

# LOK SABHA DEBATES

## (English Version)

**Fifth Session**  
**(Eleventh Lok Sabha)**



*(Vol. XVI contains Nos. 11 to 17)*

**LOK SABHA SECRETARIAT**  
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**Corrigenda to Lok Sabha Debates  
(English Version)**

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**Monday, August 11, 1997/Shravana 20, 1919 (Saka)**

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<u>Col./line</u>	<u>For</u>	<u>Read</u>
82/11 (from below)	SHRI BAJU BAN BIYAN	SHRI BAJU BAN RIYAN
153/5	3081.68	2081.68
176/24	SHRI K.S.RAYADU	SHRI K.S.RAYUDU
209/14	SHRIMATI BHAVNA CHIKHALIA	SHRIMATI BHAVNABEN DEVRAJBHAI CHIKHALIA
210/20	THE MINISTER OF STATE FOR EDUCATION IN THE MINISTRY OF HUMAN RESOURCES DEVELOPMENT (SHRI MUHI RAM SAIKIA)	THE MINISTER OF STATE IN THE DEPARTMENT OF EDUCATION IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI MUHI RAM SAIKIA)
216/3 (from below)	SHRI MRUFYUNJAYA NAYAK	SHRI MRUTYUNJAYA NAYAK
272/6 (from below)	SHRI SOMNATH CHARTTERJEE (BOLPUR)	SHRI SOMNATH CHATTERJEE (BOLPUR)

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# LOK SABHA DEBATES

## LOK SABHA

*Monday, August 11, 1997/Shravana 20, 1919 (Saka)*

*The Lok Sabha met at Four Minutes Past  
Eleven of the Clock*

[Mr. SPEAKER *in the Chair*]

### WELCOME TO PARLIAMENTARY DELEGATION FROM TURKEY

MR. SPEAKER : Hon. Members, at the outset, I have to make an announcement.

On my own behalf and on behalf of the hon. Members of this House, I have great pleasure in welcoming His Excellency Mr. Mustafa Kalemli, Speaker of the Turkish Grand National Assembly and Mr. Sayin Nihan Ilgun, Member of Parliament who are on a visit to India as our honoured guests.

The Delegation arrived Delhi today early morning. They are now seated in the Special Box. We wish them a happy and fruitful stay in our country. Through them we convey our greetings and best wishes to the President, the Parliament and the friendly people of the Republic of Turkey.

11.05 hrs.

### ORAL ANSWERS TO QUESTIONS

[*Translation*]

#### Sale of Sub-Standard Diesel Oil

\*261. SHRI BHAGWAN SHANKAR RAWAT :  
SHRI MANIBHAI RAMJIBHAI CHAUDHARI :

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) whether the Government have received complaints regarding the sale of sub-standard and adulterated diesel oil on the petrol pumps of Delhi; and other parts of the country;

(b) if so, the number of complaints received during the last two years and till date alongwith the names of the petrol pumps; and

(c) the action taken by the Government against these petrol pumps ?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI JANESHWAR MISHRA) : (a) to (c) A statement is laid on the table of the House.

#### Statement

(a) to (c) Complaints, although very few, are received by the Government about irregularities by Retail Outlets including complaints regarding sale of sub-standard and adulterated Diesel Oil at the Petrol Pumps of Delhi as well as other parts of the country. In order to curb such malpractice and irregularities, the Oil Industry has evolved "Marketing Discipline Guidelines" (MDG) with the approval of the Government. Under the Marketing Discipline Guidelines, regular and surprise inspections are carried out by the field officials of the Oil Companies, Joint Industry Teams and Mobile Laboratories. Density checks under the MS/HSD Control Order and Furfural doping of Kerosene are done to check adulteration of Petrol and Diesel. Inseptions are also conducted by officials of the State Governments' Enforcement Agencies under the powers given under MS/HSD Control Order, 1990 issued under Essential Commodities Act. The Oil Companies conducted an All India Surprise Inspection Campaign during the month of December 1996 and January 1997. Another inspection drive is under progress presently in the country to check malpractice and violations of Marketing Discipline Guidelines for Kerosene, LPG, Petrol, Diesel and LDO throughout the country, which started on 21.7.97 and would end on 20.8.97.

