which include lack of food, poor environmental sanitation, lack of drinking water, prevalence of infectious diseases and infection etc.

(c) & (d) The Government is aware of the problem of malnutrition in the country. To tackle this problem a number of programmes are operating under various Ministries. They are :—

1. *Ministry of Health and Family Welfare*

- (a) Prophylaxis Programme to prevent Nutritional Anaemia in mothers and children.
- (b) Prophylaxis programme against blindness due to Vitamin-A deficiency.

2. *Ministry of Welfare*

- (a) Integrated Child Development Services Scheme.
- (b) Balwadi Nutrition Programme.

3. *Ministry of Human Resources Development*

Mid-day Meal Programme.

Statement

NNMB : Percentage distribution of 1—5 years pooled according to classification—1982.

State	Number surveyed	Normal	Mild	Moderate	severe
Kerala	201	31.8	49.3	17.4	1.5
Tamil Nadu	598	16.1	44.1	34.6	5.2
Karnataka	449	13.8	43.4	37.2	5.6
Andhra Pradesh	340	12.6	43.0	38.5	5.9
Maharashtra	580	13.6	38.8	4.70	6.9
Gujarat	171	11.7	28.7	44.4	15.2
Orissa	123	13.0	35.8	42.3	8.9
West Bengal	61	21.3	55.7	23.0	0.0
Pooled	2523	16.7	42.4	34.8	6.1

World Bank Assistance to Replace overaged Track

2796. PROF. P.J. KURIEN : Will the Minister of TRANSPORT be pleased to state :

(a) the percentage of rail accidents due to overaged track;

(b) the percentage of overaged track;

(c) the total amount required to replace the overaged track at present;

(d) whether Government have any perspective plan to replace the entire overaged track within the next ten years;

(e) whether the World Bank's assistance is being sought for this purpose; and

(f) if so, the details thereof ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Accidents are caused by defective track and overaged

track per se is not the causative factor. During the first six months of 1985-86, about 3% of the train accidents occurred due to track defects.

(b) About 20% of the total track Kilometrage on Indian Railways;

(c) About Rs. 5,000 crores (net) at prices prevailing before June 1984;

(d) A time bound programme has been prepared for liquidating the arrears of replacement of overaged track beginning from the last year of the 7th Five Year Plan in 10 years period.

(e) This is under consideration.

(f) No formal proposal has so far been made to World Bank for this.

Decline in revenue earnings from goods traffic

2797. PROF. P.J. KURIEN : Will the Minister of TRANSPORT be pleased to state :

(a) whether the revenue earnings from goods traffic has fallen short of target;

- (b) if so, the details thereof;
- (c) the main reasons thereof; and
- (d) the steps being taken to augment the revenue and achieve the target ?

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

- (b) to (d) Dose not arise.

Allocation of funds for Primary-secondary and higher education

2798. PROF. SAIFUDDIN SOZ : Will the Minister of HUMAN RESOURCES DEVELOPMENT be pleased to state :

- (a) the budgetary allotment for the following sectors of Educational activity during the three years on 31.3.1985, (i) Primary Education (ii) Secondary Education (iii) Higher Education; and

- (b) whether Government consider it to be reasonable allocation ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) The Sector-wise budgetary allotment, both Centre and States, in last three years is as under :

	(Rs. in crores)		
	1982-83	1983-84	1984-85
	(Actuals)	(R.E.)	(B.E.)
(i) Primary Education	2172	2511	2670
(ii) Secondary Education	1513	1701	1749
(iii) Higher Education	681	787	885

- (b) Every effort is being made to get more allocation for education within the constraints on resources.

World Bank assistance for U.P. districts

2799. DR. B.L. SHAILESH : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

- (a) the amount of World Bank assistance received for the India population project being implemented in the economically and socially backward six districts of Uttar Pradesh;

- (b) the reasons why Allahabad District has not been covered under this project the rural areas of which lack even Primary Health Centres, rural Family Welfare Centres, etc. and

- (c) the amount earmarked by the Central Government for Uttar Pradesh for opening of Primary Health Centres and upgrading Primary Health Centres during the current year ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) The Bank have so far remibursed Rs. 2192.64 lakhs towards the expenditure incurred in Uttar Pradesh on India Population Project-II upto 31st July, 1985;

- (b) The criteria for the selection of districts for Second India Population Project was as under:—

- (i) areas with high density of population;
- (ii) areas having high percentage of economically weaker sections of the community;
- (iii) areas with high mortality rate, accompanied by high infant and maternal mortality;
- (iv) districts which have shown moderate performance in the past and where the potential for greater acceptance exists;

In making the selection of the districts geographical contiguity and administrative convenience were also kept in view. Having regard to resources available only six districts were selected which did not include Allahabad District.

(e) The State Government have proposed an outlay of Rs. 40 lakhs for Primary Health Centres and Rs. 68 lakhs for Upgraded Primary Health Centres in the revised estimates for 1985-86. Adequate provision in the Government of India budget has been made to meet this expenditure.

Transmission of AIDS disease to India

2801. SHRI MANIK REDDY :
SHRI YASWANTRAO GADAKH PATIL :

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

(a) whether it is a fact that there are serious apprehensions concerning possible transmission of the new AIDS disease to India through use of imported second hand garments from the western countries and if so, Government's position and decision thereon; and

(b) whether there are reports on causation of AIDS disease through contact with clothes in other countries ?

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

(b) The question does not arise.

Import of Malaria vaccine from U.S.A.

2802. DR. G. VIJAYA RAMA RAO :
SHRI VIRDHI CHANDER JAIN :

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

(a) whether India propose to import Malaria vaccine from USA ;

(b) if so, the details thereof; and

(c) when the deal is likely to take place and what will be the modalities of its distribution and proper use in the affected areas of the country ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a), (b) & (c) According to the information available some scientists of the New Work University Medical Centre have developed malaria vaccine against the Sporozoite stage of the malaria parasite. Its clinical trials on human being are understood to be carried out in three phases. Phase I trials are contemplated by the end of 1985 or early 1986. Since the vaccine is still not ready for clinical use, the question of its import does not arise.

12.00 hrs.

PROF. MADHU DANDAVATE (Rajapur) : Mr. Speaker, Sir, the leakage that has taken place yesterday in the city needs to be discussed through an adjournment motion. Many technological issues are involved, the Bhabha Research Centre has sent some circulars regarding the safety measures. TV has not referred to that. All these issues should be discussed in the House.

MR. SPEAKER Professor Sahib, one minute.

(Interruptions)

MR. SPEAKER: Please. I am listening, don't shout like that. I asked the Minister yesterday to make a statement.

(Interruptions)

PROF. MADHU DANDAVATE : Sir, it is not a fit case for an adjournment motion when such a panic was there ?

(Interruptions)

[*Translation*]

MR. SPEAKER: Yesterday as soon as it came to my notice.....Why are you standing like this? Please go to your seat.

(Interruptions)

[English]

MR. SPEAKER: Why can't you sit? I only wanted to confirm...

PROF. MADHU DANDAVATE : Sir, in the Zero Hour your voice should be commensurate with ours!

MR. SPEAKER: Yes, it looks like that. That I have to make it, Sir. Yesterday as soon as I got this information on the floor of the House, I asked the Minister in charge to make a statement on the floor of the House after ascertaining the facts and in the evening he came and made a statement. And now I am ready. Any time you give me notice either under Rule 193 or Calling Attention, whatever you like, I will get this discussed.

PROF. MADHU DANDAVATE : It was given.

MR. SPEAKER: You give me the notice and I will get it.

PROF. MADHU DANDAVATE: Given already. You need not worry about it.

(Interruptions)

MR. SPEAKER: Now we will decide. Whatever you like, I will do.

PROF. MADHU DANDAVATE: Why not take it as an adjournment motion at 4 o'clock?

(Interruptions)

MR. SPEAKER : You also have to consider the problem like this. Will you like to wait for the report of the Inquiry Committee or whatever you like, but I am at your disposal, you can tell me.

PROF. MADHU DANDAVATE : Sir, at 4 o'clock why don't you take up the adjournment motion? It should not be taken as a censure.

MR. SPEAKER : There is no question of censure. I will allow a discussion.

PROF. MADHU DANDAVATE : But adjournment motion gives the urgency. You can take it up at 4 o'clock today.

(Interruptions)

MR. SPEAKER : I will allow a discussion.

(Interruptions)

DR. A. KALANIDHI (Madras Central) I gave an adjournment motion about the brutal attack...

(Interruptions)

MR. SPEAKER : If you stand in the aisle. I am not going to listen to it.

(Interruptions)

MR. SPEAKER : I am not allowing anybody until and unless they resume their seats.

(Interruptions)**

MR. SPEAKER : One minute. Will you take your seats properly? Don't stand in the aisle first and let me see what point of order you have. One of you may speak. If there is any point of order, I will allow it, otherwise I will disallow it.

SHRI P. KOLANDAIVELU (Gobichettipalayam) : Sir, it is a law and order problem of the State.

MR. SPEAKER : I will look into it. Why are you trying to adjudicate about this thing, Sir?

(Interruptions)

MR. SPEAKER : Yes, please. What is it?

SHRI N.V.N. SOMU (Madras North) : Sir, in Madras city...

MR. SPEAKER : No. Madras City is a State subject, I am not going to allow it.

(Interruptions)**

**Not recorded.

MR. SPEAKER : I cannot intrude in the State subject.

(Interruptions)

[Translation]

MR. SPEAKER : Please do not interrupt, let him speak.

(Interruptions)

[English]

MR. SPEAKER : What is under the rules I will do, what is not under the rules I cannot do. I have not allowed any gentleman.

(Interruptions)**

MR. SPEAKER : Your saying with vehemence cuts notice with me. I am guided by the rules, I am not going to interfere in any State subject. If I allow one, then flood gates will be opened. I am not going to do it.

DR. A. KALANIDHI : Sir, I have given a Calling Attention motion.

MR. SPEAKER : We will see to it. Calling Attention notices are not discussed here on the floor of the House. Come to me, Mr. Kalandhi, you are welcome any time to say it, but not here.

(Interruptions)

MR. SPEAKER : You can come to me, not here. Not allowed—not a word.

(Interruptions)

SHRI AJAY MUSHRAN (Jabalpur) : Today is the Flag Day, Sir.

(Interruptions)

MR. SPEAKER : What is your point of order ?

SHRI AJAY MUSHRAN : Sir, my point is, today, is the Flag Day and the

whole nation expresses its gratitude to the servicemen.

MR. SPEAKER : What is the point of mention ?

SHRI AJAY MUSHRAN : The point is, today is the day when the whole nation expresses its gratitude to our servicemen.

MR. SPEAKER : It is all right. It is always like that.

SHRI AJAY MUSHRAN : I submit through you, Sir, that we should also resolve and we should also express our gratitude.

MR. SPEAKER : We have never done it. Until and unless all the Parties combine and decide, I do not do it.

(Interruptions)

[Translation]

SHRI SUBHASH YADAV (Kharagone) : Mr. Speaker, Sir, I have given in writing to the Finance Minister about the scandal in the Punjab and Sindh Bank.....

MR. SPEAKER : You give in writing. I shall get it looked into.

(Interruptions)

SHRI SUBHASH YADAV : Mr. Speaker, Sir, I have given in writing to you and made a submission therein that until the concerned officers are removed, the scandal cannot be unearthed.

MR. SPEAKER ; I shall look into it.

(Interruptions)

[English]

SHRI V. KISHORE: CHANDRA S. DEO (Parvathipuram) : Sir, I have given a notice of call-attention.

MR. SPEAKER : You come to me. I do not discuss call-attention notices here. You are welcome, Sir, to impress upon me the importance of that matter.

(Interruptions)

MR. SPEAKER : I am ready to discuss with you. It is not like that. If I am to discuss call-attention notices, I have got 115 now. And all the time will be taken here for that. That is not the way.

SHRI S. JAIPAL REDDY (Mahbubnagar) : I have a submission, Sir.

MR. SPEAKER : No submission. What is the point of order ? No submission is allowed now.

SHRI S. JAIPAL REDDY : Prof. Madhu Dandavate, while participating in the discussion on the Supplementary Demand for Grants quoted from the Jyotirmoy Bosu report.

MR. SPEAKER : You give me something in writing. It is not like that. I cannot tackle it like this. You have to give it under some rules.

PROF. MADHU DANDAVATE : I have given it already.

SHRI S. JAIPAL REDDY : I am merely demanding the report to be laid on the Table because you said in your ruling yesterday...

MR. SPEAKER : It is not like that.

PROF. MADHU DANDAVATE: What he says is flowing out of your ruling. Taking a hint from your ruling, as soon as I came out from your chamber, I spoke in the Supplementary Demands for Grants and quoted from the Jyotirmoy Bosu report. According to your ruling, you have to allow me to lay the documents on the Table of the House.

MR. SPEAKER : I am looking into it. I will allow it according to the rules.

PROF. MADHU DANDAVATE : When will you allow me ?

MR. SPEAKER : I will allow it according to the rules.

PROF. MADHU DANDAVATE : Why are you delaying it ?

MR. SPEAKER : Professor, Sir, as you are very well aware, I also take guidance from you. I have to do according to what the rules say. So, accordingly, I have taken steps. I have referred the matter. Then, I will come back to you.

PROF. MADHU DANDAVATE : Your office wanted two sets and I have given them two sets. Nothing is left with me to lay on the Table now.

MR. SPEAKER : You don't worry. We will take care of it. We will do it on your behalf. I have referred the matter to the Minister as per rules. And then, I will come to you.

PROF. MADHU DANDAVATE : have complied with the rules. I will not go outside.

SHRI V. KISHORE CHANDRA S. DEO : Sir, what about my call-attention notice ?

MR. SPEAKER : I will look into it. You can come to me. You are a very old parliamentarian. You know that I do not decide call-attention motion here.

SHRI V. KISHORE CHANDRA S. DEO : This has been going on for a long time.

MR. SPEAKER : It might be. But it is going to be decided according to the rules. I am not going to depart from that. What is the fun in doing things like this ? I cannot expect this thing from you. You know much better.

(Interruptions)

[*Translation*]

MR. SPEAKER : I have not allowed it. What is the use of it.

*(Interruptions)***

[*English*]

MR. SPEAKER : Not allowed. Whatever anybody is saying is not allowed. It should not go on record.

*(Interruptions)***

**Not recorded.

12.11 hrs.

*At this stage, Dr. A. Kalanidhi and
Shri N.V.N. Somu left the House)*

ESTIMATES COMMITTEE

Eighteenth Report

[English]

SHRI CHINTAMANI PANIGRAHI (Bhubaneswar) : I beg to present the Eighteenth Report (Hindi and English versions) of the Estimates Committee on Action Taken by Government on the recommendations contained in the Eighty-third Report of the Committee (7th Lok Sabha) on the Ministry of Industry—Motor Cars.

[Translation]

SHRI C. JANGA REDDY : Mr. Speaker, Sir, the employees of the rural banks ..

[English]

MR. SPEAKER : This is not the subject. No question.

[Translation]

SHRI C. JANGA REDDY : I have given notice of an Adjournment Motion.

[English]

MR. SPEAKER : No question. Not allowed. I have disallowed.

Shri Mullapally Ramachandran.

(Interruptions)*

MR. SPEAKER ; I have gone to the call-attention motion.

12.13 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

[English]

Non-fixation of Minimum Release Price for Coffee

SHRI MULLAPALLY RAMACHANDRAN (Cannanore) : Sir, I call the attention of the Minister of Commerce to the following matter of urgent Public importance and request that he may make a statement thereon :—

“The situation arising out of the non-fixation of minimum release price for coffee despite the recommendations made by the Coffee Board resulting in crisis in the coffee plantations and the steps taken by the Government in that regard.”

THE MINISTER OF STATE OF THE MINISTRY OF TEXTILES (SHRI KHURSHID ALAM KHAN) : Sir, The minimum Release Price for coffee is fixed on the basis of cost study conducted by Cost Accounts Branch of the Finance Ministry from time to time. The MRP includes the cost of cultivation plus 10% post tax return on networth.

The MRP was last revised on 17-12-1983 by raising it from Rs. 5.5 per point. No coffee is sold in domestic auctions below this reserve price.

The MRP revision resulted in an increase in domestic prices of the order of 20%, but as a result of the MRP revisions the growers earnings went up only by 8%. This was because of the fact that the returns on 60% of the coffee which is exported are not affected by MRP. Return on exports is however much higher than domestic sales.

The last revision in MRP was based on study carried out in 1982 and was implemented in 2 stages to avoid a sudden increase in domestic prices which might effect domestic demand adversely.

*Not recorded.

[Shri Khursid Alam Khan]

Chairman, Coffee Board had estimated the need for a future ad-hoc revision of MRP to Rs. 7.55 per point in December, 84. This was immediately referred to the Cost Accounts Branch who framed questionnaires for collection of cost data. These were circulated to only 600 growers but cost-data returns have only been received from about 96 growers. However, constant efforts are being made to expedite the cost study so as to ensure a revision in MRP which balances the interests of the consumers and the coffee growers.

The returns to coffee growers during the past five years have been around Rs. 8 per point which is even more than the revised MRP suggested by the Coffee Board. With increase in exports from a level of about 68,000 tonnes last year to a level of about 97,000 tonnes in the current year and firming up of export prices which is likely to continue through the next year, the returns to the coffee growers are likely to continue to be remunerative.

SHRI MULLAPALLY RAMACHANDRAN (Cannanore): Sir, I am extremely happy for having got this opportunity to highlight the difficulties faced by the coffee growers throughout the country. The coffee industry which is mainly spread over the Southern States of Karnataka, Kerala and Tamilnadu faces an unprecedented financial crisis. In this regard, it is pertinent to note that Kerala stands second only to Karnataka in the production of coffee. In Kerala, the production is concentrated in the hills of Wynad which mainly fall in my Constituency. Therefore, I have my own personal experience to go over there to have an on the spot study of the situation and I understand their problems directly.

Speaking about the coffee plantation, one may be having the impression that it relates mainly to big land-lords as well as to the affluent coffee planters. This is absolutely incorrect. 97% of the growers own less than 10 hectares of land and of this, 63% have only 2 hectares of land holdings. These small and marginal farmers depend upon coffee for their livelihood and the production of the coffee in turn depends upon the vagaries of the monsoon. It is also pertinent to note that the fortunes of

the small and marginal farmers to a greater extent are in the hands of the Coffee Board which fixed the minimum release price for the coffee. A very serious and alarming situation has arisen out of the non-fixation of MRP for coffee during the past few years.

The Minimum Release Price can be fixed only by the Coffee Board, and the producers have no option other than to sell their products to the Board. The practice was to fix the M.R.P. just before each harvesting of the crop. But in the recent years failure to do this has resulted in acute financial crisis to the growers.

Coffee in India is marketed by Pool system through government agency, the Coffee Board. The M.R.P. is fixed by Government. The M.R.P. of coffee at Rs. 6.54 per point was recommended to the Government of India by the Cost Accounts Officer of Finance Ministry and Coffee Board during 1979-80. But this was given effect only in 1983 in two instalments. The growers are incurring rise in expenditure from year to year due to rise in the prices of inputs like labour, manure, insecticides and transportation charges. The revision of the M.R.P. should reflect the existing cost of production and margin of profit to grower. In view of escalation of costs of all inputs every year, the M.R.P. should be revised once in a year by 30th September, i.e., the International Coffee Year. This should be a regular feature as in the case of other industrial consumer products. The small growers are facing acute hardship to maintain their estates. If the M.R.P. is not revised every year according to the rise in the prices of inputs, the coffee industry will perish in a couple of years.

The problem of the coffee-growers is multiplied by the steep rise in the prices of agricultural inputs such as fertilisers, pesticides, etc.

I, therefore, call upon the hon. Minister to see that the M.R.P. is fixed from time to time keeping in mind the cost of production and the target achieved. It is not sufficient that the M.R.P. is fixed, but effective steps should be taken to see that

the amount reaches the growers in time. I hereby seek a categorical assurance from the hon. Minister in this regard.

Thanks to the monsoons, we have had bumper crops in the past few years. Any change in the climatic conditions directly affects the prospects of coffee production, and the best instance of this is the total destruction of coffee crop in Brazil due to the frost of 1977. Brazil, as we are all aware; was the highest producer of coffee until the frost. Looking to the recent history of India's coffee market, one can see that the misfortune of Brazil was no doubt the fortune of India since it opened to us new vistas of international market. It was during 1977 that India earned the highest foreign exchange through the sale of coffee which was Rs. 217 crores. However, it was the boom of 1977 that caused the imposition of high export duty on coffee. In 1981, a situation similar to the present one was caused by overproduction and there was surplus of coffee in the market which compelled the Government to abolish the export duty. However, the duty was there after reimposed by the Government without reference to the fluctuating international market.

Though the export duty has been reduced thrice in six months, it now stands at Rs. 3,000 per tonne. It was Rs. 7,200 per tonne in April.