Complaints, if received by the Government are forwarded to the Oil Companies, officials for inquiry and prompt action. In proven cases of adulteration, black-marketing and other irregularities, disciplinary action is taken such as issue of warning, suspension of sales and supplies, imposition of fines and termination of the dealerships/distributorships, under Marketing Discipline Guidelines.

SHRI BHAGWAN SHANKAR RAWAT : Mr. Speaker, Sir, a Resolution was passed in Parliament that the roads and National Highways in the country are in very bad condition and a cess at the rate of five paise per litre on diesel and at the rate of ten paise per litre on petrol should be levied for improving their condition and constructing new roads. But this proposal was not implemented. Cess was imposed on oil and an Oil Industry Development Board was set up. But this is also not functioning effectively

to improve the present condition of diesel and petrol. Consequently, the consumers are being fleeced. Every year diesel run vehicles worth Rs. 3000 crore such as trucks, tractors, motor cars and the motors used for irrigation purpose are getting damaged. Due to adulteration of diesel, a heavy loss is being suffered.

I would like to know the measures being taken by the Government to prevent adulteration of diesel and petroleum products. The measures mentioned are ornamental and ceremonial. Certain effective measures need to be taken in this connection. Therefore, I would like to know whether inter-alia any plan for awarding deterrent punishment and taking effective steps has been chalked out by the Government.

SHRI JANESHWAR MISHRA : Mr. Speaker, Sir, wherever the adulteration of diesel with Kerosene is detected, fine is imposed for the first time. If the adulteration is detected second time also, the amount of the fine is doubled and if the person involved in adulteration does not stop it, his dealership is brought under suspension. The concerned department takes action on its own and action is taken after receiving the complaint and detecting the adulteration.

SHRI BHAGWAN SHANKAR RAWAT : Mr. Speaker, Sir, the hon. Minister has again read out his ornamental reply. The hon. Minister ceases to be, what he had been earlier. Before he become a Minister, he was a great revolutionary and he used to have thorough studies of issues very deftly. But I would like know the number of cases registered and in which action has been taken ? Were any efforts or attempts made to compensate unsuspecting consumers who were cheated ? Lastly, I would like to odd this point that complaints have been received that the adulteration has been detected in the pipeline through which diesel is supplied. Has the hon. Minister paid attention towards these complaints ? If so, what action was taken in this regard ? What action has been taken to prevent adulteration in the pipeline through which diesel is supplied ?

SHRI JANESHWAR MISHRA : Mr. Speaker, Sir, I would like to tell the hon. Member that there has been no adulteration through pipeline. This year, 82 thousand tests were conducted and in 680 cases irregularities were detected, and out of them 146 cases of adulteration were detected. We have suspended the supply in respect of 373 dealerships for one or two months and have sought explanation in 247 cases and warning has been issued to them.

SHRI BHAGWAN SHANKAR RAWAT : It is a big national crime. Therefore, something more should be done in this regard. Kerosene is being adulterated with

Bitumen.

SHRI GEORGE FERNANDES : It is good that the hon. Minister has mentioned in his reply that certain inquires have been continuously going on to ascertain as to whether or not marketing discipline guidelines are adhered to from 21st July to 20th August. Is the hon. Minister not aware of the fact that adulteration in kerosene, petrol and diesel has been going on in Gujarat, Mumbai and Maharashtra and a mafia gang is behind it ? All high officials of the oil companies are hands in gloves with this gang. Their network is so strong that two years back they had hired professional killers to kill the Minister of Civil Supplies of the Gujarat state simply because he had taken initiative to prevent persons from adulteration ? I am referring the names of these two states only. I referred Mumbai only because it has a big mafia gang centre. If somebody complaints, his life is in danger all the time. Would the hon. Minister make special efforts to take action against the high officials of oil companies to the lowest rung of the members of the mafia gangs ? It is not the question of a pump only but of the terror of the mafia gang. Would he take any action in this regard ?

SHRI JANESHWAR MISHRA : Hon'ble Member has not only blamed the pump but the entire system. But I assure that no officer irrespective of his standing will be spared, even I myself will not be spared if I am found guilty.

[English]

SHRI SUDHIR GIRI : Mr. Speaker, Sir, one of the reasons for malpractices in selling diesel and petroleum is the small number of dealers or distributors existing in the country. So, there is no fair competition. That is why, the buyers are compelled to buy these materials from those dealers. May I know from the Minister whether the Ministry is prepared to give more number of distributorships so that there can be a fair competition ?

[Translation]

SHRI JANESHWAR MISHRA : Mr. Speaker, Sir, the Government has taken a decision to increase the number of dealership. Sir, it is not correct to say that due to shortage of dealership kerosene is admixed in the diesel and vice-versa and kerosene oil is not available in time. But admixing is done because of parity between the sale of kerosene and diesel. The price of kerosene has been reduced because it is meant for the poor people and and any Government concerned with the welfare of the people takes such a decision. The price of diesel is higher. Even in Delhi there is a difference of Rs. 8 and Rs. 2.50. It is difficult to put a check on the process involved in the making of the society these days but the Government will try to deal with the matter strictly.

SHRI MADHUKAR SARPOTDAR : Mr. Speaker, Sir, I would like to tell you for the kind information of the Minister that I was going to Surat from Mumbai on 27th May, 1997 and I purchased diesel from a petrol pump. There was considerable admixing of kerosine in diesel. I got registered a complaint against the same. Not only that I called the police as well. There a punchnama was filed and the oil was tested also. There is such kind of admixing at many petrol pumps. Your camp system which is being run under your guidance, there carries a sign board that it will function from 21st July to 20th August. If you provide them such information before hand, there would be no admixing. You may come with me and we will visit many petrol pumps along the road to Mumbai and upto Gujarat and upto Pune. You check yourself, When we are able to detect them, then why your mechanism is not able to detect it? It means that *[English]* they are hand in gloves and because of that the people, in general, are suffering.

*[Translation]*

So, I would like to ask you what kind of effective machinery do you have for it with the use of which you will try to curb this admixing? I remember Pandit Jawahar Lal Nehru had once said here that black-marketers should be hanged publicly. May I know whether have you taken such type of action against anybody?

SHRI JANESHWAR MISHRA : Mr. Speaker, Sir, when I was not a Minister, I had a petrol motor vehicle and petrol was mixed with kerosene. It is not that I don't have any information about it.

SHRI MADHUKAR SARPOTDAR : It is a fact, is not it?

SHRI JANESHWAR MISHRA : These days I am a Minister. So, I do not know about it. I have got a Government vehicle and I don't know whether kerosene is admixed or not. But I have got information of the time when I used to be in the opposition party. There used to be a lot of admixing those days. I have also beaten some petrol pump dealers. But since the day I became a Minister my hands have rather become weak. Now I cannot wield my hands.

SHRI MADHUKAR SARPOTDAR : You are having more strength and power now, it is not reduced.

SHRI JANESHWAR MISHRA : As my predecessor has stated and you are also stating, I will try to make a provision of rigorous punishment by making amendments in the current marketing guidelines and disciplined guide lines after studying them hard wherever there are cases of admixing.

*[English]*

SHRI MADHUKAR SARPOTDAR : Sir, I need one example.

MR. SPEAKER : He has given enough examples including your personal example.

### Sardar Sarovar Project

\*262. SHRI SANAT MEHTA : Will the Minister of WATER RESOURCES be pleased to state :

(a) Whether in her recent meeting with the Prime Minister, at Mumbai Shrimati Medha Patkar of 'Narmada Bachao Andolan' has made a representation to the Prime Minister regarding Sardar Sarovar Project;

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

(c) whether the Chief Minister of Gujarat had also taken up this issue with the Prime Minister during his last visit to Ahmedabad; and

(d) if so, the details thereof and action taken or proposed to be taken by the Government in this regard?