It is worthwhile noting that the Government was more aware of the problems of the growers in 1981 and had totally abolished the export duty. Reducing the export duty in stages or phases as is being done is of no help to the small and marginal farmers. What they require is the total abolition of export duty. In this respect I would like to know from the hon. Minister whether the Government will consider abolishing the export duty on coffee once and for all. I would like to have a categorical answer from the hon. Minister.

Coming to another important aspect of the problem, I draw the attention of the House to the fact that despite global overproduction and unprecedented bumper production in India, the Government is still

considering extending the cultivation of coffee to 50000 acres of non-traditional areas under the 7th Five Year Plan.

Without ensuring a market for the existing produce the Government's policy to increase production is highly objectionable. While the world production has considerably increased as in India the consumption has remained stagnant. Corrective steps must be taken immediately. The most urgent of which is the need to explore possibilities of marketing coffee to non-quota countries. The lethargy of the Government in this regard is seen from the fact that we are presently marketing coffee only to a couple out of 64 non-quota countries. It is also to be explored whether the marketing to quota countries could be increased.

It is sadly noted that the Government of Karnataka has added to the misery by levying purchase tax for coffee.

Lastly, I draw the attention of this august House to the callous and indifferent attitude of the Coffee Board which was intended to safeguard the interests of the coffee growers. The Board has failed the growers on all counts. It has become a white elephant and an embodiment of inaction. I am reminded of the old saying "Nero was fiddling while Rome was burning". This is true about the "take it easy" attitude of the Board at a time when the coffee marketing is facing an unprecedented crisis. It is evident that the Board has done nothing to secure a better international market and has also failed to end the stagnation in the domestic market.

[*Translation*]

Mr. SPEAKER: Yes, Basudebji. Is coffee grown in your area also?

[*English*]

SHRI AMAL DATTA (Diamond Harbour): We are going to have it. If they cannot sell their products, then we have no chance. Thousands of hectares have been reserved in non traditional areas. We are looking ahead.

MR. SPEAKER: You are going to get into the stride. Prepare the way before you march ahead.

SHRI BASUDEB ACHARIA (Bankura): Sir, minimum release price (MRP) has been demanded by the coffee growers since long. It has been stated by the Minister in his statement that the MRP was revised in the 1982 and since then the MRP has not been revised though it was demanded by the coffee growers all over India and the Coffee Board has also recommended for the release of this MRP for coffee.

12.24 hrs.

[MR. DEPUTY SPEAKER *in the Chair*]

Sir, the coffee industry in our country is now facing crisis. Crisis is not only in the internal market, the crisis is there in the external market also. Because of glut in the supply position of coffee, the non-quota countries are now taking advantage of the plight of the major producers and these countries are now demanding substantial discount on world prices.

Sir, in the current year the production of coffee is estimated to be 1.70 lakh tonnes. Out of this only 55,000 tonnes will be required for our domestic consumption.

The rest, that is over 85,000 tonnes of coffee are to be exported. The present system of marketing is 40 years old and it is entirely under the control of the Coffee Board which is operating the marketing of coffee. Since 1982 the cost of agricultural inputs, fertilisers and other things have been increased substantially, but the minimum release price for coffee which was fixed at Rs. 6.54 per point was fixed in the year 1982. This policy of fixing minimum release price should be reviewed. I want to know whether it is not a fact that the coffee industry has asked the Centre to allow it to market 15 to 50 per cent of the total production and to increase the growers' representation in the Coffee Board to 50% because sometimes the growers' interests are not represented in the Coffee Board. That is why, at the time of recommending this minimum release price this production cost and other factors are not sometimes considered.

I also want to know whether the growers are also demanding abolition of export duty on coffee as has been stated by my colleague which will maximise the export of coffee and this can also save the industry. Has the Government thought over it? Only 0.26% have come from this export duty on coffee.

Thirdly I want to know whether the Government has decided to increase the coffee growing area during the Seventh Five Year Plan by 50,000 hectares including 30,000 hectares in non-traditional areas. In view of this I want to know whether the Government have thought over increasing the domestic consumption of coffee which is increasing by only 3% per annum. So my questions are : (1) whether the growers are demanding an increasing representation on the Coffee Board and (2) whether it is a fact that growers are not properly represented on the Coffee Board.

The Coffee-growers have represented that part of the losses suffered on account of discount on non-quota growers should be compensated by the Government from some of the accumulated collections from the customs duty. The Coffee Board has already taken it up with the Government and I want to know what steps are being taken in this regard.

My last question is : whether the Government will examine each year the cost factor and announce the minimum release price for coffee.

SHRI AMAL DATTA (Diamond Harbour) : Sir the present problem which has given rise to this Call Attention motion appears to be merely a tip of the ice berg regarding coffee industry. It seems the industry is deemed because of the policies being pursued by the Government for the last decade or so. The Government has not been able to increase consumption of coffee internally consistently with the increase in production of coffee.

In fact, after a rapid rise during the early part of last ten years it has been stagnating for the last three-four years around 55,000 to 60,000 tonnes per annum. Apparently the coffee Board

which is the only agency of the Government in this field and has a monopoly in marketing of coffee—at least at the initial stage—has done very little for development, promotion and marketing of coffee. In fact what is now being alleged is that younger people are not taking to coffee. It indicates a failure on the part of Coffee Board.

Secondly, there is a much scope for increasing export of coffee to non-quota countries. In fact whatever we are able to export to non-quota countries—which are only three or four in number—is done at throw away prices. The prices are 40 per cent below the quota countries, prices. There will be objection on that score. The Coffee Board has to build up both the internal consumption as well as export to non-quota countries. This has not been done. The Minister has stated that the average MRP including both export and internal sale comes to 8.1 point and that is more than the Chairman of the Coffee Board has suggested. I think it is a mistake to make an average of export and internal prices because export prices are obtained by bigger growers whereas small growers have to be content with the internal prices. It is from the smaller growers that the distress signals have been coming. I am told the suggestion for reduction of export duty was rejected by the Coffee Board itself because of the pre-dominance of the small growers who did not think this policy was going to benefit the small growers. I would like to ask the Minister what are the plans so far as coffee is concerned to increase the export to non-quota countries; to increase consumption in domestic market; to reduce the difference between the price at which the coffee is sold for domestic purposes and the price at which the consumer has to purchase? It has to be done by reducing the profit of the middleman otherwise consumption of coffee cannot grow. All these are required to be accomplished for the purpose of increasing coffee cultivation to non-traditional areas in which we are all interested because coffee has been a monopoly of certain States only. It had been decided long ago to extend it to non-monopoly areas but before doing that all these conditions must be satisfied. So, will the hon. Minister kindly reply to these points?

SHRI ANIL BASU (Arambagh) : Sir, first of all, I thank the hon. Minister for passing on the burden of fixing the M.R.P. of coffee on the shoulders of the coffee growers. Actually the Chairman of the Coffee Board recommended MRP of coffee to Rs. 7.55 per point in December 1984 and the Government of India have still not taken any decision. On the last occasion when the price was raised in the year 1983 from Rs 5.5 per point to Rs. 6.54 per point, what happened at that time? Some high officials in the Coffee Board and the Chairman of the Coffee Board had flown to Bangalore and arranged a meeting with the coffee growers. They came back and submitted a report to the Joint Secretary of the Government of India and then only the price was fixed at the rate of Rs. 6.54 per point. This time, this procedure has not been followed and the hon. Minister is telling us that he has circulated the proforma for collecting information from 600 and odd growers and they could obtain the proforma from 96 growers only. That is the reason why they are not able to take the decision. This is the indifferent attitude of the Government to pass the burden on the shoulders of the growers and this should be avoided. They should fix the MRP of coffee on ad hoc basis taking into consideration of the recommendation of the Chairman of the Coffee Board. It should not be delayed. Actually, they are adopting the delaying tactics in the name of collecting data and so on. This should be avoided.

Sir, during the Seventh Five Year Plan, the Government of India is extending production of coffee to non-traditional area also and price of coffee must be dependent on internal consumption and export of coffee to other countries. The membership of the international coffee organisation stood at 73, that is, 47 exporting countries and 26 importing countries and the quotas were allocated in two parts, that is, the fixed quota of 70% of the stocks related to export performance and 30% related to verified stock held by each country in relation to stocks. Now, what is the effective quota for India this year? The hon. Minister mentioned in his statement that they are hoping to export 97,000 tonnes of coffee during this current year. Now, what is the effective quota of coffee from the

[Shri Anil Basu]

International Coffee organisation? We have to depend on export of coffee from non-quota countries. We do not know what is the position in international market for exporting coffee to the non-quota countries. Actually, we have to take into consideration other points also to obtain higher effective quota from international coffee organisation for promotion of export of coffee to other countries. As compared to the last year, if the effective quota is less this year, then the total export will come down. The Coffee Board collects coffee through their local agencies and the local agencies are numbering about 200. The number of collecting agencies has not increased for the last two or three years. The number of collecting agencies should be increased as the production of coffee is raising steadily.

Sir, I would like to put the question like this. Why has he not taken into consideration the recommendation of the Chairman of the Coffee Board for fixing the MRP of coffee on ad hoc basis? They could fix the price of coffee on ad hoc basis so long as the information is not collected.

But they are not doing this. This should be done. It must be kept in mind that the production of coffee is increasing and we should, therefore, look properly to the internal market as well as the international market. We should also take steps in promoting export of coffee to the non-quota as well as quota countries and the effective quota for the year should be increased so that the exports can increase steadily.

SHRI KHURSHID ALAM KHAN : I entirely agree with the hon. Member, Shri Ramachandran that out of one lakh coffee growers in the country, sixty three per cent are really small growers. But, here I would like to mention that the pooling system is such that the coffee produced by the small growers as well as the big growers is pooled together and then exported or released for the domestic consumption. Therefore, the question of small and big is not really relevant in respect of sales or exports.

As regards minimum release price, as I mentioned already in the statement, as soon as we received the proposal from the Coffee Board, it was referred to the Cost Accounts Branch, who issued a questionnaire to six hundred growers. With great difficulty it has been possible for them to get replies only from 96 growers. Naturally, the Cost Accounts Branch people thought that it would be necessary to get sufficient data for the purpose.

DR. K.G. ADIYODI (Calicut) : It is most difficult for the ordinary growers to fill the proforma supplied to them. A computer would be needed to fill such a questionnaire.

SHRI AMAL DATTA : Was this method not followed earlier?

SHRI KHURSHID ALAM KHAN : It was followed earlier also.

SHRI AMAL DATTA : How many people used to respond.

SHRI KHURSHID ALAM KHAN : Let me answer. I would not be able to say that. That figure is not with me, but the method is the same.

As I said, the questionnaire was circulated to 600 growers, out of one lakh growers, to obtain cost data. I can assure you that the matter is being pursued very vigorously with the Cost Accounts Branch... (*Interruptions*). I give the assurance that everything will be done to ensure that this is finalised as early as possible and with least possible delay. ... (*Interruptions*). I do not think, it will be really very appropriate to have an ad hoc revision at this moment and then final minimum release price. Therefore, if it has been delayed little, it would be much better if we have the final minimum release price.

As I said, we are trying to pursue this matter vigorously and I assure the hon. Members that everything possible will be done to expedite it.

I would also like to mention that the minimum release price affects the domestic sales and not the exports. It takes time

to revise the minimum release price. Data is collected, but it is very difficult to collect the data before every crop season as is done in the case of certain other agricultural produce. The last revision in minimum released price was done on the basis of data collected in 1982.

Therefore, it will not take much time and it would be possible for us to come to a conclusion through the Cost Accounting Branch and finalise it. I would also like to mention here that the London Terminal Price is for the lowest grade of coffee. Our coffee is always a better quality coffee and the price it fetches in the export market is higher than the lowest grade coffee.

As regards increased production, I definitely agree. But here, I would like to tell my hon. Friend Shri Datta that he comes from an area where people grow more tea and if he goes on pleading more for coffee, it may so happen that people might give up tea.

SHRI AMAL DATTA: Non-traditional areas include West Bengal also.

SHRI KHURSHID ALAM KHAN: Yes, in non-traditional areas also, we are making this experiment. I think it is necessary because India being a large country, if in one area the crop fails, it might not fail in other areas. But I have also to keep Shri Datta's interest in tea in view.

I agree that production has to be increased and every possible effort will be made to increase the production. Apart from exporting coffee in the present form there are a lot of possibilities for exporting coffee in value added from which gets a better export price than the present form. Secondly, new markets for export will be explored. We will also see to it that exports to non-traditional countries are also increased. Hon. member Shri Ramachandran mentioned about purchase tax. I am sorry to say that I am not in a position to answer it because the matter is already *sub-Judice*. Therefore, I will not say anything about it.

Regarding the constitution of the

Board, I think that it is a very balanced board. If you like, I can read out the members' names.

MR. DEPUTY SPEAKER: It is not necessary to read out the whole thing.

SHRI KHURSHID ALAM KHAN: I can give the information to Shri Amal Datta.

The minimum release price was devised on the basis of 1982 date. As I said earlier, as soon as we get little more data, it would be possible for us to pursue with the Cost Accounting Branch and to tell them that they must expedite and see that the revised MRP is issued.

It is a fact that the discount offer in export to the non-quota countries is also there. But this also is being taken into consideration while fixing the export duty which has been reduced by several times and now the duty has been almost nominal. Therefore, this should not be a sort of burden on the growers in such a fashion that they would suffer on this account.

It is necessary to explore the possibility of growing coffee in non-traditional areas. Just as I mentioned earlier, if sometimes there is a failure of crop in one area, there might not be any failure in some other region. So, in non-traditional areas also it has to be done, just as we are doing in the case of rubber also in non-traditional areas.

The growers have been getting very good remunerative returns and there is no dearth. As a result of the failure of the crop in Brazil, I do not think that there is any room for apprehension that the export prices may go down. In fact, I can assure you, that the prices are likely to increase further.

It is also a fact that coffee-drinking is really increasing. I must really say that when we were studying in colleges, we never took coffee. We always had tea only. But in most of the colleges and cities, more coffee is consumed.

SHRI AMAL DATTA: The position

[Shri Amal Datta]

has been reversed again in the last three or four years.

SHRI KHURSHID ALAM KHAN: I think Mr. Datta, you would like to keep the balance between the two. We are making very serious efforts for exploring the possibilities of exporting quota to non-traditional areas. As I have said, the question of big and small growers here does not arise because all the Coffee which is produced is pooled together and only 60 per cent of the Coffee is exported and about 40 per cent is utilised for the domestic requirements.

Mr. Basu also wanted to know the position. Soon after receiving the proposal from the Coffee Board, it was referred to the Cost Accounting Branch, but on the questionnaire issued, as I said, out of 600 people, only 96 people have replied so far and that too with great effort. So we have been making effort through the Coffee Board and we are trying to expedite it further.

The present effective quota, we will try to increase it as much as possible. There is shortage of coffee in the world, as a result of Coffee crop failure in Brazil. That improves our prospects.

SHRI CHINTA MOHAN: What about India?

SHRI KHURSHID ALAM KHAN : India is doing well. The duty has been reduced to Rs. 300 per quintal from 2 August, 1985, whereas the price has been ruling at about 1800 pounds per tonne. There is therefore no justification for further downward revision or complete waiving of export duty. Minimum release price is fixed keeping in view all the factors, the cultivation, during charges, marketing charges, bonuses, interests, taxes, returns to the growers etc. and ensuring a minimum post tax return of 10 per cent even to the growers. On the basis of the cost accounting report in 1982, MRP was revised from Rs. 4.45 per point to Rs. 5.5 per point from 1.3.83 and further increased to Rs. 6.5 per point from 17.12.83. Now Cost Accountants, are busy and I am sure that whatever revision is there, it will be still

better than what has been recommended by the Coffee Board.

SHRI MULLAPPALLY RAMACHANDRAN: Fifteen other commodities have been exempted from this export duty. Why don't you include Coffee in that? Moreover in 1981, there was over-production. The Government of India have decided to abolish export duty. It is most embarrassing.

MR. DEPUTY SPEAKER: Now, we will take up item, under 377. What is your point for clarification? No more clarification. I cannot allow it.

SHRI ANIL BASU: I think the Chairman of the coffee Board is a wise person and he has recommended MRP to the Government. Then why are you not accepting it on ad hoc basis? Why are you not accepting it. You are passing burden on the growers.

MR. DEPUTY SPEAKER: Now Shri Madan Pandey.

12.55 hrs

MATTERS UNDER RULE 377

[*Translation*]

- (i) Setting up of a High Power Committee to Study the Transport Needs of the Eastern Districts of U.P. and Western Districts of Bihar

SHRI MADAN PANDEY (Gorakhpur): Mr. Deputy Speaker, Sir, the eastern districts of Uttar Pradesh and the Western districts of North Bihar are backward because there is not only lack of industrialisation there but proper means of transport have also not been made available, with the result that these districts cannot be properly linked with other parts of the country. Although Government have spent crores of rupees on the Government approved Chhitauni-Bagha-rail-road bridge and on gauge conversion schemes on Bhatni-Varanasi railway line and foundation stones has also been laid, but work on them

has not progressed. Consequently the villages in these areas have no link with other parts of the country as there are no link roads also upto the national highways.

Therefore, I would like to suggest that the Central Government should constitute a high power committee to conduct survey of the rail and road routes of the said areas and to assess the transport priorities of these areas for further necessary action by the Central Government.

[English]

(ii) Need to give the Status of a Full-fledged University to Jamia Milia

SHRI AZIZ QURESHI (Satna): The University of Jamia-Milia-Islamia had been, and continues to be the cradle and custodian of our rich cultural and academic heritage, and had also been a citadel of nationalist movement during freedom struggle.

It was founded and developed under the inspiration, guidance and patronage of great national leaders like Mahatma Gandhi, Dr. Ansari, Hakim Ajmal Khan, Ali Brothers, Pandit Moti Lal Nehru, Maulana Azad and Pandit Jawaharlal Nehru etc. Persons like Dr. Zakir Hussain dedicated the best part of their lives in building it to promote nationalist ideas, and awaken the Muslims from the slumber of decades and fight Muslim communalism. In this sacred task, his great comrades were persons like Dr. Abid Hussain, Prof. Mujeeb and late Shafiqurehman Kidwai etc. who also dedicated their entire lives for this noble cause. Still its Faculty of Mass Communication is rendering a sterling service in the same spirit of the past; and it needs to be given every protection and patronage.

It is an irony of fate that inspite of these glaring facts, Jamia Milia still has not been given the status of a full-fledged University, and yet is only a deemed-to-be university. Nor has anything been done to commemorate the memories of above-mentioned persons who brought lustre to the academic and literary life of the country.

Government of India should initiate immediate action in issuing immediate orders to give the status of a full-fledged university to Jamia Milia, and to establish Chairs in Jamia and other universities, and also naming roads and buildings in the revered memories of persons like Late Shafiqurehman Kidwai, Prof. Mujeeb and Dr. Abid Hussain, whose writings, books and translations are treated as classics in the academic and literary world, and other such eminent scholars.

[Translation]

(iii) Need to Cancel the Mining Leases Near Chittorgarh to protect the Historical Monuments and Check Pollution

PROF. NIRMALA KUMARI SHAKTAWAT (Chittorgarh): Mr. Deputy Speaker, Sir, under rule 377 I would like to draw the attention of the Central Government towards the action of the Mining Department which is making the historic city, Chittorgarh of Rajasthan ugly.

In the land of Chittorgarh the blood of brave heroes and heroines had been shed, who were foremost to sacrifice their lives for the sake of the freedom of the country. There are monuments of these freedom fighters at a number of places, but I am pained to say that the Mining Department is issuing mining lease indiscriminately. Birla Cement Factory has also been issued such a lease. It is situated quite near the city of Chittorgarh. The pollution caused by it is having very adverse effect on the health of the people and the cattle there. Due to the mining lease granted within the radius of 4 or 5 kilometers of the city, land is being dug up and blasting is also taking place around this city. The historical monuments of this area including the temples are being demolished by the factory people.

The pasture land pertaining to Chamriya Khera and Ochhari Villages and also land belonging to the tribals and Scheduled Caste people have been allotted to Birla Cement factory on mining lease. I strongly urge that this factory which is

[Prof. Nirmala Kumari Shaktawat]

situated quite near the city should be shifted elsewhere so that the pollution in this area could be checked and the monuments of historical importance saved from demolition. The mining lease earlier granted within the radius of five or seven kilometers of the city should be cancelled and a new lease beyond the radius of 20 or 25 kilometers may be granted, because the lime-stone is available there also.

13.00 hrs.

[English]

(iv) Need to Consider Pali and Prakrit Languages for Annual State Awards and Also to Increase the Amount of Award

PROF. NARAIN CHAND PARASHAR (Hamirpur) : The Govt. of India has instituted ten Annual State Award for eminent scholars of Sanskrit, Arabic and Persian. There are two other classical languages in our country, namely, Pali and Prakrit which have a rich treasure of religious and secular literature in them. So, I request the Govt. to include there two languages also in the list of classical languages for awards. Moreover, the number of awards at present for the whole country is very small. I request the Govt. to increase the number of awards to twenty-five and also increase the amount of award which is Rs. 5000/- at present with effect from next financial year i.e. 1986-87 to Rs. 10,000/- each.

[Translation]

(v) Demand for Opening Godowns for Jute, Fertilizers etc. at Gopal Ganj in Bihar with the Assistance of World Bank

SHRI KALI PRASAD PENDEY (Gopalganj) : Mr. Deputy Speaker, Sir, the Central Warehousing Corporation, an undertaking of the Central Government is constructing godowns in Maharashtra and Madhya Pradesh with the assistance of the World Bank for storage of jute and fertilizers. It is a matter of regret that the eastern region has been deprived

of this facility. Bihar is predominantly an agricultural State and it is still backward in every respect.

Therefore, I request the Central Government that a similar godown may be set up in the Gopalganj district with the assistance of the World Bank. Gopalganj had been a land of activities of revered Bapuji, but even after 38 years of independence, it has been remained totally undeveloped district.

[English]

(vi) Fixation of Reasonable Price of Tyre and Demand for Nationalisation of Tyre Industry

SHRI ANIL BASU (Arambagh) : A serious situation has arisen in the country wherein the tyre manufacturers are manipulating supplies of the commodity and creating artificial scarcity of tyre in the market and forcing the government to increase prices at least two times in the past eighteen months. Even then truck/bus tyres are selling at Rs. 1600/- extra per tyre over and above the government fixed price. Although the Bureau of Industrial Costs and Prices was asked to conduct a study of the price increase a decision on the said study is still to be taken. Meanwhile, the consumers are being drained @ Rs. 1600/- per tyre extra as, in the absence of a clear-cut government decision, the tyre manufacturers are creating artificial scarcity of truck-bus tyre by short supplying tyres in the open market. Another method being resorted to, by the manufacturers, is low capacity utilization of the plants despite of demand in the market. Most of the tyre manufacturing units are being mismanaged and in the absence of any competition, the manufacturers have the tendency to diversify their activities at the cost of the industry. The time has come for the government to look into the matter of and nationalise the industry so that the consumers are not taken for a ride any more and the industry is saved, in which a considerable number of workers are employed. I also urge upon the government to take immediate steps for fixing the price of all types of tyre at a

reasonable price. I also request the Minister to make a statement in the House on this matter.

(vii) Immediate steps needed to check the Trend of rise in Price of Essential Commodities

SHRI CHINTAMANI PANIGRAHI (Bhubaneswar) : That in spite of the reported assertions of the government that the overall prices situation had considerably improved, the price of most essential commodities have registered a noticeable increase in the past three months. It was stated by the government that the wholesale price index had moved down by 2 per cent. But it has no logical effect in the retail prices of essential commodities. The price of arhar dal; chana dal, mustard oil and vanaspati has shot up like anything. Similarly vegetable prices show no sign of taking downward trend either. Tomatoes and onions which are normally available at reasonable prices at this time have also gone beyond the reach of common man. In view of these rising trends of prices of essential commodities I urge upon the government to take immediate and drastic steps for curbing this rising trend of retail prices.

(viii) Demand for a "Polyster Filament Yarn" Factory in Warangal District of Andhra Pradesh

SHRI C. JANGA REDDY (Hanamkonda) : The hon. Minister for Industry, Shri Narayan Dutt Tiwari has announced that the Government of India had decided to start an industry worth Rs. 140 crores of POLYSTER FILAMENT YARN' in Andhra Pradesh. More industries are coming in Hyderabad and border districts of Hyderabad city, i.e. Nalgonda, Mahabubnagar, Medak and Ranga Reddy. Day by day due to industries the population of the city and also the surrounding area of the city are becoming more crowded. As a result, people are not getting civic amenities like water, electricity and sewage facilities, and there is air pollution. The Warangal district border is 70 km. from Hyderabad city and its airport. In Warangal district lot of unemployment problem is prevailing as com-

pared to other districts. There are no adequate irrigation facilities. This area has low rainfall in Aadhra Pradesh. There are some areas like Jangaon, Ghana-pur, Kodakandla and Chuiyal (old taluks) which are chronic drought area declared by the Government of India and the Government of Andhra Pradesh. Due to non-availability of the ground water the drought-prone area programme is not being successfully implemented. So, the people are migrating and there is frustration among the youth. The only way open is to provide employment by establishing more industries. The people of Warangal district were hopeful of a Coach Factory. But in the interest of national integration, the coach factory is shifted to Punjab. At least 'Polyster Filament Yarn' industry may be established in Warangal district. The State Government of Andhra Pradesh is ready to provide all the facilities such as land at cheaper rate as the above lands are not useful for agricultural purposes due to non-availability of water.

In view of the above facts, I request the Central Government to set up the above factory in Warangal and provide employment to the unemployed youth of warangal i.e. Jangaon, and Kazipet.

[Translation]

(ix) Need to Look into the Grievances of Postal Employees in the Country

DR. V. VENKATESH (Kolar) : *A very large number of people of the country is depending upon Postal facilities. But the Postal Service is becoming worse day by day. Fifteen years ago, ours was the best Postal service in the world. But now its condition is not good. The Central Government, which has given much importance to tele-communications has ignored the Postal services.

There are temporary employees in the Postal department who work for five hours a day and get only Rs. 150/- per month. Even the officers in the department

*The speech was originally delivered in Tamil.

[Dr. V. Venkatesh]

do not get the salary of Class IV employees of LIC or a bank. About one third of the 7.5 lakh employees belong to Class IV category who get only Rs. 3/- as their annual increment.

The number of employees has been reduced in the RMS office. Vacancies are not being filled. Those who pass the departmental examination are not promoted. The Postal bags are not durable. Now there is a proposal to keep the letter boxes at a distance of one kilometre.

In spite of all these difficulties the Postal department works for the progress of the country without resorting to strike or agitation. Therefore I request the hon. Minister to look into the grievances of these employees to enable them to serve the country to the best of their ability.

The Lok Sabha Then Adjourned for Lunch Till Ten Minutes Past Fourteen of the Clock.

The Lok Sabha Re assembled After Lunch at Fourteen Minutes Past Fourteen of the Clock.

[MR. DEPUTY SPEAKER *in the Chair*]

STATUTORY RESOLUTION RE :
DISAPPROVAL OF AIRCRAFT
(AMENDMENT) ORDINANCE,
1985 AND
AIRCRAFT (AMENDMENT) BILL

[*English*]

SHRI C. JANGA REDDY (Hanamkonda) : I beg to move :

“That this House disapproves of the Aircraft (Amendment) Ordinance, 1985 (Ordinance No. 7 of 1985) promulgated by the President on the 16th October, 1985”

[*Translation*]

Mr. Deputy Speaker, Sir, the Ordinance was promulgated on 16th October and side by side summons to convene the present session of the Parliament were also issued on 16th of October. I would like to

ask whether this could not have been postponed for a month. This could have been brought in the form of a Bill. Before 1983, the Andhra Pradesh Government was known as a Government of ordinances. Due to repeated promulgation of ordinances in that State, the Congress Government ruling there was overthrown and Telugu Desam came to power. The copy of the notice issued by the President for convening Lok Sabha is with me. I will read it out to you.

[*English*]

This notice was issued by the President on 16th of October to Summon the Lok Sabha at 11.00 AM on 18th November, and this Ordinance was also signed by the President on 16th of October.

[*Translation*]

The Fundamental rights of the people are being usurped through this ordinance. It is mentioned in it that Shri B.N. Kripal is conducting an inquiry into the air crash which took place due to bomb explosion in June, *in camera* so that the Press people could not go there. You have assigned two reasons for it. First, the publication of the proceedings in the newspapers will cause some harm and secondly the witnesses have fear of the terrorists in their mind so it is not proper to reveal their names. That is why *in camera* inquiry is being conducted. Under the inquiry Commission Act the judge has got full authority to conduct the inquiry in the “open” or “*in camera*”. During emergency the Bhargava Commission, which was inquiring into the activities of naxalities, had decided to conduct the inquiry *in camera*. Similarly Shri B.N. Kripal may also use his powers. It has not been mentioned here that he had written to the Central Government to amend the rule 75. The Government have got the power to change the rule 75. In case it is implemented within a period of three months, then Section 14 also will have to be changed. In this case, you may frame a separate clause or you may limit it till the completion of the inquiry. It is not proper to change it permanently. I will read out Section 14.

[English]

Section 14 says :

“Any power to make rules conferred by this Act is subject to the condition of the rules being made after previous publication for a period of not less than three months”.

[Translation]

After the rule has been framed, it should also be got cleared by the Subordinate Legislation Committee. If there is something in the rules which is against the interest of the people, then the people can file their objections against it within three months of the publication of the rules. If the interest of the people is harmed due to some rule, then anyone, whether he is a Member of Lok Sabha or an ordinary citizen, can file objection against it. You may accept it or not, but that was a kind of right in the hands of the people, but through this Bill you are trying to deprive the people of that right as you are afraid of this section. It clearly shows that the Government want to take all the powers by deleting Section 14 completely. However, if you want to change rule 75, you can bring forward an amendment for this purpose. Some witnesses are not coming forward to tender evidence due to fear of terrorists. It would not be proper to reveal their identity. So far as inquiry is concerned you can conduct an ‘in camera’ inquiry. But it seems that the Government want to take all the powers by deleting Section-14 completely. For the sake of changing only one rule, you are trying to take all the powers. If you want the Inquiry Report immediately, then you can reduce the time limit to one month or 15 days from three months. But you want to delete the entire section.

[English]

“Any power to make rules conferred by this Act is subject to the condition of the rules being made after previous publication.”

[Translation]

You have left out the name of previous publication.

[English]

“Provided that the Central Government may, in the public interest, by order, in writing, dispense with the condition of the previous publication in any case”.

[Translation]

If you think that the period of 3 months is much more, then you can reduce it to 15 days or one month. But you want that no voice should be raised against whatever rule you make and enforce that rule, but this thing will not be allowed in democracy. Only under dictatorship Government can issue orders according to its sweet will and the people will have to obey it under all circumstances. Things will not be allowed to go on this way.

We fail to understand as to what is your intention behind promulgating an ordinance in the month of October. In the bomb explosion in the Kanishka plane, all the passengers were killed. Now they cannot be brought to life. If its inquiry report is delayed by one month, then you should not have any objection and even if the report is submitted a bit earlier, then also you may not gain much. There is nothing now left for you to do. The promulgation of the ordinance is a wrong step. The Government want to deprive people of their Fundamental Rights through this rule, which is not possible in any democracy or republic. We oppose such efforts of the Government to take away the rights of the people in this way.

In addition, I would also like to submit a few words about the services being performed by the Indian Airlines. Since discussion on the aircraft is going on here, you should know as to what Jagdish Tytlerji, who is a Minister in the department, had said in a statement :

[Shri C. Janga Reddy]

[English]

“Indian Airlines is also under the microscope. Mr. Tytler has directed the senior officials of the three airlines to work for improving their public image, serve quality food on planes and to show more courtesies to passengers”.

This is the statement made by Shri Jagdish Tytler, Minister of State for Civil Aviation.

[Translation]

Does he mean to say that quality food is not being served? If somebody rings you in time and the flight is late by 3,4,5 or 6 hours, you do not take the trouble of informing the people. No such facility of informing the people exists. They can inform us on telephone direct. When we reach there, we do not get even a place to sit. When we reach Delhi Airport we see a large crowd of people there and we do not get place to sit. We are put to great trouble as we do not get even a chair to sit. The time of the flight is 6 or 6.30 hrs. What are you saying about services? These services are not good at all.

You made a statement against Mr. Kapur at a time when he was abroad. You know that we are pleading that he should be sacked, he should be hanged. Hang him. I do not know about the attitude of your Government in this regard. He was already on leave and your Government has stated that he has been asked to proceed on leave. Our hon. Minister has issued a statement that he has asked him to proceed on leave whereas he says that he has gone on leave on his own. What is all this *tamasha*? Sir, what he has said has appeared in the press and I would like to quote that—

[English]

Capt. Kapur who was holidaying abroad sent in his resignation immediately after his arrival here.

Earlier, Capt. Kapur had announced at a Press Conference that he would go to

Prime Minister Shri Rajiv Gandhi to seek his intervention as he felt that he was being unnecessarily involved in the controversy over the construction of the International Airport because he had differed with his Minister of State and opposed some of the suggestions made by him regarding some senior appointments in the Airlines.

[Translation]

An inquiry should also be conducted in this regard. Sir, an inquiry should also be conducted into what has been stated by Mr. Jagdish Tytler. What are the reasons for which the International Airport was not inaugurated on the birth day of our beloved former Prime Minister, Shrimati Indira Gandhi? Why its completion has been postponed by two years? Sir, you are playing with our lives. Nobody is prepared to take the responsibility for it.

Sir, your plan does not include the cargo shed which an International Airport should have. It should have been there by now, but it is not in your plan. What are the reasons for it? It is most essential for an International Airport.

Sir, I have to inform you many things about the Airlines. Sir, we have to reach 45 minutes or one hour before the departure of the flight. But the flight does not leave in time due to which we have to wait there for a considerable time. I, therefore, request you to treat all the flights as important and ensure their punctuality. Sir, my second suggestion is that time table should be revised. The third thing which I would like to say is that the tickets purchased by us are very costly. These are of the value of Rs.1000, Rs.2000 or even Rs. 3000. It is not a small amount. If a ticket is lost, we do not get refund of that ticket which is a very wrong practice. When the ticket is valid for a period of 3 months, then why money is not refunded to us in case the ticket is lost? You should make a provision for refunding the amount in case the ticket is lost. This practice was in vogue 2 to 3 years ago and we used to get the refund.

Sir, I would like to give one more suggestion. Earlier bus or other transport facility was made available at the City Booking Agencies to reach the airport. The same facility should be made available to us now. You have made such an arrangement through exservicemen. It is a right step, but we have to leave our homes one hour or two hours early in order to catch the flight and at that time no such facility is available. If taxi is hired, taxiwala charges Rs.100. Since we are not aware of the route etc., we are compelled to make the payment for the lengthy route which he takes. Sir, 5 to 6 years ago the city booking agencies used to provide its own transport facility upto airport in order to catch the flight. I suggest that the same facility should be revived. Sometimes, it so happens that no taxi is available in the hour of need. I am pleading for provision of this facility not only in Delhi, but at all the places like Hyderabad, etc. from where such flights leave. The passengers do not feel secure in taxis as sometimes the women have to travel all alone. Therefore, city booking agencies should provide their own transport facility so that we can reach the airport in time to catch the flights.

Sir, security arrangements should be proper. You are very well aware that 'Kanishka' accident took place due to lack of proper security arrangements. Now, you propose to bring forward a Bill in this regard also. Sir, you know that when our aeroplane 'Kanishka' took off from the airport, no proper security check was made on the passengers who boarded it as a result of which this accident had taken place. I would like to know as to what steps you have taken against the lack of proper security arrangements according to the International Act and what has been the outcome thereof.

Sir, the computer arrangements are also not satisfactory, i.e. our computer is not functioning properly. You are required to make improvements in this regard and intimate us about these improvements.

With these words I strongly oppose this Bill.

[English]

THE MINISTER OF TRANSPORT
(SHRI BANSI LAL) : Sir, I beg to move:

"That the Bill further to amend the Aircraft Act, 1934, be taken into consideration."

This Bill seeks to amend Section 14 of the Aircraft Act, 1934 (22 of 1934) to enable the Government to dispense with the requirements of previous publication of the amending rule for a period of three months. In effect, the Bill seeks to replace by an Act of Parliament the Aircraft (Amendment) Ordinance, 1985 (No. 7 of 1985) dated 16th October, 1985.

Air India's Boeing 747-237 B aircraft VT-EFO 'Kanishka' while operating flight AI 182 crashed on 23rd June, 1985, in the North Atlantic Sea, 185 nautical miles off the coast of Ireland. The Central Government has appointed Justice B.N. Kripal, Judge of the Delhi High Court, to hold formal investigation into the accident.

Rule 75 of the Aircraft Rules 1937, provides for formal investigation of aircraft accidents. The Rule *inter alia* lays down that the court appointed by the Government to hold the formal investigation shall hold it in open court.

It has been felt that in this case, the aspect of security is very important and it may not be in the public interest to hold some of the proceedings in the open court. It may even be necessary in one or two cases to withhold the identity of witnesses for their safety and for the safety of others. It is, therefore, necessary that Aircraft Rules 1937 should be immediately amended to make a provision in Rule 75 so as to enable the Court to decide that some part of the proceedings may be held *in camera*.

Section 14 of the Aircraft Act 1934 provides for previous publication for a minimum period of three months as a condition precedent to make rules. Therefore, the process of amendment would have taken more than three months, delaying investigation into the accident.

[Shri Bansi Lal]

It was, therefore, decided to amend Section 14 of the Aircraft Act 1934 so as to confer powers on the Central Government to dispense, in the public interest, with the condition of previous publication in any case.

It was also felt that the minimum period of previous publication of three months, as provided in the Section is unduly long. Following the pattern of more recent enactments, it would be better not to specify any minimum period of previous publication.

As Parliament was not in Session and the report on investigation has to be submitted by the Court within a fixed time frame, it was considered fit to amend Section 14 of the Aircraft Act 1934, by an Ordinance.

Sir, with these words, I commend the Bill for the consideration of the House.

SHRI C. JANGA REDDY : What is the 'fixed time' ?

MR. DEPUTY-SPEAKER : Motions moved :

(i) "That this House disapproves of the Aircraft (Amendment) Ordinance, 1985 (Ordinance No. 7 of 1985) promulgated by the President on the 16th October, 1985".

(ii) "That the Bill further to Amend the Aircraft Act, 1934, be taken into consideration."

Now, Mr. Ayyapu Reddy may speak.

SHRI E. AYYAPU REDDY (Kurnool) : Mr. Deputy Speaker, Sir, we are opposing this amendment to the Act for two reasons.

The Amendment first and foremost endangers the very Act itself. Act 22 of 1934 was passed 51 years ago. At that time that was the beginning of the aircraft age, I mean, the initial stages of the aircraft age. After 51 years there have been such tremendous changes and vast improvements that now we have actually come to the full aircraft age. Now, it is air age to

space age—from aircraft to space age also has come. This Act has been there for the last 62 years. Originally when the Bill was conceived, there were many difficulties to spell out the legislative policy. Therefore the Bill went on giving all powers to the Central Government. If you just have a look at the Bill, you will find the crucial Section 5—Power of Central Government to make rules. The Act itself was for the purpose of regulating, manufacture, possession, use, operation, sale, import and export of aircraft. Even a kite has been included in the definition of an aircraft.

Now having stated that the intention of the Act was to do these things, section 5 clearly gave all these powers to the Central Government. Section 5 says as follows :

"Powers of the Central Government to make rules : The Central Government may by notification in the official gazette make rules regulating manufacture, possession, use, operation, sale, import and export of any aircraft of any class."

That is why, I say that the entire power was given to the Central Government and the legislature did not spell out the legislative policy. Parliament did not spell out the legislative policy. Then, when we come to Section 6, it is about the power of Central Government to make orders in emergencies. Section 7 deals with the power of Central Government to make rules for investigation of accidents. Section 8 deals with the power of Central Government to make rules for protecting public health. Section 8 (b) deals with the emergency power for protecting public health. Section 9 deals with the power of Central Government to make rules for securing safe custody and re-delivering of proclaimed property. That is why, in the initial stages, instead of spelling out the legislative policy, all the powers were delegated to the Central Government to make out rules.

Now, one can understand why the Legislature had thought it fit to empower the Central Government with all the powers. It is because, at that stage, the aircraft was in an initial stage, it was a new science and a new technique. And,

therefore, probably Parliament felt that it was necessary to empower the Central Government with all these powers. But then, they were cautious enough to provide a check by inserting section 14. It provides that any rule made by the Central Government must be published and it must be there for three months in the publications to become effective thereafter. Now, Section 14 was intended to save this Act from being struck down as being arbitrary and unconstitutional. The legislative policy has not been spelt out but it has been delegated to the Central Government. The possibility of being struck down as unconstitutional was prevented and the Act was saved by insertion of section 14. It provided a check and control was, any rule made by the Central Government must be published three months before it becomes effective. When you are tampering with section 14, you are really endangering the constitutional validity of the Act. That is my humble submission. Therefore, kindly get it examined, having regard to the peculiar position of this Act as from Section 5 to Section 9—in all the operative important portions of the Act—all powers have been given to the Central Government. No legislative policy has been enunciated by Parliament. Therefore, if you take away this small section which was covering the arbitrary and naked power delegated to the Central Government, the Act will be struck down as unconstitutional. This is what I say. A small loin cloth was covering the enactment safeguarding the delegation of naked powers and arbitrary powers to the Centre. Therefore, if you take away this section, the Act stands naked. Therefore, this aspect may be examined.