*[Translation]*

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI JANESHWAR MISHRA) : (a) to (d) A Statement is laid on the Table of the House.

### Statement

Ms. Medha Patkar of Narmada Bachao Andolan met the Hon'ble Prime Minister during his visit to Mumbai on 31.05.1997 and subsequently submitted a memorandum to the Hon'ble Prime Minister on 9.6.1997 when she called on him at Delhi. In her memorandum mentioned above, she has demanded complete review of the Sardar Sarovar Project on account of problems related to resettlement and rehabilitation of project affected families, environmental concerns, economic and financial non-viability of the project and wrong projection of benefits from the Project, including drinking water supplies to Kutch and Saurashtra region.

During the Hon'ble Prime Minister's last visit to Ahmedabad and Gandhinagar on 3rd May, 1997, the Chief Minister of Gujarat has mentioned the issue of Sardar Sarovar Project and had subsequently written to the Hon'ble Prime Minister on 6th May, 1997 for his intervention by convening a meeting of the Chief Ministers of all the four participating States to see that the construction work of the Sardar Sarovar Dam is resumed.

All the issues mentioned in the memorandum of Ms. Medha Patkar submitted to the Hon'ble Prime Minister have also been raised in the Writ Petition (Civil) No. 319/94 filed in the Supreme Court on 30th April, 1997 by the Narmada Bachao Andolan on Sardar Sarovar Projects.

The matter is, therefore, sub-judice. The Government of India is already defending the case before the Hon'ble Supreme Court and has taken a stand that the Sardar Sarovar Project should be completed in accordance with the award of the Narmada Water Disputes Tribunal. The matter was last heard on 30th July, 1997 and the next date of the hearing has been fixed for 27th August, 1997.

During the meeting of the Chief Ministers of the party States with the Hon'ble Prime Minister on 15th and 16th July, 1996 on Sardar Sarovar Project, the following was agreed to :-

"Construction of Sardar Sarovar Dam may proceed as planned, limiting the Full Reservoir level to 132.68 metres (436 feet) in the first instance. Thereafter the data for actual flow of water in the dam will be observed for a period of five years. If during any three out of these five years, the flow of water-discharge is adequate as assessed in the award, the decision regarding raising the reservoir level to 138.68 metres (455 feet) could be considered.

Construction of the dam will proceed pari-passu with the resettlement and rehabilitation of project affected persons as per terms of the Award and relief and rehabilitation Policies laid down by the States in this regard. The States shall ensure speedy and proper implementation of the relief and rehabilitation measures."

Further, during the 7th meeting of Review Committee for Narmada Control Authority, held on 13th November, 1996 under the Chairmanship of Union Minister of Water Resources with concerned Chief Ministers it was decided that the height of Sardar Sarovar Dam be raised upto EL 110 metres in the spillway portion during 1996-97. However, the work would commence in the first week of December, 1996. In the meantime R&R measures for the balance affected persons of Madhya Pradesh upto EL 81.5 metres would be completed within a fortnight by Gujarat. Madhya Pradesh has agreed to extend all help and cooperation in this regard. After review of the implementation of Resettlement & Rehabilitation (R&R) measures at EL 81.5 metres, similar reviews will be undertaken for every 5 metre height of the dam jointly by the the concerned Resettlement & Rehabilitation Sub-Group and Environment sub-groups comprising representatives of States also so that the construction work could proceed pari-passu with the implementation of resettlement & rehabilitation measures in a manner that they are completed in terms of actual shifting of all Project Affected Persons (PAPs) by 31st May, 1997.

Thus, the Union Government has taken a number of initiatives to expedite the construction of Sardar Sarovar

Dam.

In view of the above, convening of meeting of concerned Chief Ministers by the Union Government, at this stage is not considered necessary.