As was suggested by Mr. Janga Reddy, section 14 might have been amended in a manner so as to sustain the Constitutional validity. Instead of three months, you could have mentioned a week or 10 days that there should be a publication in the official gazette at least for 10 days. Instead of that, the entire provision has been omitted, with the net result, the Aircraft Act is what the Central Government wants it. I can take any shape the Central Government wants it to take. Therefore, such an Act, such a rule will certainly

come in the way of being upholding Constitutionally.

51 years after this Act, there have been a lot of changes, improvements and developments with regard to the types of aircrafts not only nationally but internationally. Now the conception of an international airport, of international travel, all these things have come in. New technological developments have taken place. New phases have come in. I only request the hon. Minister to look at the definition of Clause 2. Then, at that time, they have only defined three things, aircraft, aerodrome and aerodrome aircraft. Now so many new technical points have come in. Therefore, a comprehensive Bill on aircraft is absolutely essential. We are fortunate enough to have a pilot as the Prime Minister. He himself has got personal knowledge of the aircraft and airports and aerodromes. Our experience and the experience of the foreign countries can also be pooled together and a comprehensive Bill on this subject can be brought in.

With regard to airways and airlines, of course, it may not be very relevant to speak on this Bill but having taken this opportunity, I just want to bring to the notice of the hon. Minister about the Vayudoot Service. This Service is very essential. It has been now taken as a separate wing and a separate organisation. I do not see any reason why it should not be taken up as a subsidiary wing of the Indian Airlines. Vayudoot Service is in the initial stages. We understand that there is an idea of giving it to the private entrepreneurs also to run this Service in some stations on some lines. Whatever it may be, Vayudoot Service is very essential and every important town and business centre of India requires a small airport and aerodrome so that there is a link Service from the main service. In Andhra Pradesh, they have opened about three small lines of Vayudoot Service. They are not at all functioning. A number of questions have been asked. From Hyderabad to Cuddapah, from Hyderabad to Tirupathi, from Hyderabad to Vizag and from Hyderabad to various other commercial centres and industrial centres, they are not there. Therefore, I take this oppor-

[Shri E. Ayyapu Reddy]

tunity of making an appeal to the hon. Minister to improve expeditiously the Vayudoot Service.

DR. A. KALANIDHI (Madras Central): I wish to say a few words on the Aircraft Amendment Bill, 1985. This Bill seeks to replace the Ordinances promulgated by the President on 16th October, 1985. I am constrained to comment on the lethargy of the bureaucracy as a classic illustration of the inept handling of the Kanishka's fatal plunge into the North Atlantic Sea on 23rd June, 1985. It was left to the court holding investigation into this crash to say that the Aircraft Rules of 1937 are to be amended without delay if the proceedings of the court are to be held in camera. Could this small legislation not have been introduced and got passed in the last July-August session? The President's Ordinance was promulgated on 16th October, 1985. Why should there be delay of five months? In view of the unprecedented accident involving Air India's Boeing 747 such an amendment of the Aircraft Rules, 1937 has become necessary and I have nothing much to say except urging upon the Government that the Aircraft Act, 1937 should be comprehensively amended in order to ensure that the Government is not caught unawares in any such future exigencies. In view of the changing circumstances, the parent Act should be looked into again. It came in the newspaper that only 20 claims have been settled so far by Air India out of about 350 victims of this crash. Air India has received full compensation from the General Insurance Company. I want to know whether the families of the Air India employees who had died in this crash have been paid full compensation or not. Similarly I also want to know whether the Air India has noted the news-item about the findings of the Government of Japan that some manufacturing deficiencies were also revealed in the Boeing during the inquiry conducted into the air crash that happened, off the Japanese coast, of Boeing 747 of the Japan Airlines. I know that the hon. Minister will say that the one-man Commission will go into all the aspects and that Government will take appropriate action in the matter after the report is received. At

the same time, I would say, it is very necessary to take into consideration the findings of the Government of Japan in regard to the manufacturing defects of Boeing 747.

Another news-item has also appeared that the Indian Airlines is going to take on lease twelve aircraft. I am surprised that such a casual approach is adopted in regard to getting aircraft by the Indian Airlines. Can we take this risk of carrying a hundred passengers in any kind of aircraft? Here I would like to recall that C. Subramaniam Committee had given a report about the type of aircraft for Indian Air Force. That was many years ago. I do not think this report has been implemented by the Defence Ministry. I refer to this because both the Indian Airlines and the Air India must find out suitable aircraft. I want the hon. Minister to give attention to this problem also.

Indian Aviation celebrated its 75th Birthday last fortnight with much pomp and show. There is our Prime Minister who is a former aviator. Two separate feasibility reports by two Working Groups about the introduction of air taxis have been submitted to the Prime Minister's office. There is some ambiguity, I understand, with regard to the type of aircraft and its seating capacity. The recommendations of these two Working Groups, if they are accepted, will revolutionise the aviation industry. The State Governments of Tamil Nadu, Maharashtra, Andhra Pradesh, Karnataka and Goa have suggested setting up of a regional airline as a subsidiary of Vayudoot. It seems, Dornier 228-200 aircraft has been found suitable for this purpose. There must be air taxi services to a large number of towns and areas in the interior of the States. I suggest that immediate action be taken in this matter.

Today's newspaper carries a news-item of an offer by a Swedish firm for the sale of a 35-seater new technology airliner with indigenous manufacture of the whole or part of the aircraft. I have every hope that the aviation industry will get the necessary thrust at the hands of the hon. Prime Minister.

Before I conclude, I am sorry to see the unseemly controversy about the Chairman of the Air India. First it was said that he had been asked to go on leave, and today it has appeared in the papers that he has resigned. I wonder why this kind of dirty linen should be washed in the open. If the Chairman, Air India, had been found to be ineffective, could he not have been removed at once without much fanfare? At least in future such things should be avoided because this undermines the morale of the Airlines. I hope the hon. Minister will safeguard against such controversies in future.

With these words, I welcome the Bill.

[Translation]

SHRI P. NAMGYAL (Ladakh): Mr. Deputy Speaker, Sir, while supporting this Bill, I would like to say certain things.

So far as this Bill is concerned, the Statement of Objects and Reasons of this Bill shows that this Bill has been brought because its necessity has been felt. An Air India aircraft 'Kanishka' met with an accident on 23rd June, 1985. An inquiry is going on in this case. The Commission set up to conduct an inquiry into the causes of this accident is facing certain difficulties. Persons, who wanted to give evidence, are not willing to give their evidence because of fear of becoming victims of terrorists. When the Justice Krupal Commission came to know about it, it might have requested the government to make changes in the rule, as otherwise it is not possible to conduct investigation. If no changes are made within a period of 3 months, they will have to wait for 3 months more and 3 months period is not less. Due to this urgency, this Bill has been brought forward. When this accident took place, hon. Members from both sides of this House strongly demanded that an immediate inquiry should be conducted in this case. At this Government constituted an inquiry commission. After that when such difficulties came to light, the Government felt that unless this clause was amended, it could not be possible to complete the inquiry at an early date. Just now the hon. Minister has said that

certain time-limit has been fixed for submitting the inquiry report. That is why the necessity was felt to introduce this Bill early. Our elderly friend, Shri Janga Reddy and Shri Ayyapu Reddy have opposed this Bill. They have said that when the notification regarding Parliament Session was issued on 16th October, this Bill could have been brought in a proper and regular way in this session. I had made a submission earlier that a period of one month was involved in it. It was essential to hold an inquiry. The Government has felt the necessity of bringing this Bill and there is nothing in it to be opposed. I support this Bill.

In addition, I would like to say a few things. Opposition Members have raised certain points in regard to the management of Air India, Indian Airlines and Vayudoot. I feel that it was very essential in order to ensure proper management and whatever Government has done is a step in the right direction and we should not show any laxity in it. I feel that the step taken by Government is a right one in order to remove any difficulty and delay experienced in the management as also the difficulty experienced in running the corporations, as per the newspaper reports that there has been some sort of tussle between the officers. Some of our friends raised certain matters which broadly speaking are not relevant to this Bill. I would also like to bring certain matters to the notice of the hon. Minister and this august House. One of them is that you are introducing the third airline, the Vayudoot, at so many places. Recently, an announcement has been made in regard to Lakshadweep and certain areas of Jammu Sector are also proposed to be linked very soon. For this purpose you propose to press Dornier Aircraft into service, which is being assembled in our country. Some new aeroplanes have been acquired from abroad also for this purpose. The hon. Minister of State had written a letter to me in reply to my letter dated 26th November. I had put a demand before him that Vayudoot service proposed to be introduced by you in Jammu and Kashmir Sector may be extended to Kargil Sector, but he had stated that the Dornier Aircraft could not go beyond a height of 9575 feet. I fail to understand as

[Shri P. Namgyal]

to why you have purchased an aircraft which is of no use above a certain height. It is, of course a different matter that the Government require these planes to meet some of their needs. Moreover, this service is being introduced at such places, where transport facilities such as trains and other facilities are already available. You should also think about the people of such areas where there is no communication for six months in a year. You should also think something about those people and do something for them. I am grateful to you for the introduction of Boeing Service for Ladakh. It should be extended by one day more in a week. At least when the road is blocked, this service should be available to the people of that area. If there is any poor man stricken with illness, he should be provided the facility to go for his treatment. Any businessman or any Government employee cannot go there without taking the help of air service. You should, therefore, look towards this problem.

I would like to submit further that our Air Force has a ready A.N. 32 Aircraft in its fleet, but such Aircraft are not available with Airlines. This Plane can fly very high and it requires very short strip for take-off and landing. Secondly, it is a pressurised plane and can fly upto very high altitude. There is need to introduce the service of such planes in areas like Leh where there is short strip and there is problem of taking off and landing and the plane is required to fly at high altitude. You should think with a very cool mind about those areas which are totally cut off and are land-locked.

I would also like to request you that the service of Indian Airlines from Ladakh may be extended by one day each—one day via Chandigarh and the other day via Srinagar. In this way this service would be available daily. AN 32 Plane is already landing in Kargil Sector. You should take special permission of Ministry of Defence and make arrangements of introducing the service of this aircraft from that place. This arrangement may be made till you acquire any other suitable aircraft. AN 32 aircraft could fly at high altitude and it requires a very short strip. It does not require any large strip.

Our present Transport Minister, when he was Chairman of the Committee on Public Undertakings, had visited Leh. At that time also, the people had put their demand before him. I would like to draw his attention towards it once again and request him to solve this problem.

With these few words, I support this Bill. You have moved this Amendment Bill at the right moment.

[English]

SHRI AJIT KUMAR SAHA (Vishnupur) : The Bill has been brought to amend the Aircraft Act of 1934. My objection is to the way the ordinance was promulgated. The Air India's Boeing 747 crashed on 23rd June, 1985. Already five months have passed. Government could have amended this Act in the monsoon session of the Parliament, but they did not so. But when the inquiry was going on, the Court, while holding the investigations, recommended that the Aircraft Rules of 1937 should be amended without delay to facilitate the holding of some of the proceedings of the court *in camera*. After this Court's observation, Government promulgated the ordinance on 16th October, 1985. My objection is to the functioning of the Government. They should have done it earlier in the monsoon session itself.

15.00 hrs.

[SHRI VAKKOM PURUSHOTHAMAN]
in the Chair.]

This Aircraft Act of 1934 is an old Act. It was promulgated by the Britishers who ruled our country at that time. This Act should have been amended much earlier as we are now using most sophisticated aircraft and we are talking of advancing towards 21st century.

Sir, in June 1932 when Air India Boeing 707 crashed at Sahar airport the court of inquiry made many recommendations and one of their recommendation was :

“The existing proforma prescribed for various flight checks is out-dated and

this cannot be performed on modern aircraft.”

This recommendation was made in 1982 when Boeing 707 crashed. Before that also so many air crash have taken place but Government did not look into all these matters to amend this Act of 1934.

I would like to say a word about the compensation to the family of victims on these disasters. We do not know whether it is due to sabotage, human failure or machine failure. The inquiry establishes it after some time but due to delay of investigation they are not getting compensation. If the crash is due to human error or machine failure there are some rules to decide about the compensation but if it is due to sabotage the compensation should be much higher than the normal compensation being given at present. I hope the Minister will take note of all these things and bring a new legislation which will cover all these things and the loopholes of the Old Act should also be plugged.
[Interruptions]

[Translation]

Hon. Minister, Sir, kindly listen to my plea also. Regarding 707 Calcutta-Delhi flight, I have told many a times that the time of its flight is not suitable. Its time is 8.55 O' clock.

SHRI NARAYAN CHOUBEY (Midnapore) : It never arrives in time.

SHRI AJIT KUMAR : This plane takes off 10 O'clock and reaches there at 22 O'clock. At that time, no time is left for going anywhere. We have raised this question in Consultative Committee also; even then nothing has happened.

[English]

Please do make a note of this, because we are facing much difficulty on account of the timings. With these words I oppose this Bill.

[Translation]

SHRI MOOL CHAND DAGA (Pali) : Mr. Chairman, Sir, the entire House had expressed its sorrow and is still very sad about the tragic accident which had occurred on 23rd, but I would like to know as to which rules have been framed by your Department and laid on the Table of the House after 23rd? You have got the powers to make the rules, you have got those powers through the ordinance that rules would be framed without being published. You have omitted the section 14 and you do not want to give three months time. Thereafter, have you laid the rules on the Table of the House or not? Now it is being enquired into and the section 14 has been omitted.

[English]

“14 Any Power to make rules conferred by this Act is subject to the condition of the rules being made after previous publication for a period of not less than three months.”

[Translation]

That you have done, but where are those rules? First of all, I would like to know whether those rules have been laid on the Table of the House or not.

[English]

“234. (1) Where a regulation, rule, sub-rule, bye-law etc. framed in pursuance of the Constitution or the legislative functions delegated by Parliament to a subordinate authority is laid before the House, the period specified in the Constitution or the relevant Act for which it is required to be laid shall be completed before the House is adjourned sine die and later prorogued, unless otherwise provided in the Constitution or the relevant Act.”

[Translation]

I take it that you might have framed the rules. These are being examined.

[Shri Mool Chand Daga]

When have these rules been laid on the Table of the House for being enquired into by it and if those rules have not been laid on the Table of the House, these rules may kindly be laid on the Table of the House before adoption of this Bill. I would like to say one more thing. Whatever rules are framed, these are framed under the Act and the affected people would like to give suggestions regarding those rules. The Committee on subordinate legislation has made its recommendations many a times that sufficient time should be given for framing of rules so, that the persons who might be affected by the law or by the rule, could file their objections and the Committee could examine those rules and see if those rules are not contrary to the law and do not create any hardship or loss to the people. Ten Committees have made such a recommendation, but I do not know, what the hon. Minister thinks to be right. I would like to quote, what the first Committee had observed :

[English]

The Ordinance was promulgated. Kindly go through that Ordinance and that is becoming law on that date. It was published in the report of the Committee on Subordinate Legislation. It says like this;

“The Committee feel that when the Acts give a right to the public to send their comments on certain draft rules, it is only reasonable that sufficient time should be given to them to study the draft rules and send their comments before they are finalised. The Committee are of the opinion that a period of not less than 30 clear days exclusive of the time taken in publishing the draft rules in the gazette and despatching the gazette copies to various parts of the country should be given to the public to send their comments of such draft rules.”

The Committee on Subordinate Legislation (6th Lok Sabha) said :

“The Committee have been repeatedly stressing that when the Acts give a

right to the public to send their comments on certain draft rules; it is only reasonable that sufficient time should be given to the public to study the draft rules and send their comments/suggestions.”

The Committee has recommended that so many times.

[Translation]

I would, therefore, like to submit that these powers are already available under section 15. Now what does section 14 state. It states that :

[English]

“Any power to make rules conferred by this Act is subject to the condition of the rules being made after previous publication for a period of not less than three months.”

You can add a proviso that you can relax it in public interest if you like.

[Translation]

I have moved an amendment in this regard and have asked to adopt it in case more powers are required to deal with such important issues.

[English]

“Page 1,—

for clause 2, substitute

2. In the Aircraft Act, 1934, after section 14, the following proviso shall be added, namely:—Provided that the Central Government may, in public interest, by order in writing, relax the condition of previous publication in any case.”

[Translation]

Sir, now I would like to draw your attention to Section 8 ;

[English]

“8A. The Central Government may, by notification in the official Gazette, make rules for the prevention of danger arising to the public health by the introduction or spread of any infectious or contagious disease from aircraft arriving at or being at any aerodrome and for the prevention of the conveyance or infection or contagion by means of any aircraft leaving an aerodrome.....”

Then 8B :

“If the Central Government is satisfied that India or any part thereof is visited by or threatened with an outbreak of any dangerous epidemic disease, and that the ordinary provisions of the law for the time being in force are insufficient for the prevention of danger arising to the public health through the introduction or spread of the disease by the agency of aircraft, the Central Government may take such measures as it deems necessary to prevent such danger.”

[Translation]

One could have understood if section 7 was amended but instead a provision has been added which says that there was no need to publish it within 30 days though I would have liked if there was a proviso for publication. This provision could be dispensed with under exceptional circumstances.

[English]

You must mention the facts and must have a proviso.

[Translation]

Sir, provision should therefore be made, to publish draft rules because it is only then that people can come to know about them and file their objections if any. Otherwise the people are deprived of their rights and they are unable to decide as to what is right and what is wrong in those rules. Sir, I would, therefore, like the

Department to carefully go into the amendment that I have moved—and as you have pointed out regarding previous publication when such incidents have occurred,—it could be dispensed with. Otherwise such a provision could be there so that people could go through those rules and regulations and give their suggestions. Parliament and the Parliamentary Committee has recommended not once but four times the publication of draft rules before the enactment of a law, so that the people are not deprived of their rights and they could go through these rules and give their suggestions about them. I would, therefore, request you to adopt this amendment so that people are benefited and the aspirations of Parliament are fully met. I would be highly obliged if you kindly accept my amendment.

[English]

SHRI H.M. PATEL (Sabarkantha) : Mr. Chairman, Sir, I oppose this amending Bill because it brings to the fore Government's increasing indifference to the importance of rule making. This Parliament gives power to the Government to make rules in certain circumstances. In so far as this Act is concerned, almost the entire powers were given to the Government because it was passed at the time when the aircraft industry and aircraft services were in their infancy.

My hon. friend Shri Daga who spoke just before me has pointed out the great importance which the Parliament has always attached to the powers given to the Executive to make rules under the Acts possibly and why the rules should be made public. When rule making power is given to the Government, Government as the executive is expected to see to it that the public is kept fully informed and given an opportunity to voice its opposition or objections or suggestions, so that the Government may give full consideration to them before making those rules. Undoubtedly, in certain emergent circumstances, you need to take urgent action. That power has been given in this Act exclusively for certain epidemic diseases, etc,

But now, what is being asked is that

[Shri H.M. Patel]

previous publication for a given period may be permitted in all cases, without any period at all. 'Not less than three months' has been omitted in the proposed Amendment in certain cases it can be 'no previous publication' at all. Now it seems to me quite extraordinary, why in this case it was necessary to take this power at all? As has been rightly pointed out, Government have ample time to make any amendment by passing it in the normal manner. It is time that the Inquiry Committee that was appointed, had recommended that it should be held in camera. But what prevented the Government from just notifying it and then issuing an ordinance ratifying the action on omission of previous publication of rules and seek power, rules to hold the inquiry in camera and so on?

Mr. Daga has pointed out another very important point and this also shows the indifference of the Government, almost the contempt which the Government have for this kind of thing I noticed that when Shri Daga was making this point, the hon. Minister was not paying any attention to it at all. And yet it is very vital and important. He pointed out that in regard to the rules made, in this case, after the ordinance was issued, have not been published how do we know what rule or rules have been made? If the inquiry is to be held in camera, you must say under what circumstances they had to be held in camera. They refer to 'public interest'. Public interest is a very vague concept and I think that it is very important in a democracy to see that a Government always explains fully its own understanding of 'public interest'.

Mr. Chairman, I do not want to take any more time. It was only these two points that I wanted to make, i.e. the less use that a Government makes of rule making power, the better and when it does use that power it should do so in a manner which keeps the public informed.

Secondly, so far as this Act is concerned, it is time that a fully comprehensive Bill is brought before the Parliament, so that we can update the whole thing. In 1934, the situation was something quite

different from what it is today. By now, the number of rules that you have made runs into hundreds of pages almost. I have seen them and I do not suppose, even the Ministry will be able to find its way in the maze of the Amendments and rules made thereunder. So, I would suggest Mr. Chairman, that the Ministry gives some greater importance to the rule making power. But in this particular case even now, I hope that they will reconsider their attitude towards Mr. Daga's Amendment and in any case see to it that the previous publication is retained for not less than three months. That is essential in the ordinary way. In emergent cases, you may not ask for the time period, but even then definitely there should be post publication.

PROF. NARAIN CHAND PARASHAR (Hamirpur): Sir, I support this Aircraft Amendment Bill No. 187 of 1985. The purpose of this Bill is very limited. In the aftermath of this tragedy on the 23rd June, 1985 in the North Atlantic Sea of the Kanishka Aircraft, it was observed during the investigation that previous publications and insistence of three months period would bring certain difficulties. Therefore, the Amendment requires that the minimum period of such publication should be waived off. That previous publication is enough. But even then the commonsense would have required that at least some minimum period should have been indicated, may be a week or a few days because without any period, previous publication would mean just our hour before. So that would be making a mockery of the whole thing. Therefore, I would suggest that in order to be fair to the people and to the people who are using aircrafts and those who are operating them, it should be necessary that some period, as least whichever is regarded as convenient by the Government should be indicated. Previous publication is not enough. The previous publications should be qualified by the time period required for it.

Secondly, Sir, I agree with Mr. Daga that the rule of law requires, that the rules whenever they are made to serve as an Act should be published, should be made available to the people at the draft-

ing stage so that they are able to say whether there is any divergence of opinion or not. There is some improvement that had been suggested because, no publication of rules, no previous publication, no time period only means that bureaucracy is the paragon of virtue and they are the repository of all wisdom in this earth, the public, the passengers and operators who are running these operations. They do not have any kind of response to make. So it is in the interest of all that some sort of minimum period, may not be three months, may not be even a month, but at least a week or at least 3 to 5 days should be mentioned so that all apprehensions are allayed in this respect. And now that the aircraft is touching every part of the country and it is also connecting our country with various foreign countries. There is need for a comprehensive act. We should take into consideration the onward march of the Civil Aviation because, I find that this Aircraft Act is of the year 1934, that is 51 years old and rules are 48 years old. So 48 years old rules need be revised and 51 years old Act should be revised. What can be done is a comprehensive Act which can take into account the developments that have taken place and the various requirements and the draft rules can be published and as Mr. Daga has said it should be the concern of this Parliament to see that its rights are not encroached upon and the executive does not trample its rights and the rule-making power is there with the Government. No doubt, Parliament has agreed to it; but the rule of law requires that the response of all sections of the society is also taken into account. So, I would plead with the hon. Minister to take this point into consideration, and also to see that the air services are run in such a manner that no part of the country has a grouse that it is being neglected at the moment, because what we find is that certain States get the benefit of being in the centre, and other far-flung States like Himachal Pradesh do not get anything. So, that idea should also be kept in view, though that does not get covered within the purview of this Bill. So, it is better to bring this also to the notice of the Minister, viz. that the Shimla airport has been under construction for a number of years; and similarly, pro-

posals made in respect of other parts of Himachal have not been taken very seriously.

Air travel these days is a must, because the time has come when people are very much short of time. They do not have much time. Therefore, the business of the Government and of the people require speedier air service.

With these words I support the Bill, but with this reservation that previous publication is not enough. Incidentally, I would request you to read the text of Statement of Objects and Reasons of the Bill i.e. its last sentence. I find that even grammatically it is incorrect. It says :

“It also empowers the Central Government to dispense with, in the public interest, the condition of previous in any case.”

What is meant by ‘previous’? It should be previous publication. Without the noun the sentence is not complete. So, such an indifferent attitude in the drafting of the Bill, and pushing it in Parliament is something...

PROF. N.G. RANGA (Guntur) : It is an endemic disease. (*Interruptions*)

PROF. NARAIN CHAND PARASHAR : It has come ; but the sentence should be complete. You can read it. The noun should have been supplied. What I say is that if the same indifference is to penetrate into other various aspects of our activity in regard to aircraft...

SHRI BANSI LAL: But in the Bill here with me, “previous publication” is mentioned.

PROF. NARAIN CHAND PARASHAR: What I have, is also the Bill. I have not published it. It has been published by Government. (*Interruptions*) So, care should be taken to see that this is incorporated.

With these words, while pointing out these lacunae, I support the Bill.

[Prof. Narain Chand Parashar]

SHRI NARAYAN CHOUBEY (Midnapore): Many things have been told by Shri Daga and other friends. I am at one with them. The Bill is too sweeping.

Actually, it is a matter of regret that our Department pays such little concern for our maladies. The accident took place on 23.6.1985; and the ordinance was brought only on 16.10.1985. Now a Bill has been brought in the month of December. This shows that the amount of concern that we express in our Press and media is not really there amongst our bureaucrats, officers and the Department.

As Shri Daga has said, why should the right of the people be curtailed? What is the reason? If the Government feels it necessary, it should have come with this Bill earlier. Such a type of Bill could easily have been brought in the monsoon Session.

This is the first point. Secondly, if the Government feels it so necessary, in the case of emergencies and exigencies, they may move for something else. But the right of the people to have the rules should not be abrogated. It should not be done. We are all elected people. Ours is a democratic system. To make rules is an inalienable right of Parliament. If you want to take it away, I do not think it would be correct. Kindly think about this.

I beg to submit 1 or 2 things on this occasion, regarding some other facts about the Kanishka case. Actually, reports are coming that the Boeing itself was defective; and there has been panic in Aviation circles regarding its mechanism, and the planning of this aircraft. You should see that our people's lives are not endangered by such aircrafts.

Regarding evidences which have come, I think, it is a very serious thing to digest now. Evidences have come very recently to show that some passengers had bought tickets for this flight; they had booked their baggages also, the baggages were taken away in the flight but they did not go inside the plane. The baggages came

away and the plane was allowed to start. Such type of security arrangement should be taken note of.

You have brought forward this Bill only to see that inquiry can be held in camera. Well and good. You do not want to bring out the identity of some of the witnesses.

Well and good. But, then, why should such things take place at all, arise at all? How is it that the plane was allowed to fly before checking whether the concerned persons turned up or not and the baggages were allowed to go? How such type of things take place?

Regarding Calcutta Airport, many things have been said. You often go to Calcutta because you have got many of your relations in Calcutta. Calcutta was one of the busiest Airports of India some 25 years back. Now, Calcutta Airport is becoming very weak and bad day by day. Many international flights are being taken away from there. I think the last British Airways flight flew through Calcutta Airport only on 26th of November. Of course, you have every right to say that it is the decision of a particular company and not our decision; but then there is a government and the government can influence it. It is very good that Hyderabad is becoming an international airport. Bhopal should also become an international airport; some other place should also become an international airport. But the international airport at Calcutta is losing its merit. A planned effort is being made to bring down its importance. Only five days back, a flight from Calcutta Airport was delayed by six hours. The reason is that some defects were found and those defects could not be repaired at Calcutta. A plane went to Bombay to bring some spare part and then the repair work was done at Calcutta; and then the Calcutta flight came from Calcutta to Delhi. The Calcutta flight in the morning starts from Gauhati and then it comes to Calcutta and then it comes to Delhi, and then again from Delhi it goes to Calcutta. The timing at 8.55 A.M. which you have fixed is never adhered to. In the whole year, not even on eight days, the flight is at the right time. So, you kindly see that the timings are

changed and minor defects are repaired at Calcutta itself. This aspect should be looked into.

Regarding computer, although it is not part of this Bill, yet I would like to bring some difficulties to your notice. There was no computer in the Indian Airlines Office in Parliament House. Only two persons were working there. We used to get our air ticket for any day we liked and they were immediately okayed within one hour or two hour or three hours. But now computers have come: one is here and the other is there. Instead of two persons, three persons are working there. I had deposited my Exchange Order day before yesterday, but it has been okayed only today. So, the delay is there; inefficiency is there and the computer is also there. Only manpower has to be increased. You kindly look into this problem. Why can't we get our air tickets okayed in time? If the induction of a computer brings efficiency, well and good. They say, "What can we do when the computer is not working well?"

[Translation]

What can I do when the computer is not working. I am ready to work but the computer is down. The computer which is not in order should be immediately thrown out and the people should be given protection..... (Interruptions) save us from such a situation. I am sure Mr. Chairman will agree to it. I would request you to either give us tickets or remove the computers and save us from hardship.

[English]

Regarding this Bill, do not make it so sweeping, do not take away the powers which the Parliament has been enjoying so long.

[Translation]

SHRI GIRDHARI LAL VYAS (Bhilwara) : Mr. Chairman Sir, I raise to support the Aircraft Amendment Bill 1985.

There is a provision regarding subordinate legislation that whenever a rule is

drafted it should be published and it should be made public and the objections thereon should be invited from the people. Later when it has been notified, the practice of laying it on the Table of the House should also be there. But now these provisions are being altered with the introduction of this Amendment Bill.

I would request the hon. Minister not to change these provisions in respect of each and every case. If a highly important matter is under consideration or the matter is emergent and the existing provisions need to be changed, then an explanation could be given under any of the prevailing laws or a proviso may be provided for the purpose. In any emergent case, wherein prior publication is not essential, this provision can be made easily under any law. But with the enactment of this rule this system has been completely abolished, which I feel, is not proper. The word 'emergent' could be added to 'previous publication if any' in order to enable the publication of all those rules which are framed except those framed in emergent cases. This would help in meeting your requirements as well as of the subordinate legislation committee which has been making continuous recommendations with regard to prior publication of rules. There is need to retain the present system in this regard. We have a democratic set up and Parliament has been empowered with certain rights. Those rights should not be snatched away. The prevailing system should be honoured by Government. If each and every law is altered in this way, Parliament will be deprived of those powers. If Parliament is deprived of all its powers, the democratic system will not continue for long and the country will have to face serious consequences. Bureaucrats are being given wide powers. The bureaucracy may twist these powers in any way. Democracy has been established in this country after great struggle. Do not allow the bureaucracy to take over all democratic rights. As has been pointed out by the hon. Member of CPI, do not take sweeping powers in respect of these rules and do not try to change the existing system in this regard. No doubt, necessary changes could be made as and when required in emergent cases. This would strengthen the democratic set up.

[Shri Girdhari Lal Vyas]

Justice Kripal asked you to make necessary changes in the existing provisions. There was enough time available since then when justice Kripal had asked you to do so. Had your officers wanted, much could have been done in this regard. This rule might have been framed for taking evidence in Camera. But six months have elapsed since justice Kripal started his enquiry. On which date did he ask that this rule should be changed? How much time has elapsed since then? Had he published the rule after framing it, both the purposes would have been served. If the bureaucrats have decided that Parliament should be deprived of its powers and this should not be published so that there is no need to lay it on the Table of the House, I dare say, the practice is wrong and it needs to be paid attention. The Government has complete faith in the democratic system and, therefore, it will not be a right step.

Secondly, I would like to remind you that this amendment has been brought to make few changes in the rules only, despite repeated requests from several hon. Members that this law itself is very old and obsolete and major changes are required to be made in it. You might have observed that there are many shortcomings in this Aircraft Act and the lack of signal, Radar and communication facilities at our Airports is the cause of lot of inefficiency. Many world organisations have not even recognised us. Under these circumstances, necessary provision should be made to remove these shortcomings. Except moving this amendment, nothing has been done for providing facilities in the absence of which the service is facing enormous loss and no efforts have been made to improve these facilities in the absence of which the entire system has become topsy turvy. Attention should, therefore, be paid towards this. Necessary changes should be made in the existing law so that the system is made fool-proof and well co-ordinated. If you have not brought a comprehensive Bill at present, you should do it in future so that we are able to enact a law through which we have a foolproof system throughout the country. With this improvement, we will come at par with the Aircraft Acts of the world.

My other submission is about the Kanishka accident which occurred on 23rd of June. The security check was not done at that time which usually is made before the flight. The machine which is used for security check was out of order, because of which the check could not be done. Who is responsible for this? Whether Justice Kripal is looking into the aspect as to why that machine was not working, because of which saboteurs could get a chance to take arms and ammunition inside the plane, causing the explosion. Who is responsible for the explosion and all that? Has any action against those officers and staff members been taken? Has this point been included in the Enquiry? How did they err because of which such a major accident took place, the kind of which has never happened before? What arrangements are being made in this respect. There is need to look into this aspect in a definite manner.

Similarly all the lacunae in the rules and regulations as also in the administration should be removed, particularly in the matter of security. Lot of undesirable things are taking place now a days; planes are being hijacked, arms and ammunitions are being taken inside the planes. Therefore, foolproof arrangements regarding security should be made at the airports. In this connection, suitable provisions should be incorporated in the relevant laws. Ours is a vast country and in the field of air services we are making much progress. Air India services are available throughout the world and Indian Airlines is also expanding its services throughout the country. In addition, the third level airline—Vaydoot—is also being made available at different places. When there is such a large network of air services, we should see that a suitable law is enacted which may help in maintaining control over all these facilities. I am hopeful that very soon a comprehensive legislation will be brought which will cover all aspects relating to air services, e.g., security, administration, security check etc. This is my request to you. With these words I support the Bill.

[English]

SHRI K. RAMACHANDRA REDDY
(Hindupur) : We boast of a Government

wherein the judiciary is separate, the Legislature is separate and the Executive is separate. The purpose of the Legislature is to make rules and laws and the purpose of the Executive is to implement those laws. The executive does not have any power to make rules and laws; but under exceptional circumstances while an Act is being enacted and a Bill is being discussed, when we are not able to visualise the coming events, the changes that are likely to occur in the society, then a rule making power is given to the Executive so that they may make some rules at a latter stage depending upon the changed circumstances which you will not be able to visualise. Therefore, limited power is given to the Executive to make rules or legislation. That power has been formulated as delegated legislation.

Now-a days when the Bills are brought before the Parliament, the Executive invariably reserves the rule-making power for itself thereby making lot of inroads into the very powers of the Parliamentary legislation. Thus the purpose of the Parliament for which it is constituted is defeated.

This amendment appears to be very simple and highly innocuous, but if you go deep into it, very dangerous trend is there. In the Aircraft Act of 1934 this Section 14 was there. Now, after 51 years you are trying to remove this very section. According to this Section, when the Executive made some rules, those rules were required to be published and given publicity in order that the people might know what were those rules, whether they were good or bad, whether they were for the people or against the people. Then they discussed among themselves to see its legality or otherwise. The main purpose was that the Executive knows the public opinion and acts accordingly. That was why Section 14 was included in the original Act.

The Government that was ruling the country in 1934 was the one which all of us, including the Congress, dubbed as, an autocratic Government, as an anti-democratic Government, that they did not care for the welfare of the people, that they never tried to elicit the will of the people. That is how that Government was critici-

sed. Such a Government had at that time given a lot of weight to the opinion of the public even in those days. That is why they included Section 14 in the original Act whereby there must be pre-publication of rules and that after ascertaining the will of the people about the rules after three months it will attain the force of law. So, even that Government which was supposed to be anti-people had included in the Act whereby they wanted to elicit the opinion of the people. They gave the people a chance to know the rules. But here, our Government, which is a Republic and democratic Government, which professes that the people are sovereign and Parliament is sovereign, is talking away all these powers already given to the people by a Government which was highly autocratic.

Where are we going? Are you going to put the clock back? What is the purpose of this amendment? By this Amendment, the intention of the Government has become very clear. Government is saying that they are democratic. But really they are only anti-democratic and anti-people. What is the purpose of changing this rule? Why do you want to shut out the people from the knowledge of the law and the rules? Why do you stand in between the people and prevent them from knowing what is the rules and what the laws are? You want to keep the people in the darkness. That is all. This is not the way a democratic Government should function. What is the reason for which you want to amend Section 14? What is the reason you want to introduce a new Section 14? Is it to prevent pre-publication? What is the purpose that you want to achieve? We don't have any dispute with the Kanishka trial. You want the trial to be *in camera*. By all means you can have it; we have no objection to it. But to achieve the same purpose you can amend Section 7 of the original Act which says certain things with regard to investigation into accidents. The purpose will be served by amending section 7 of the Original Act. Section 7 says, in case of accidents what is the procedure to be adopted, how it is to be done, and all that. You could have amended Section 7 and said that the procedure should be *in camera*. But instead of that, in the guise of providing for *in camera* proceedings of Kanishka Trial, you are taking away the

[Shri K. Rama Chandra Reddy]

rights of the people and putting them in utter darkness, and preventing them from knowing the law and the rules. So you want to introduce this thing by the back-door.

Therefore, I urge upon the Minister to withdraw this Bill and bring forward a comprehensive Bill for the consideration of the House.

Sir, the service at the airport is very bad. They don't give us any information. If I go to Counter No. 1, some one asks me to go to Counter No. 2. If I go to counter No. 2, then some one asks me to go to Counter No. 3 or Counter No. 4 and so on. Nobody is guiding us properly. The food and coffee which are served are bad even though the cost is very abnormal. The courtesy extended is very, very minimum. When we go to purchase a ticket, we do not get the ticket immediately. There is a separate counter for M.Ps. in the Parliament House. But you have to go many times to get the ticket. You have to go twice or thrice. I request the Minister to improve all these things. Please see that some proper courtesy is extended to passengers at all the airports. I go to airport. There are three or four flights from the airport. When I go, sometimes I don't have even the space to sit. I am forced to be standing for half-an-hour or forty-five minutes. There is nobody to guide us properly as to where the luggage is to be weighed, where the security check is to be done and all that. So, you should improve all these things. I request you to bring forward a comprehensive legislation and withdraw this Bill. There should be a comprehensive legislation so that all these things will be taken up together and some comforts and conveniences are afforded to the passengers. With these words I conclude.

[Translation]

SHRI MANVENDRA SINGH (Mathura) : Mr. Chairman, Sir, I rise to support the Aircraft (Amendment) Bill 1985 and would like to submit to the hon. Minister that it was very essential to lay rules also, along with the Bill. On 23rd of June, a very tragic accident of Air

India's Boeing 747—'Kanishka' took place in which about 329 persons died. Along with it, after some time another Airlines' Boeing 747 met with an accident in Japan in which 520 persons lost their lives. I also want to draw the attention of the hon. Minister to a news item published in London.

[English]

"The first half of this year was one of the worst fatal air crashes according to a survey in this week's *Flight International* magazine."

"Including 329 killed in the Air India crash, 913 people died in aircraft accident in the six months to the end of June, compared with an average of 750 a year during the last 20 years."

[Translation]

Sir, the statement given in the above news shows that in 1977 21 accidents took place in which 1034 persons died. The number of these accidents remain fluctuating, but recent table shows that in 1984 the number of persons died was 134 and only 12 accidents took place. But it is very unfortunate that in 1985, according to that news item, 21 accidents took place in which 913 persons met with their deaths. Referring this table, I draw the attention of the House through you that not only in India, but in the entire world the terrorism is spreading. The question is not of India only. These accidents, whether they have occurred due to hijacking or blasting of the planes, have increased much in this year. These things are based on enquiries. These are the glaring examples and they are on the constant increase.

Mr. Chairman, Sir, I want to give some suggestions to the hon. Minister and to the House through you. In India it is true that the security has been strengthened in Indian Airlines and Air India, as has been said here, but it requires further strengthening. As some of the hon. Members have suggested, the communication and radar system should be provided with latest technique so that the accidents at the time of take off and landing are avoided.

15.00 hrs.

Mr. Chairman, Sir, there is need to take strict security measures. In this connection also I would like to give you a glaring example. I went to Palam Airport, Delhi and said that I am an M.P. He saluted me and allowed me to go in. In this connection, Sir, I would like to submit that whatsoever may be the status of the person going there, even if he is a VIP, he should not be allowed to go unless his identity has been checked. If some one is allowed to go by merely telling that he is an M.P., that is not good. The Security officer posted there should verify our identity and should allow us to enter only after verification. Similarly, there are other small airports. I was in the Committee of Tourism and Civil Aviation. The question of security was discussed in detail in this Committee. Our Hon. Prime Minister had sent that Committee for inspection in Bombay and Hyderabad. It has been seen that there are many shortcomings in security arrangements at small airports. Delhi is an international airport and there are sufficient security arrangements in Delhi.

I would like to submit to the hon. Minister that lakhs of international passengers and Indian passengers travel by air in India and even if there are VIP Passengers, their luggage must be checked. Even if there might an M.P. or any other V.I.P., their luggage must be checked, lest some body should not plant any explosives etc. in their luggage which might cause an accident resulting in injury and death to all the passengers. The Government of India has a great role in International politics. I would, therefore, like to lay a great emphasis on this suggestion.

Arrangements have been made for refresher courses of our pilots and air hostesses. Similar refresher courses must be arranged for these security personnel also, so that they might be aware of latest techniques and might be able to meet any risk under all the circumstances.

16.02 hrs.

[SHRI SOMNATH RATH *in the Chair*]

So far as the question of cleanliness is concerned, I would like to submit to the

hon. Minister that I have travelled in the planes of Indian Airlines and Air India many a times. There is lack of cleanliness in the planes of Indian Airlines. Our Indian citizens and V.I.Ps.—all travel in these planes. The seats are torn. Many a times, a lot of delay takes place in the take off of the planes and vomiting, urine and stool of children is found in the planes which causes an irritating and foul smell. The cushions of the seats are very dirty.

Besides, a lot of improvement is required to be made in the catering arrangement. So far as the question of catering at airports is concerned, exorbitant prices are charged from the passengers. I would also like to draw your attention towards this aspect.

In addition, the condition of goods and luggage trolleys is very bad. Their wheels remain jammed. The hon. Minister goes to the airport and he might be aware of all this. Our hon. Members might also be aware of this fact that many a times our clothes are torn due to these trolleys. As their wheels are jammed, many lady passengers find it very difficult to carry their luggage on these trolleys. The employees at the airports do not keep the trolleys in working condition and harass the passengers and extract money from them.

As I am a member of the committee of Tourism and Civil Aviation, I often visit the airports at Madras, Bombay and Delhi. The behaviour of the personnel in the enquiry office at airports is very rude. Nobody would find any information from them. The foreign travellers have told that enquiry office is not prepared to inform the travellers as to which are the Government hotels and in which good hotel the passenger should go as also which is the route of taxi. The middlemen and touts misguide them and they take them in their own taxies to dirty hotels in nearby areas of Chandni Clowk and extract money from them in an indiscriminate manner. I would request you that your enquiry office should be very vigilant so that the passengers are not harassed in any way. We have also received a complaint that the officers and the staff of the enquiry office and the offi-

[Shri Somnath Rath]

cers and the staff of airport is engaged in such activities. You should look into this also.

So far as custom officers are concerned, a complaint has been received that they exempt the goods from custom in an arbitrary manner, because they get a fixed amount from the passengers and charge custom in an arbitrary manner from other people. I have myself seen that the persons working abroad are harassed much. They are aware of neither rules, nor by-laws. I would like to suggest that rules and by-laws should be kept in the enquiry office so that people could consult those rules and know as to which goods they could bring with them and in which quantity as also what would be the duty on a particular item. A list showing various duties should be displayed there.

I would also like to draw your attention to one more point. People of Labour Union of Airport had come to me. There are two Unions in Delhi Airport. There is great rivalry between them. Both the Unions continue to fight among themselves, as a result work is suffering. I would request the hon. Minister that he should hold secret ballot there as he had said last year also and grant recognition to the Union which has got the majority with them, otherwise if the present situation continues, the condition is going to deteriorate further.

In the end, I would like to give one more suggestion. It is most essential that the foreigners who enter India through Air India, Indian Airlines or other Airways should be medically examined, because there are many diseases which are very difficult to be treated here. The foreigners should be specially medically examined to see that they are not alcoholic or drug addicts, because they might suffer from a disease which may cause great harm to Indians. I would request the hon. Minister specially that foreign nationals should be allowed to enter the country only when they are medically examined and if they are found to suffer from any disease they should first get treatment for the disease and get cured.

With these words, I extend my whole

hearted support to the Bill and I would like to express my thanks to the Hon. Prime Minister and urge him that an atmosphere of terror has been created by the terrorists throughout the world, it is very essential that most stringent action is taken against them. Their cases should not be tried outside the country. Stringent action must be taken against them in our own courts.

[English]

SHRI CHINTA MOHAN (Tirupati) : Sir, I would like to say that the introduction of this Bill goes to show how far the present Government has got belief in democracy and that it is a most undemocratic act. Actually I have my own doubt whether the Minister has carefully read the Act of 1934. He has amended Section 14. If he had fully read the Act, he should have amended the other Sections also. Actually Sections 3 and 7 are also equally important. Section 3 says :

“To facilitate the exports, imports and manufacture of aircraft.”

Section 3 should also be amended.

In order to take a summary decision and to conduct investigation right on the spot, Section 7 should also be amended. The Minister has not said anything about section 7.

Coming to section 14, the provision about previous publication for a period of not less than three months was allright. The amendment only goes to show that the Government has no value for Parliamentary democracy.

Section 42 of the Indian Patents and Designs Act, 1911, applies only to the aircraft which are registered in India. I do not know whether it will apply to those aircraft which are registered outside. Therefore, to that extent, this section has to be amended.

None of the sections of the Aircraft Act, 1934, covers defence aircraft, particularly the Naval aircraft and the Air Force aircraft.

I would like to give a few suggestions to the Government. When Government wants to purchase any aircraft or helicopter, it should not be done by a single person; there should be a Committee which should deal with that ; it should be regulated by taking a democratic decision in that particular Committee. Nowadays it is not like that. We hear that several things are going on in the aircraft deal. This should be immediately curbed.

It has been brought to my notice and it has also come in the press that some pilots fly the aircraft after taking alcohol. Actually it has come to my knowledge through the press that the Kanishka air crash occurred because the pilot was fully drunk. I request the hon. Minister to go deep into this and give some instructions to the Commission investigating that crash.

There is a dire need for constituting a Helicopter Corporation. It can help the oil sector and also intercity transport.

With these few suggestions, I conclude my speech.

[Translation]

SHRI HARISH RAWAT (Almora) : Mr. Chairman, Sir, I am finding myself in a dilemma over this Bill, i.e., whether I should support it or I should request the hon. Minister to make certain changes therein. Our other friends have also made such a request. It is definitely appearing to us that the rights of the common man as also our rights are being confined in a few hands. If there is any emergency and a situation like the present one is created, nobody would have any objection even if Government curtails certain rights. But if a general amendment is made in the Act and the rights are limited for all times to come, I think any person would find himself in a dilemma.

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : Perhaps Dagaji has briefed you.

SHRI HARISH RAWAT : I was supporting the Bill, but I have also been affected by Dagaji. But, Sir, I would like to

tell the hon. Minister that M.Ps. of this side and that side both have been affected by him. It appears to me that if Dagaji moves any amendment, it could appeal to us even.

THE MINISTER OF FINANCE (SHRI VISHWANATH PRATAP SINGH) : For first time.

SHRI HARISH RAWAT : Sir, I do not wish to say much in regard to this Bill except drawing the attention of the hon. Minister to the improved working of Railways. When he was in charge of the Ministry of Railways, punctuality and efficiency could be seen everywhere. We hope that he would bring about definite improvement in the working of air services too now that he is in charge of that department also. We are proud of you for bringing about the improvements in the working of Railways. If one is even five minutes late at the station, one may miss the train and in case one is to receive someone at the station and gets five minutes late in reaching there, one finds the person already roaming on the platform. We congratulate him for this achievement. But it is a different story at the airports. If one is even 10 or 15 minutes late in reaching there, one is confident that he would be able to catch the plane because on reaching the airport, one often finds that the flight has been delayed by 40 to 50 minutes. In some sectors the delay is even more than that. At times announcements regarding delay of flights is made twice or thrice and in the end an announcement is made that the flight has been cancelled. One has to return disappointed. There is a great need to improve the situation.

Breakfast provided in some sections is of very poor quality. When a person boards a plane early in the morning, he expects that a wholesome breakfast would be served there. But what is there in the breakfast? He gets a samosa which is fried, I don't know, in what sort of oil... (Interruptions) This is given particularly on the Calcutta section. May be the CPM Government in Bengal is responsible for such a poor quality of breakfast.

If per chance one is able to reach up

[Shri Harish Rawat]

destination in time one has to wait for 30 to 40 minutes to collect his baggage. At times when there is change in duty of the staff, one has to wait even for one or one and a half hours to collect one's baggage. This often happens at the Delhi Airport. This requires to be improved. I would like to touch one point more although this point is not covered under this Bill. I am not able to resist it. I would like to request the hon. Minister to provide Boeing service at Bareilly Airport as it is an important centre. We would be happy if it is done immediately.

Pantnagar has been linked with Vayudoot service, but it is not a regular service. I would request you to provide regular Vayudoot service from Pantnagar to Delhi and also to Lucknow.

I would like to make a complaint against Vayudoot on behalf of the people of Uttar Pradesh. Uttar Pradesh, which has the largest population in the country, has the lowest number of Vayudoot stations. If maximum points in the State are linked by Vayudoot service, it would prove beneficial for the Government in future. More and more people will start using air service and the State will generate good amount of air traffic in the long run. I would, therefore, request the Government to provide air service to those big cities of Uttar Pradesh which have a population of over one lakh and have the potential of air traffic during the Seventh Five Year Plan.

I would also like to congratulate the Government for providing Vayudoot service to most of the hilly areas of North East. There are many hilly areas in Uttar Pradesh and we have repeatedly requested to provide an air strip at Kochhar, in Chamoli district where a very good air strip can be constructed and link it and Pithoragarh by Vayudoot service, but all my requests have proved to be futile. We are even ready to construct a temporary air strip if these two points are linked by 'Vayudoot' service. We can force the State Government to spend the NREP funds in constructing this air strip. If the Government is kind enough, this area would also come on the 'Vayudoot' map.

The setting up of Helicopter Corporation is a welcome step. But I was pained to know that this Corporation will cater only to the needs of ONGC and partly to North Eastern states. The hill areas of Uttar Pradesh have not being included in any way. I would, therefore, request the Government to provide helicopter service and link the district headquarters of the six hill districts of the State in the long run. Lucknow is the State capital and the hon. Finance Minister will be one with me that there are many people who earn foreign exchange and belong to neighbouring cities like Kanpur and Unnao yet they have to come via Delhi. Once again they have to board a plane to reach their destination. It is, therefore, requested to develop Lucknow as an International Airport and provide weekly service to Gulf countries.

With these words, though I am in a fix, I support this Bill, having full faith and confidence in the ability of the hon. Minister and his Ministry.

[English]

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : The point is : why this amendment has been brought. As you know, Air India 182 flying from Canada to Bombay crashed on 23rd June, 1985 near Ireland. Justice Kripal was appointed as Commission of Inquiry to investigate into the causes of the accident. During the investigation, Justice Kripal came to the conclusion that there were people in Canada who were not prepared to depose before the Commission in the open court and they even wanted that their names also should not be disclosed. So Justice Kripal moved the Government that some sittings *in camera* are necessary. When Justice Kripal communicated it to the Government in August, the session of Parliament was on its last legs and we had no time to bring this amendment before the Parliament at that time.

What has necessitated the amendment ? According to the previous rule, Rule 75, we could not allow the court to hold inquiry *in camera*. The inquiry should be in open court. So Rule 75 had to be

amended. Then Section 14 of the Act had also to be amended to authorise the Government to do away with the previous publication of the amendment of the rules.

Many of the members have raised the question that the previous publication should not be done away with. We are not doing away with it. The hon. Members, I think, have read the other provisions of the Act but they have not read Sec. 14 of the Act. What we are doing now is to add a proviso to Sec. 14. Sec. 14 reads :

“Any power to make rules conferred by this Act is subject to the condition of the rules being made after previous publication”

That stands. But we have made a proviso here saying :

“Provided that the Central Government may, in the public interest, by order in writing, dispense with the condition of previous publication in any case.”

As a special case, by reasons given in writing, we can dispense with this prior publication in some necessary cases. Otherwise, this is not a general thing that we will not pre-publicise the rules and all that. So this idea of the hon. Members is not correct.

Mr. Girdhari Lal Vyas pointed out and Mr. Mool Chand Daga also said that the rules should be laid before the House. The rules framed by the Government were laid on the Table of the Lok Sabha on 28th November 1985 and on the Table of the Rajya Sabha on 4th December, 1985. So, the rules have been laid on the Floor of the House. The rules are subject to the scrutiny by the Subordinate Legislation Committee. So, there is nothing wrong in that. Government is not doing away with the previous publication at all, only in some particular way.

The hon. Members have made many other points like compensation being paid to the heirs of the victims. We are trying to expedite the same. The question of air

taxi service has been raised and also about the timings of the Calcutta flight. Shri Vyasji asked on whom lies the responsibility for non-checking at Toronto and action should be taken against the defaulter. The Commission of Inquiry is looking into all these things. We cannot say at this stage who is to blame and who is not to blame. That has to be decided by the Commission of Inquiry. Sarvashri Harish Rawat and Manvendra Singh mentioned about breakfast, lunch and dinner. I will try to see that everything improves. As regards timings we have started a system in the Ministry that whatever plane goes late we have a chart of that everyday. We try to know how much is the plane late? What are the reasons? Why did it not fly in time? We have started monitoring all these things just like Railways. I think there shall be substantial improvement in all these things.

PROF. N.G. RANGA : What about transport from Palam airport to North and South Avenues ?

SHRI BANSI LAL : I will look into that also.

With these words, I request that Bill be taken into consideration.

MR. CHAIRMAN : Shri Janga Reddy is not present. I shall put the Statutory Resolution moved by him to the vote of the House. The question is :

“That this House disapproves of the Aircraft (Amendment) Ordinance, 1985 (Ordinance No. 7 of 1985) promulgated by the President on the 16th October, 1985”

The motion was negatived.

MR. CHAIRMAN : I shall now put the Consideration motion moved by Shri Bansi Lal to the vote of the House. The question is :

“That the Bill further to amend the Aircraft Act, 1934, be taken into consideration.”

The motion was adopted.

MR. CHAIRMAN : The House will now take up clause by clause consideration of the Bill.

(Clause 2—Amendment of Act 22 of 1934)

SHRI MOOL CHAND DAGA : I beg to move :

Page 1,—

for clause 2, substitute—

“2. In the Aircraft Act, 1934, after section 14, the following proviso shall be added, namely :—

Provided that the Central Government may, in the public interest, by order in writing, relax the condition of previous publication in any case.” (1)

Sir, what I have said regarding section 14 is that not only one committee but parliamentary committees several times have laid stress on one point that draft rules should be published so that public at large or people who are affected by those rules can raise their objection and those objections can be brought to the notice of either the Committee on Subordinate Legislation or they can suggest amendments to the members. By amendment is that section 14 of the Act should remain as it is and many members have supported the amendment moved by me. What I have suggested is :

“Provided that the Central Government may in the public interest, by order in writing, relax the condition of previous publication in any case.”

If you want in certain extra-ordinary cases you can give your reasons in writing and then do it but why do away with the draft publication.

There are sections 7 and 8. As per these sections you can issue rules by notification and make inquiry when there is a question of accident. In the same way I have suggested one simple amendment which has been supported by many members,

SHRI BANSI LAL : Sir, I am not accepting it.

MR. CHAIRMAN : Mr. Daga are you pressing your amendment ?

SHRI MOOL CHAND DAGA : No, Sir, I am not.

MR. CHAIRMAN : Is it the pleasure of the House that the amendment moved by Shri Mool Chand Daga be withdrawn ?

SEVERAL HON. MEMBERS : Yes.

Amendment No. 1 was, by leave, withdrawn.

MR. CHAIRMAN : The question is :

“That clause 2 stand part of the Bill.”

The motion was, adopted.

Clause 2 was added to the Bill.

Clause 3 was added to the Bill.

Clause 1, the Enacting Formula and the Title were added to the Bill.

SHRI BANSI LAL : I beg to move :

“That the Bill be passed.”

MR. CHAIRMAN : The question is :

“That the Bill be passed.”

The motion was adopted.

16.31 hrs.

SICK INDUSTRIAL COMPANIES (SPECIAL PROVISIONS) BILL—Contd.

[English]

MR. CHAIRMAN : The House will now take up further consideration of Sick Industrial Companies (Special Provisions) Bill.

SHRI C. MADHAV REDDI (Adilabad) : Sir, the consideration of this Bill,

was postponed on the suggestion of the Minister that certain points made by the hon. Members are going to be accepted and considered by the Government. Before the consideration starts we would like to know what is the Government's stand on the Bill.

THE MINISTER OF FINANCE (SHRI VISHWANATH PRATAP SINGH) : Sir, we have brought two amendments. One is for labour cooperatives. If there is sale or lease being considered the Board could consider this option also. The second is that if there is mismanagement of diversion of funds to the detriment of the company then the Board can give a directive to the institutional finance to debar him from financial assistance for a period of 10 years. We have brought these amendments.

DR. DATTA SAMANT (Bombay South Central) : Mr. Chairman, Sir, the problem of industrial sickness has become acute and at present there are a number of sick units. The sickness is now spreading to Maharashtra—Bombay-Pune zone—and to Calcutta in West Bengal.

According to Reserve Bank, about one lakh units are closed and the total bank capital that is involved is Rs. 3 500 crores. In 1982, it was Rs. 3 100 crores. In the last ten years, it has become double. About eight per cent of the total bank finance is involved in the sick mills and it will never be recovered. Apart from that, there are about Rs. 1 000 crores of the Finance Corporation. As the hon. Member, Shri Daga has said, about Rs. 5 000 crores of this country are involved in all these sick units, and I am constrained to state that the Government is sleeping over it for the last 10-20 years that they have been in power.

I would like to cite a very interesting thing. The major cause of sickness is not workers. According to Reserve Bank, the sickness is attributable to workers only to the extent of two per cent and to the extent of 60-70 per cent, it is because of mismanagement. Hon. Minister will agree with me. On the other hand, persons like me are criticised for strikes etc. unnecessarily. The managements are boldly committing frauds. There is no time to go

into that. The Bombay Textile Mills are burning the Mukesh Mills to construct a hotel; they are not paying workers their provident fund and are swallowing their money. All of them are having registered sale-purchase agencies. I can give you hundreds of examples, where lot of money has been diversified. In the Supplementary Budget yesterday, the Central Government is giving Rs. 12 crores for the Anglo-French Mill. You know Ramgopal. Where is he? He has now started a new furnace unit with Rs. 10 crores in Tarapur, Maharashtra. My union is there. He is only paying Rs. 10 to the worker. All these people and particular families know the weakness of the Government; they know the weakness of the law. They know where to tap and how to deal. These people are swallowing crores of rupees of this country and are making the industries sick. Now, the time has come to act. You are going for free economy. You are in the 7th Plan now and are talking of the 21st century. If these people are not brought to book, I am afraid, an economic chaos will come in the country. Therefore, such type of a moderate Bill which has provision for forming a Board with a High Court Judge as its Chairman, One Secretary and others to give certain directions is not going to help. Who is going to run the sick unit? Therefore, the hon. Minister is now starting a hospital for sick industries. The industries will go in the hon. Finance Minister's hospital, and the employers will be enjoying everywhere with crores of rupees. The more the liquidation, the richer they become.

According to this Bill, you are going to form a Board and the Chairman and the other Members will be persons who are or have been or are qualified to be High Court Judges. The Board has certain powers. If 50 per cent of the share capital goes down, then the unit will be declared sick, and then the Board will enquire. It will give the unit to the same people to run it. If not, then, the operating authority will come in. Then, they will stay and it will take another two months. That plan will be implemented by the operating authority. If it does not run, it will go for liquidation. The hon. Minister is not for liquidation. I am also not for liquidation. It is a bad thing. But what have the Recons-

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truction Bank and the super financial institutions done so far? All the units are going for liquidation. I again categorically state in this House that the workers are not responsible. Many people accuse me for sickness as I am connected with the workers. As I said, according to the Reserve Bank survey, only two per cent of the units are sick because of workers and 60-70 per cent of the units are sick because of the employers.

How many workers are involved? There are 500-600 big textile mills employing ten lakhs people; one thousand medium scale industries, employing about five lakh people, and seventy to eighty thousand units employing 100 workers each. Thus, about twenty five lakh workers are involved. Hon. Member, Shri Priya Ranjan Das Munsri said that many workers had committed suicide. I had the privilege of attending the Labour Conference. The hon. Labour Minister is not here. Sixty-three crores of rupees of the provident fund of these workers are involved, and three hundred fifty to four hundred crores of rupees of gratuity or terminal benefits are involved.

I do not have the figure of salaries which are not yet paid. But what is the fault of these workers? A Board is coming to be formed now. The hon. Finance Minister is saying in this Bill that all must come forward to sacrifice. Why should workers sacrifice? I work for 30 years and somebody else makes profits and he does not pay me provident fund and I will not get my dues. Why should I suffer for that? We have to sacrifice! We must reduce our salaries! I oppose such suggestions given by the hon. Minister. I am going to suggest that these measures are not going to work. I do not understand why you wake up only after the units become sick. When it is told by the employer that the unit has become sick, you start working. Then, what is the agency that you are going to have? These Supreme Court judges and the High Court judges are not going to run the industry. What is your operating agency? As per this Act, the financial institutions/banks are the operating agencies. The Reconstruction Bank or the IDBI have no

experience in running the units. Your Reconstruction Bank has given directives with regard to Kohinoor Mill of Bombay. And they have given directives for Wymen Garden, Bombay. They send somebody who has no share or no interest in the unit. The owner is gone and a new vested interest enters the game. The liability of the Kohinoor Mills was Rs. 52 crores and the man sent by the Bank swallowed another Rs. 10 crores and the Government had to remove him. In Wymen Garden case, the IDBI sent a man and he too swallowed the money, the unit is closed and three thousand workers of mine are dying. In the case of Amar Dye Chem, Rs. 20 crores are pending on the Reconstruction Bank. You have not given me much time, otherwise I can cite hundreds of such examples. I have dealt with some of those units, where such type of agencies of the banks do not work. I wonder what more the hon. Minister is going to do. These operating agencies mean, the same bank people. You are playing into their hands. It is not going to work. I am very sorry to say this. You may be making honest attempts and I appreciate it. You are doing something. But it is not going to work. These operating agencies will create a fiasco and ultimately, the workers will be the target. If you take 100 balance sheets, 50 to 70 show losses. Others show only marginal profit. Multinationals run by foreigners may be bad, but they at least honestly show their profits.

What is the trend that is going on in this country? If I have one thousand rupees, Government gives 90 thousand rupees from banks or corporations, so my industry is run by the money of the shareholders or the Government. Then, what are the controls under the existing law? How are loans given to the private or public employers? What is the control of the Government? How do the owners sell or purchase and what assets are they mortgaging? They are all indulging in open frauds. If you give me time, I can show how these textile magnates and others are making frauds. They are accustomed to all your threats. When one's share capital is Rs. 10/- his turnover is about Rs. 300 or Rs. 400. But he is not going to show it. When the loans are large and

everything is throttled, he will go to the Board saying that that was his cow which was in the last stage and that it should be sent to the slaughter house. Sir, I am going to raise a pertinent question here in this House. Before a unit becomes sick, some action must be taken. Government should have a little restriction on the working of these units. Whether it is private sector or not, 90 per cent of money belong to the bank or the share-holder. That means it is public money. When you are thinking of massive industrialisation in the future, it is the moral and binding duty of the Government to oversee whether the money is being used properly or not. I have seen so many cases where they show everything in balance, not paying any income tax. What a fraud upon the nation! Forget about the workers, forget about the sickness, But is it not the duty of the Government to see how they are using crores of rupees for years together? Is it not in the national interest, to see whether they are paying taxes properly, whether they are behaving with their consumers and customers properly? We cannot remain silent. When you are encouraging the private sector, whatever may be your honest desire, it is not going to work. I can come and discuss things with you. Therefore, I insist that before the units become sick, let us give some powers to the Board. That is what I want to propose here.

The Textile Industry is one of the largest sick industries in this country. Every six months they should furnish you with some details from where these goods are purchased, what are the existing rates, whether they should not have formed any purchasing agency to whom they should sell their scrap and whether they are keeping mortgage or not, then at least some moral restraint will remain. And if you find that the Directors are doing some fraudulent things at least the Board can intervene, not you or I. I am not saying that because the Board can intervene so you need not have certain check. Do not wait till the share capital or assets are wiped out; before the unit will become sick, it should be properly judged by the Board. I am not saying that you should do it all over the country. In Maharashtra, industries are becoming sick. You check

Maharashtra first. I am giving the power. The Government by notification say that all textile industries should submit their accounts in a particular form. Before making the industry sick if at all the Board finds that it is doing something bad, correct it there, as per your sections under which it is allowed to work. If it is not working as per the Act, you are removing the Director. If he is not doing still well, then you give it to some feasible or big unit. Therefore, I have already given that Amendment and I sincerely request the hon. Minister to consider my suggestions sympathetically.

PROF. N.G. RANGA (Guntur) : What is the Amendment? Why don't you explain them?

DR. DATTA SAMANT : The Central Government has got the power to insist by notification that a particular industry should submit its accounts, the purchase and sale of assets and all these things to the Board every six months. By way of this, there will be some check on the textile industries. Most of the industries in Bombay are sick because the old industries are becoming still older. So they are facing a lot of problems and they are not paying electricity bills and all that. So you can say that industries in Bombay and all over the country are having lots of problems. That is why, I am modifying my Amendment with a little change.

Sir, I will not take more time, but I would like to suggest that these vested interests should be kept in check. What is happening in the National Textile Corporation? The Chairman and the Officers of the National Textile Corporation are appointed by the Government. The hon. Minister has already removed about six Chairmen because of fraudulent activities. In the last six months about 10 to 15 executives were removed due to their alleged involvement in the fraudulent transactions.

If this is our experience, then who are going to run these units which are already running in loss. How it is going to work? That is my point.

Sir, I am of the opinion that when the Board is formed and it makes an enquiry,

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fortunately for them, the High Court can act very well as per the sections. If the Project Directors or Officers and mainly the Directors, have done any fraudulent thing, the Board has got the power to appoint a court of enquiry for taking evidence and all these things. From this evidence, if the Court finds out anything wrong, it can do whatever it wants. This is my new suggestion which I have already given in my Amendment. Now if the previous Director had done frauds after diverting money, for selling and purchasing of assets, then the Board can do this. One hon. Minister had accepted that it can be given to the workers cooperative, or at least for 10 years, you will not get loans. But after the enquiry, what he has suggested was, it should either be given to him or to his wife, or to his father or to his son. At least for 10 years, they will take the loan.

They were shrewed people. Apart from that if there is any fraudulent attitude, then the money should be recovered from this Board or from their factories or from their own assets. This is also an Amendment which I have given. At least such types of strong hands will give a little pressure on these people and I still insist, I don't have personal problems against any employer or millowners, but these are the economics with which we are faced. They have quoted Rs. 36,000 crores as black money. This is a major cause. If you find that the fraudulent attitude is much and this man has done a lot of diversification of bogus funds, I knew the Sarabhai Group which has actually created 50 per cent sale, it is in loss, it should be taken as a serious cognizable offence. I must give a little credit to the Finance Minister. There was the Director, Orkay Mills, who never bothered about the fraud. He has done frauds for crores of rupees. On Reliance he has started. I do not know whether any action will be taken against him. They have got their unit in Thane, where Excise Duties worth Rs. 80 crores were not paid.

Are these people honest? I will give you the names: Reliance, Colourchem etc. They are playing with us. We are discussing here a lot about the poor people. But

all these vested interests are creating crores of black money. So, I am firmly of the opinion that strong measures are necessary. Otherwise they will say: "Take this unit; I have already swallowed a lot. I have started ten units." You will thus take this unit, reconstruct it and finance it. You will provide new finance. Then the workers will not get provident fund. So, that man has done his job.

I request the Minister not to leave him like that. That man should appear before the Bar. I suggest that there should be no line. For a minimum of one to seven years he should be imprisoned. There should not be any alternative, if the Board finds him guilty. Unless Government takes strong measures, the situation will not improve.

The hon. Minister has done certain small things in Bombay. As a result people at high places are scared. In the House, so many points are raised. 83,000 small and big units, according to you and one lakh such units according to me, are closed. They are not covered by this Act. I request that the Board should start enquiries as to what these people have done. You should not give loans to these people in future. Otherwise, they will just go scot-free. They will not bother. All these issues should be taken very seriously, so that all these problems are properly tackled.

Such type of small legislations, bringing in High Court Judges here and there, will not help. What are they going to do? They are good people. I have nothing against them. They have got judicial experience. I have all respect for them. But they will not be able to run or take any action in respect of these units.

The hon. Minister is afraid that litigation will increase. I think we can change the Constitution, if he wants. We are with him.

Many people have said that it is the fraudulent attitude of the employers and mill-owners which is responsible for this situation. Everybody has criticized them. It is not my view alone. So, it is the

duty of the Government to take some strong action against these people.

With these words, I thank you very much for giving me this opportunity.

SHRI VIJAY N. PATIL (Erandol). Sir, I rise to support this Bill. It is a welcome measure. At the same time, I feel that this will not be enough. It is a piecemeal measure to remove the cancer of sickness in industry. The causes are very many; but I will deal with important ones.

My friend in the Opposition, Dr. Datta Samant has given some figures and said that labour is responsible only to the extent of 2%. If you go into details, you will get the percentage of sickness in various States. West Bengal comes first, because labour union activity is the strongest there. (*Interruptions*) Unfortunately, Maharashtra also is in the picture; because Bombay is in Maharashtra, and Dr. Datta Samant is in Bombay. Again, the labour factor comes in.

SHRI NARAYAN CHOUBEY : What about Kanpur and Jamshedpur?

SHRI VIJAY N. PATIL : The militant trade unions think of their rights only, and fight ..(*Interruptions*) This is how the industry becomes sick.

Next comes the management, viz. the owners of the company. Here we find that because of the subsidies, various incentives given by Government, quota system, and different facilities available, many people come forward to start industries, with the intention of ultimately closing them down after eating away the subsidy or putting them under liquidation.

I will put it like this: that some privileged people with the participation of protected public servants like bank employees, plan and plunder public property, public property may be raw-materials, public property may be the deposits of the banks or it may be government property. So, these privileged people plunder it at one place at one time and second time go

to other State. They may start an industry in U.P., declare it sick with the connivance of bank officers, liquidate it and then they will go to Himachal Pradesh. Like this, this is the migrating locust which is to be controlled. This piece-meal measure is not going to help in controlling that locust, in controlling that virus. If these people are located and found out and they are not given fresh licences, then only something will be controlled, and the country which was standing on the 12th position in the international industrial growth, industrial development, has gone down to 27th position.

My friend, Dr. Datta Samant, has already mentioned the amount involved in this sick industry, sick companies. 15 per cent of the investment made by banks, government and other share-holders is locked up because of the sickness. Of course, there are other factors like out-dated technology, units becoming old, but they are not so important from my point of view, because if you see the number of industries and the kind of industries which are sick you will find that this is the main cause.

When the labour force is involved and the industry becomes sick, the government is compelled to continue employment of these workers; the government, whether it is the State Government or the Central Government, should take over the sick unit. Why not the Unions come forward with other alternatives? There was a proposal that the provident fund of the workers, which is accumulated in thousands of crores of rupees, even if you utilize one per cent of that in putting blood in the industry which has started becoming sick, it may be a wise decision. But that idea was not implemented. Why not we think of re-training workers instead of taking over units? We should invest something in giving them gainful training for getting gainful employment elsewhere.

You have mentioned in the Bill that the company will be asked to amalgamate these probable sick units with other sick units. Why not compel them to absorb these workers from one sick unit in other good unit of the same company?

[Shri Vijay N. Patil]

You have mentioned about the change of management. But these people are so cunning that if you may ask to change the management, the big owner of the different unit of that company, they will change a brother-in-law as a Managing-Director or put the son-in-law as the Managing-Director there. There would not be any effect in that.

When the money is not fully invested in that, they will see that the re-investment is also not made on this plea or that plea. I do not want to blame the institution of Chartered Accountants, but we find that this community is there in the industry. If there are five brothers in a family or four brothers in a family they plan in such a manner just like in Tibet, even in Ladakh we have seen that one brother has become Lama doctor and the other brother has assumed the responsibility of the head of the family. So, here also, out of four brothers, one becomes a politician, one becomes a lawyer or a Chartered Accountant and one becomes a trade union leader.

17.00 hrs.

SHRI NARAYAN CHOUBEY : And he joins the Congress (I).

SHRI VIJAY N. PATIL : He joins a party which is in power, whether it is CPI(M) in West Bengal or Janata in 1978 here. We have to deal with this disease in a serious manner.

This Bill is a welcome one. But again Government has to think of its policy regarding different kinds of industries. Take for example the chemical industry. We have seen that the chemical industries are so small that they are just like pilot plants in comparison to the chemical industry in European countries. They do not get profit because of small size, well in time or they become sick shortly. Take electronic industry. It is not yet developed here. Many people think of starting electronic industry so as to get profit in a short time. But because of the foreign electronics goods coming through smuggling, this industry also does not flourish. In electrical, too many industries are there. For

example, we find that in agricultural pumps so many industries are there and there is a fierce competition. There should be restriction in giving licences just as you are doing now in mini-steel plants. If we do not do that, then clusters of these industries come up in different places because of central subsidy and other facilities. In automobile industry we find that there is no standardisation of parts. The ancillary units are not developed properly by the big automobile manufacturing units. Even in agro-based units we find that sometimes there is glut in the market and sometimes there is scarcity. Sugar industry is one of the agro-based industries. Because of the nature, we find that they cannot run the industry to the full capacity in some seasons. These are different causes of sickness. We have to deal with this sickness at different levels.

We find one other phenomenon in the field of industry. There are amateur entrepreneurs who went to become rich overnight. When there is a quota system of some chemical or steel is not available, they start the industry. Among these amateur entrepreneurs we find that some of the Government servants encourage their children or other relatives to start one kind of industry in which they can give purchase orders. After some time when that Government servant retires, that industry becomes sick. Like this a number of small industries goes on increasing. They are not properly trained. They cannot manage the industry. And after the retirement of the Government servant, they cannot get the market. And then they add to the number of sick industries.

You have mentioned that the banks should also be able to take the responsibility of reviving the industry or taking over the management. My friends here have mentioned about the experience of managements of banks and their participation in making the industry sick.

We find that many officers, though seeing that the industry is definitely, hundred per cent going to be sick, still, by some underhand dealing, give large sums of money as loan. I have found one such example in my constituency. Khandesh

Textile Mills was given a loan by Central Bank of India. That officer was only transferred from there and no enquiry was made into the whole affair. When we, under the NREP, want to give a loan of Rs.25,000 to someone, when that recommendation is made, the bank officers see to it that things are purchased properly. The things are brought to the site and then only Rs.25,000 are released. On the contrary, if Rs.25 lakhs are given to some other individual, these things are not taken into account and whatever he manages with inflated estimates, everything is given to him. So, he does not put a single pie from his pocket. My friend, Mr. Datta Samant mentioned that only ten per cent contribution is there from the management—sometimes even that is not there. That is what we have seen in backward areas. So, they do not care about that industry and after some time allow it to become sick gradually.

Lastly, I would suggest that while giving new licence to a person, affidavit should be taken from him that he was not a partner or a director in a company or industry which has become sick during the last three or four years in any part of the country, and then only he should be given a licence in other areas or in other fields. Otherwise, these sickness masters will go on planning like this and will eat away the Government's money, and the phenomenon of sickness, which is a cancer to the Indian economy, will increase and we will find it very difficult to control it afterwards. With these words, I thank the Chair for giving me time, and I support the Bill.

[Translation]

SHRI BALASAHEB VIKHE PATIL (Kopergaon) : Mr. Deputy Speaker, Sir, I rise to welcome and support this Bill. The new amendments moved by hon. Finance Minister are well thought of, but much remains to be done. I would like to congratulate the Hon. Prime Minister and hon. Finance Minister for their campaign to stamp out black money. There is need to further intensify it because those who should have fear, are not yet so much afraid....(Interruptions) they have been frightened but are hiding somewhere. The

problem of sick mills is an old one. It is mainly because of black money. There is more of underhand dealing. The exact production is never showed in the documents. Only 60 or 70 per cent utilisation of the capacity is shown and the rest of production is sold in black market to evade excise duty, sales tax etc. I would like to cite an example. When the Coal mines were not nationalised, what was their production and capacity utilisation. Within one year of nationalisation, there was dramatic increase in production. No special efforts were made to increase the production. Production was always the same. Earlier the same was not on record, but now it is on record. This improved the situation and the generation of black money went down. Black money is generated in private factories or textile mills or for that matter in any other mills. There are some Public Sector industries where the officers might be indulging in some irregularities, but there is no scope for generation of black money. Their working should be streamlined. I have always supported Public Sector and it is very essential also because there is no room for generation of black money there. Government appoint controlling authority in the sick mills. I want to give one suggestion. Sweden is a socialist country with freedom for capital investment. They have created a fund there and whenever an industry goes sick, it is taken over and run with the help of money made available by the fund. Later on the industry is not restored to the owner. They have provided social security for the workers also. Because of this the owners do not allow any mill to become sick. They are aware that the Government has created a fund for social security with which it runs the mill and the mill is not handed over back to the owner. It is necessary to adopt this system in our country also. About its operative part, I will say sometime later. A fund should be created so that the Government and the public exchequer is not burdened. The owner of the industry or the undertaking which is taken over should also be satisfied with the Government take over and availability of funds. As such he will have the social security also. Take the example of cotton. Cotton mills neither pay their workers well nor pay the

[Shri Balasaheb Vikhe Patil]

farmers fair price of their produce. Whether it is a textile corporation or any other institution of this sort, it should purchase cotton. Why is this industry incurring losses? This happens because there is no arrangement to sell the cotton and mill owners do not pay proper prices. I would, therefore, like to submit to you that there is only one reason that these people do not show the correct production on the papers and due to this, capacity utilisation comes down. You take the report of any industry. I think except in the matter of electricity or Tata, in all other places the figures are not shown correctly. Because they run the mills for some extra days than their licenced capacity utilisation is more. It is the result of running for 8 or 10 months instead of 12 months.

Another point is about maintenance. You may take any industry of Bombay or Calcutta. They have all gone obsolete, but owners do not modernise them whereas they deduct the depreciation fund from their profits. Where has the money gone then? They give wrong information that they have installed machinery for maintenance, but actually they do not instal any machinery at all. In our country, new sugar mills have gone sick though they produce less than 1200 tonnes of sugar. You have given them Rs. 26 per quintal on levy sugar for modernisation. I had asked a question also in the House on this and you had replied that the sugar mills have been given Rs. 26 per quintal more so that they may modernise their units, but they have not done so. This year also you have adopted the same policy. You provide financial assistance for some specific work and if those funds are not spent on that, it means that you have no check on them. You do not award them any punishment. You do not even make them accountable. It is true that country needs sugar and our Central financial institutions give assistance to them also, but I request that whosoever is given incentive etc. by the Government, if they do not use the money for the specific purpose for which the same has been given and misutilise it, they should be punished severely. Without punishment, things are not going to improve. You can yourself see, many

Members have raised this point here. If some mill goes sick, you declare it so, but for that you need to take preventive measures also. Now in the provision you have made appointment of the judges is all right, but some other professionals are also required for the job. The judges are not fully acquainted with the problems and will work according to the information they are fed with. A vast expansion has taken place in the banking industry, but they have not achieved professionalism upto our expectations. I do agree that there have been certain frauds, but you cannot leave the entire work to I.A.S. officers only, there is need to pay attention to the operative part also. If our system is not streamlined, we will not be able to achieve our objective and bringing of this Bill will be a futile exercise.

There are other reasons also for sickness of the mills. Some industrialists have become so shrewd that they have created a number of separate trusts. You all know about Birlas, I need not say much. Some people put all their expenditure on meals, drinking, guest house and all other items in the account of Trust, because they know that chances of seizure of Trust property are very few. Therefore, there is need to impose a ban on Trust also. The Government should think of taking strict action against those industrialists who invest industry's money in Trusts or create some Charitable Trust because of which the industry incurs losses. Accounts of all the bogus Trusts who are run on the commercial lines and make investment through the Trust should be investigated and this should be found out as to how much they are Charitable and how much they are commercial. Unless you do this, they will continue to function in this manner, because they are very shrewd. Some persons have created family Trusts, others have set up other types of Trusts, the result of which is that you do not come to know as to which unit has gone into liquidation. I would, therefore, demand that these Trusts should be checked, their accounts should be audited and action should be taken to impose bans on them.

Another thing which I want to say is about the loans. In an answer to an un-

starred question, you had stated that the total number of large-scale industries, which have been provided credits of more than one crore rupees is 600. If medium-scale industries are also included in them, in all of them a huge amount of Rs. 2,500 crores is at stake, whereas for 8,400 small-scale units, you have provided 700 to 750 crores of rupees: Small-scale industries are genuinely small-scale industries, but these ancillary units are generally owned by big industrialists. Therefore, Rs. 2,500 crores which is at stake is all with the big industrialists. Thus, excepting those who are genuine small industrialists, you should take action against big industrialists. Otherwise they will make the industry sick as there is no check on them. I, therefore, demand, and have given an amendment also, that if a Director of a Board of any company has defaulted or has made any industry sick, he should never be appointed as Director of any accounts of the company in which he enjoys directorship should be audited by Government agency. Their accounts should undergo strict auditing like the one done in the matter of our cooperatives' accounts. In spite of so many mills going sick, their five star culture is not changing and even if the workers die of hunger, they do not bother at all. When these industries have incurred so much loss, like the textile mills in Gujarat and Maharashtra and they have gone tired of running them and which have been nationalised by the Government, why then do they want to go to High Court or the Supreme Court? When their business is not running well and the industry is in the loss and it has become difficult for them to run the industry, why then do they want to go to the Supreme Court? It is so, because they have a gang and they care a fig whether industry runs in loss or profit, or even if it sinks. Similarly, they are not worried about the condition of the workers. You have provided Rs. 2,500 crores to the big industries and you have formulated a policy in which you have adopted liberalised industrial licencing policy. You have also made a provision of soft loans. You are aware as to how many persons have taken soft loans under expansion of sizeable economic plant scheme, perhaps none has taken the loan under this scheme, because they

are aware that if the industry goes sick, it will be taken over by the Government. Nothing is done for the labour class.

Mr. Chairman, Sir, in India, the mill-owner knows that union will demand, the Government will consider that demand and under the pressure of the people the Government will take over the sick mill or otherwise will provide credit to the mill. He is, therefore, not afraid of anything. I, therefore, want to suggest that the Group whose mill goes sick should provide funds and not the Government. If it is done, then the mill-owner will not say that he has no connection with it. Therefore, you should modify the law so that the Group whose mill goes sick is made to feed the sick mill. Such an amendment should be made in the law.

Mr. Chairman, Sir, a strange thing has been observed in the Companies Development Act. A person can hold the office of a Director of as many as 20 companies. My submission is that he cannot attend work of 20 companies either mentally or physically. I would, therefore, suggest improvement in this situation. It should be reduced from 20 to 10 or 7. Then it will be O.K., because at present he merely puts his signature. It does not help and if this provision is allowed to continue, the companies, in any case, will go on falling sick. Another thing is that Kalyani appoints Kirloskar and Kirloskar appoints Kalyani as Director. Similarly Mafatlal appoints Kalyani and Kalyani appoints Mafatlal as Director. In this way these units become a sort of family units and when one person becomes the director of twenty companies at a time, the mills are bound to go sick. You should, therefore, amend this provision in such a way that the mills do not become sick.

Mr. Chairman, Sir, there sugar mills in my area are lying closed. I want to say something about them. The workers there have been doing good work, but as the mill owners have not paid the dues to the farmers for the last three years, the farmers are not ready to supply sugarcane to the mills. Now what is the fault of the workers in it. The workers are not at fault at all. The owners are not ready to

[Shri Balasaheb Vikhe Patil]

run the mill and Government is not ready to give thought to their problem. Even if a workers' cooperative is formed, these mills cannot run because the farmers have lost their faith and they are not going to supply the sugarcane to the mills. Therefore, what was desired was guarantee of work to the workers even if they have to be employed somewhere else, but if you want to reduce the incidence of sickness of the sugar mills and cotton mills, then I would suggest that a joint cooperative of the farmers and the workers should be formed. Consequently the problem in agro-based industries, I think, would be resolved which will benefit the farmers as well as the workers. In this way something tangible will come out.

With this suggestion I support the Bill and resume my seat.

[English]

SHRI BASUDEB ACHARIA (Bankura): Sir, the purpose of this Bill is to secure timely detection of sick companies, so that speedy action for their revival or rehabilitation can be undertaken.

Sir, it was felt sometimes by the trade unions and workers that the prevailing arrangement was not sufficient to deal with sick industries. When an all-party delegation from West Bengal Assembly met the Union Ministers, they also demanded that some effective measures should be taken to deal with such a large number of sick industries. Why such a large number of small, medium and large industries have become sick? What is the reason? The figure has now crossed one lakh. Is it not due to the new economic policy of the Government, the new industrial policy of the Government and the important liberalisation policy of the Government? Due to new industrial policy, most of the industries, from medium and large industries have become sick and some of them have also closed down.

Sir, this Bill applies only to large and medium industries. The small industries are kept out of the purview of this Bill. So, this Bill will deal with only a small

number of industries, that too with private companies. The sick public undertakings, the Government companies, are now excluded from the purview of this proposed Sick Industries Companies Bill.

Timely detection of sick industries is one of the purposes of this Bill. But this timely detection is sought to be achieved by placing onus of reporting sickness on the Board of Directors. It is our practical experience that the audited accounts are finalised after six months from the close of the financial year under consideration. So, 12 months in which a company becomes sick, then another six months for the finalisation of audit reports and another sixty days for reporting, that is, two months is provided in the Bill—thus it makes a total of 20 months from the birth of sickness to the reporting of sickness to the BFIR, which is not timely reporting. Sir, the first symptom of sickness is manifested even before that in adverse liquidity problems and the axe falls on the workers. The workers are the worst victims. But in this Bill there is no representative of the trade union has not been provided. Trade unions' representatives are not included in the Board which is one of the glaring defects of the Bill because this Bill will deal with sick industries when it becomes an Act.

Thousands and thousands of workers are concerned with this Bill. But there is no representation given from the State Government. Even when a sick company which cannot be revived and which will be sent for liquidation through the High Court, the concurrence of the State Government should be required. But neither a representative from the State Government nor a provision for concurrence from the State Government which should be required before liquidation of a sick company is provided in the Bill.

In the event of liquidation, how will the workers' interests be protected? That is also not mentioned in the Bill. A provision for payment of their dues provident fund account money, gratuity etc., are not provided in the Bill. After liquidation, how will the dues be protected and paid, that is also not mentioned in the Bill.

Sir, this Bill will not serve the purpose because a wider power has been given to the Board to wind up companies. Sir, here the workers' interests have not been protected and the amendment which the Finance Minister will now move for deterrent punishment for which both sides of this House have demanded, is not adequate as the punishment provided for is not sufficient. It has been provided that the financial institutions and the banks will not assist these management and directors for 10 years. Why a limit of 10 years has been imposed? Why is it not for ever? Why this time limit has been imposed? Therefore, I may submit that this Bill has been hurriedly drafted. So, I will request the Finance Minister not to hurry through the Bill because there are so many defects and so many anomalies. So, I would rather suggest that this Bill be referred to a Joint Select Committee. With these words, I urge upon the Finance Minister at least to see that all these defects are removed and accept all the amendments which we have suggested.

[*Translation*]

SHRI BAPULAL MALVIYA (Shajapur): Mr. Deputy Speaker, Sir, I support the Sick Industrial Companies (Special Provisions) Bill, 1985 introduced in the House. I hail from Madhya Pradesh and Devas is an industrial centre of Madhya Pradesh. I have come to know that during 1962 or prior to it the Central Government had declared certain districts, tehsils and blocks in each State as industrially backward areas and had given a number of concessions for such areas. It so happens that in certain cases 15 per cent subsidy is given whereas in certain other cases 25 per cent subsidy is given. In addition, exemption from payment of sales tax, income tax, octroi duty is also given. According to my views there are three types of industries in the country. One type of industries are those which received subsidised capital and all other benefits from Government. They installed the machines, but these do not operate. Industry is being run with imported goods. I feel that such an industry should not be treated as a sick unit. An inquiry should

be conducted into such cases and if after inquiry, the things are found true, the assistance given by Government should be withdrawn and legal action should be taken against them. The second type of industries are those which are running a factory at a particular place. They have obtained 15 per cent capital subsidy and all other facilities. If 25 per cent subsidy is given at some other place, they gradually wind up that factory and shift it to that place where 25 per cent subsidy is available. They are so clever that they set up the factory at the other place in the name of somebody else and wind up the first factory. The third type of industries are those, which function smoothly and regularly and whose production is quite good, but they do not have market for their products. In the absence of market for their product, such industries are closed down. I feel that after an inquiry if it is found that an industry is functioning satisfactorily and is showing good production, but has no market for its products, then Government should try to lift its products. It is commendable that experts are being associated with the Expert Committee. Only experts should be included in the committee and the formality of associating the persons other than experts should be done away with. I would like to give an example before you.

I have read in newspapers that in America a factory used to produce a very good quality of soap, but it could not find market for its product. They invited the experts and got the matter inquired thrice. The experts informed them that their label is not good. At this they invited label experts who designed a very attractive label and their soap found a very good market. I mean to say that Government should make arrangements to get an inquiry made of such sick units through experts in order to ascertain the reasons for their becoming sick. This inquiry may be got conducted either through Indian experts or foreign experts, but Government must pay attention towards this aspect.

So far as cotton mills are concerned, these mills are becoming sick as terylene

[Shri Bapula Malviya]

and terycot age has come. Today, even the ordinary people have started wearing terylene and terycot. On the other hand trade unions are fighting with each other. They fight for bonus to workers, they fight for higher wages to workers, they fight against retrenchment of workers, but no union has ever tried to know as to why these textile mills are being closed down. No suggestion has been given by them. I know that the mill got money from Government, but even then those mills failed. The mills functioned for one year and thereafter, the mills failed again. If we continue to give them help, we would not be able to run them successfully. The cotton mills have failed. It is very essential to modernise them and we should make efforts that whatever cloth we manufacture in these mills, its quality should be very good. Its quality should be better than that of the terycot-cloth, so that there could be sufficient demand for cotton cloth. I am, therefore, of the definite view that these cotton mills should be modernised. Even if the workers are allowed to participate in the management of these mills, these mills will not be able to succeed.

You are aware of this fact that when the farmer grows cotton and does not get remunerative price for his produce, he shifts to other crops. At present, the farmer is not getting sufficient price for his produce and mills also are not able to get any benefit from cotton. Therefore, some new technique should be adopted about the cotton mill. Either these mills should be modernised or superior quality cloth should be manufactured in them. This is my submission.

There are technicians and experts in our country, who have a lot of knowledge. We can nominate such persons in the Advisory Committees. Such persons should be appointed in the Advisory Committees. Such people can give good suggestions. I am fully confident that if such persons are appointed as members of the committee, they can give us good advice.

So far as I understand, the mill-owners are very cunning. When Government

checks one malady, the factory owners find out other ways. Whatever alertness Government might show, these factory owners do not come in the net. The Government should, therefore, find out some way so that these cunning factory owners may continue to operate their mills honestly. You should also ensure that whatever financial assistance is received by the mill owners that is fully utilised by them.

With these words, I support this Bill.

SHRI GIRDHARI LAL VYAS (Bhilwara) : Mr. Deputy Speaker, Sir, I rise to support the Industrial Companies (Special Provisions) Bill, 1985. I have been continuously saying in this regard for quite a long time that some foolproof arrangement should be made with regard to sick units so that they could be revived. I am happy that hon. Finance Minister has brought forward such a Bill.

I have personal experience regarding Mewar Textile Mill and I have been saying for the last four or five years that the owner of this mill is continuously making this mill sick, but the Government is not paying any attention towards this. Your Textile Department has not paid any attention towards it. The mill owner of this mill continued to transfer the assets of this mill and continued to make this mill sick. Despite raising of this issue here, no action was taken against him. He misappropriated 80 lakhs of rupees of Provident Fund and pocketed lakhs of E.S.I. funds of workers and thus turned this unit sick. An enquiry should have been held in this matter and the person found guilty should have been punished and imprisoned, but no action has been taken against him so far.

It is a matter of great happiness that at our request the hon. Finance Minister arranged loans for this industry, but arranging of this loan took two years. A period of two years elapsed in correspondence with financial institutions and Rajasthan Government and only then this loan could be got sanctioned.

In a period of two years any industry might become sick and if such an arrange-

ment is not made, what would the workers do. 2,500 workers are employed there and they are no work for the last two years. How could they make both ends meet and where should their children go. Some arrangement should be made to meet such a situation so that the workers could be provided help in such a situation. You have stated in your statement of objects and reasons that Financial Institutions have been asked to provide help to sick units at the earliest. It is a good provision. With this, the units which are viable could be revived and this provision is very good for them. If a definite arrangement is made in this regard, sick units would be able to receive the help from Financial Institutions at the earliest and in this way units would not remain closed for two years and the workers would be given employment by making that industry viable. Inclusion of this provision is a welcome step. I would like to request the hon. Finance Minister that these Financial Institutions should also be given the guidance and the instructions in this regard, so that the units which could be viable, should be provided the help at the earliest and after the revival of these units, production could be started in them and the workers could not remain jobless. Such an arrangement is most essential. We heartily welcome this measure.

Secondly, I would like to submit that a definite arrangement has been made with regard to sick units which could not be revived again. A good arrangement has been made that the sick units which could not be revived, should be liquidated and proceeds received as a result of the liquidation of the sick units should be invested in other units. I would also like to know as to what arrangement is being made about those workers who are rendered jobless due to liquidation of sick units. How would the workers be compensated or provided the alternative jobs or employment. Some provision must be made in the law in this regard. Such a provision must be made in the law and the workers rendered jobless as a result of liquidation of a sick unit must be provided some alternative employment. I think that such an arrangement has not been made by you.

I would also like to make one more

submission about the Board. A Board is to be constituted and a Judge of High Court would be nominated to it. Despite that you have made the provision of making an appeal. When you are aware of this fact and your Banks, Reserve Bank and Financial Institutions are also aware of this fact that the Unit is going to be sick, thereafter there should not be any scope for making an appeal, but the provision of appeal has been made in this Bill. You want to avoid the delay you want to revive the unit at the earliest and you want to provide the financial aid, but this provision would delay the revival of the units more and this has been our experience also. Just now Shri Datta Samantji had said that when it was proposed to nationalise the units, they went to the High Court and tried to block the move. If such a provision is made, it would delay the process of revival. I would, therefore, like to submit that the units in which 80 or 90 per cent of Government funds have been invested, there should not be any provision of making appeal by those units seeking a change in the decision of the Government to change the management or to take over or nationalise the units. Those units should not have any right to make an appeal or to go to an appellate authority appointed by the Government. This provision would delay the process of revival and there would be great harm to such industries. You are unnecessarily giving a chance to such people. This law would be ineffective and it would harm the interests of the poor workers, because they would be rendered jobless. When information regarding an industry is received that it is going to be sick, some action must be taken in this regard. It should be enquired into. The Board which you are going to appoint, would comprise of High Court Judge and other members. Those members should find out the reasons responsible for turning an industry into a sick industry. The members should find out whether the management has transferred the assets or due to mismanagement, this industry is becoming sick. If urgent steps are taken, the industry would not definitely turn into a sick industry and you would be able to save the Unit from sickness. This would provide relief to the workers. Such a provision should be made.

[Shri Girdhari Lal Vyas]

[English]

“Sick industrial company” means an industrial company (being a company registered for not less than seven years) which has at the end of any financial year accumulated losses equal to or exceeding its entire net worth and has also suffered cash losses in such financial year and the financial year immediately preceding such financial year.’

[Translation]

If such an action is taken after fifty per cent loss and after the assets have been lost, the industry can never be revived. Therefore, information in this regard should be made available urgently, because your directors and representatives of Financial Institutions are also on the Board of those units. They come to know from time to time the way an industry is functioning, whether it is earning profit or going to become sick. Your officials are aware of it and they must take timely action in this regard. If action is taken only after two years of consecutive loss, there is little hope of that industry being revived. As a result, that industry is totally finished. I would, therefore, request the Government to enquire into the working of private industries and appointment of directors, as has been pointed out by other hon. Members as well. It has been pointed out that the factory owners appoint their relations on the Board of directors, who indulge in fraudulent activities and thereby make the industry sick. Enquiry should be conducted into it and if it is established that a deliberate attempt has been made to make the industry sick; punishment must be awarded to them. Provision for deterrent punishment should be made in the law to instil fear in their minds so that they dare not indulge in these activities. There is need to strengthen the law. If it is done, it would benefit the economy to a great extent. With such a provision, you would be able to revive sick industries.

I have to say something regarding banks. Many people got loans after the nationalisation of banks. These industrialists got crores of rupees and continue to

get it even now. Shri Sampat Mal Lodha was given Rs.2 crores as loan to set up a new industry by the banks in Gujarat after he had made Mewar Textiles Mill sick. There is need to ensure that when a person makes an industry sick at one place and transfers its assets, he should not be sanctioned loan from any bank in the entire country.

I would also like to point out a few things more regarding banks. I would draw the attention of the hon. Finance Minister to the way the banks are disbursing funds and the way the subsidy that is given under 20 point programme and self Employment Scheme is being misused by those working in these Banks. The poor are getting less benefit from the banks while the rich are taking undue advantage therefrom. In a bid to put the system out of gear the bank officials are indulging in corrupt practices. There is therefore, a need to keep a strict vigil over the working of banks. The banks were nationalised with the sole objective, to help the poor in particular, but they are trying to benefit the rich alone. Instead of helping the poor the bank officials are trying to eradicate their own poverty. I would, therefore, request the Government to strengthen the system so that all the programmes of our Party, which have been formulated by our Prime Minister, Shri Rajiv Gandhi, could be properly implemented. If the banks co-operate properly on industry will fall sick and we would be able to eradicate poverty from this country. With these words, I support the Bill.

SHRI C. JANGA REDDY (Hanamkonda): Mr. Deputy Speaker, Sir, the Sick Industrial Companies (Special Provision) Bill has been presented in the House for discussion. Many hon. Members have participated in the discussion and have expressed their views on it. Some of them have stated that an industry falls sick due to the workers, but it is not so. I would like to quote from a report of a recent survey conducted by the Reserve Bank of India in this regard. The objective was to find out the reasons for sickness in an industry and after conducting a survey of 378 industries it came to the conclusion that the following five reasons were responsible for it.

[English]

- (a) Due to diversion of funds to other industries... 52%
- (b) Number of units which have gone sick due to faulty initial planning and other drawbacks ... 14%
- (c) Number of units which have gone sick due to labour . . . 2%
- (d) Number of units which have gone sick due to market recession... 23%
- (e) Other reasons like power-cut, shortage of raw-material, etc . . . 9%

[Translation]

This clearly states that the major factor for industrial sickness is the diversion of funds to other industries, 52 per cent of industries are suffering sickness on this account. The report emphasizes the need for a change in the existing industrial policy. The Government appoints a director in each Public Limited Company as it has a share in it. The industrialists make the director enjoy and they entertain him on their own expense and the latter does not care about the Government funds any more. The Government funds are invested in all the Undertakings and so are the funds of banks. A representative of the bank is also nominated in these companies. I am unable to understand as to why these people—the director appointed by Government and the representative—cannot make out when the Industry is going to fall sick. I feel that they are well aware of it. For instance, if a person is running fever, one can easily make out by feeling his pulse whether he is in need of doctor or medicine or not. Then why is not the Government representative able to know whether the industry is going to become sick? Besides, the financial institutions also appoint a person on the Board of Directors. The Director appointed by Government comes rarely and if it all he comes, he is least bothered about these things. I would tell you the way, the Managing Director or the big industrialists, take them for a ride. The Government

owns 51 per cent of the shares in the A. P. Rayons limited, a company in Andhra Pradesh. Shri Thapar, of Thapar Group is Managing Director and one Shri Hada of Uttar Pradesh is also a director of the Company and they earned lot of money and they set up a factory in Haryana. An enquiry against them established that they had misutilised the funds to the tune of Rs. 10 crores. This means that funds are misutilised and if it is so, it should be dealt with firmly. We come to know about it beforehand. When the factories resort to non payment of employees Provident Fund and Insurance for about three or four consecutive months, it is clear indication that the factory is going to close down. This is done by private factory owners and we can seal them immediately to desist them from doing so. Let me cite an example of what the Government Companies do in this regard. The NTCP company in Warangal, Andhra Pradesh is in my Constituency and it was opened by Nizam of Hyderabad. It is going to be declared sick and is likely to be closed within four months. The National Textile Corporation has appointed three experts and asked them to submit their report on the working of the company. This means that there is definite misuse of funds in the company. Cotton is produced in Warangal but the company does not purchase it from there and instead gets it from open market as it gets a certain Commission on it. The future of 4,000 mill workers is in the dark. I had written to Shri Rajiv Gandhi and the Chairman of NTCP for an enquiry in the matter at least ten times during the last one year in the matter but there is no body to look into this. This results in the misuse of funds and the production is not to the desired level. As our Hon. Prime Minister Rajivji has said we have not been able to put an end to the exploitation of the consumer, rather this exploitation has gone up. This does not mean that we should continue to spend Rs. 130 crores every year on the textile mills to make them sick and that we should stop levying excise duty on the synthetic fabrics. We have got cotton and we have the cotton producing workers in India. These workers can purchase cotton textiles but unfortunately they do not have the purchasing powers. But the policy of importing

[Shri C. Janga Reddy]

synthetic fibre makes the mills sick. As a result of this the cotton mills in Warangal become sick and since there are no arrangements for the purchase of cotton cloth, it is exported to America, where the Americans use it while our people are not in a position to use it. Therefore, I submit that whatever cotton mills are there, whether under NTCP or under National Textile Corporation of India, if the production of cloth in them is less, only then we should import it. The same is true of private sector mills. The Government must bring about a change in its import policy. Whatever commodities we are able to produce here should not be imported. We should not import even a single item from abroad even if we can get it at cheaper rates. Although the farmers do not use imported goods yet even when they use them; I shall tell them that they should destroy the imported goods which they possess and that they should use those goods alone which they themselves produce. What is the idea of importing those very industrial goods which we produce here? I would like to give two or three suggestions in this connection. First, you have not spelt out any method of recovering the money which has been advanced to these mills. They appoint their own directors in the mill and then leave. But how to recover the money which has been advanced to them? Have you considered this proposition. There is no provision in the Act in this regard. My second suggestion is that criminal action should be taken under section 24 against the persons who have withheld the finances with mala fide intentions. All of us know that whatever is happening, is happening due to this. The director is appointed only after the mill becomes sick and funds like Provident Fund, Insu-

rance Fund are held up. There is need to bring about an amendment in this regard; they should think about the workers too.

[English]

MR. DEPUTY-SPEAKER : The hon. Minister will reply tomorrow.

18.00 hrs

PAPERS LAID ON THE TABLE

[English]

Notifications etc. under Customs Act,
1962

THE MINISTER OF FINANCE (SHRI VISHWANATH PRATAP SINGH) : On behalf of Shri Janardhana Poojary I beg to lay on the Table a copy each of Notification Nos 348/85-Customs to 354/85-Customs (Hindi and English versions) published in Gazette of India dated the 5th December, 1985 together with an explanatory memorandum regarding revised rates of basic, auxiliary and additional duties of customs on components, warranty spares of fuel-efficient motor cars and cross-country vehicles and on the import of goods (other than raw materials) for the manufacture of such components, under Section 159 of the Customs Act, 1962. [Placed in Library. See No. LT-1557/85].

18.01 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Friday, December 6, 1985/ Agraphana 15, 1907 (Saka).