[English]

SHRI SANAT MEHTA : Mr. Speaker, Sir, I have gone through the reply carefully. In a debate in the House during Zero Hour on 5th March, 1997, Shri Atal Bihari Vajpayee, Shri Chandra Shekhar, Shri Sharad Pawar, Shri Sharad Yadav, Shri Somnath Chatterjee, all had expressed anxiety about this project and the unsettling of article 262 of the Constitution and thereby opening a Pandora's box of Inter-State river water disputes resulting in non-utilisation of river waters. What steps have the Government taken during this period after these feelings were expressed on the floor of Lok Sabha ?

[Translation]

SHRI JANESHWAR MISHRA : Mr. Speaker, Sir, the Prime Minister had convened a meeting of the Chief Ministers of the four States to discuss about Sardar Sarovar in July last. Shri Deve Gowda, the then Prime Minister had announced a consensus opinion which was arrived after the Committee of the Chief Ministers was held under the Chairmanship of honourable Minister of Water Resources in November last and certain decisions too were taken in it. As soon as an honourable Member pointed out that this issue is related with Gujarat, we heard others protesting on the grounds that it concerns all the four states. It is itself an indication of the complexity of the problems.

As we talk about celebrating the fiftieth anniversary of our Independence, we feel sad since this proposal was conceived by Sardar Patel in 1946. Pandit Jawaharlal Nehru laid its foundation in the year 1961 but not a single drop of water has been made available to anyone by this project. When we are celebrating our 50th Independence Day, the House would think over it seriously about the measures being taken to make water available to the people of Gujarat, Madhya Pradesh or of the four states and support the honourable members who have expressed their concern over it.

[English]

SHRI SANAT MEHTA : The whole crux of the problem is the resettlement and rehabilitation of the affected people. After the meetings held by hon. Prime Minister, the then Prime Minister, Shri Deve Gowda and by the hon. Minister for Water Resources, a suggestion has been made that Afflux bund has to be constructed to stop the backwater effect of the Sardar Sarovar Project because a large number of people are affected only by that water. This

Afflux *bund* system is prevailing all over the world. Its total cost is only Rs. 100 crore. Will the Government of India consider this suggestion of constructing the Afflux *bund* at a cost of Rs. 100 crore which would cost much less than rehabilitating 16,000 or 20,000 families ? Can it be put before the Supreme Court that this solution should be carved out ? Will there be any objection to this suggestion ? Has Government considered this suggestion ?

[Translation]

SHRI JANESHWAR MISHRA : The Government has received suggestion about the 'Afflux' dam too and we would think over it. The arbitration tribunal's award has not said anything clearly about it. The Government would consider it if all the four concerned states accord their approval for the same.

SHRI DILEEP SANGHANI : There was a question about the Narmada Dam in the last session of the House too and the same was discussed by leaders of all the parties and they expressed their concern over it. Now the honourable Minister has also expressed his consent and concern over it. This question would not be solved by expressing concern alone. It is true that there was no provision to review the award for forty five years. When there is no provision for it, action is being undertaken to stop the construction work which is going on to raise the height of the dam by mentioning this question. My demand to the Government is that this question is not related to the four states alone, it is concerned with the whole nation, there is the question of electricity and drinking water. Drinking water has not been made available till now to our soldiers who were deputed at the Kutch border. Whether the Central Government is considering to formulate any scheme at national level to make drinking water available there ?

[English]

SHRI RAMESHWAR PATIDAR : I am the most affected.

[Translation]

SHRI JANESHWAR MISHRA : Mr. Speaker, Sir, the Government is willing to accept the award but the stay order comes in-between. Even now this matter is subjudice. I believe that the next hearing is on 27th. Therefore, I would not try to influence the action of the honourable Supreme Court by saying too much.

[English]

COL. SONA RAM CHOUDHARY : Mr. Speaker, Sir, I want to draw the attention of the hon. Minister to the Sardar Sarovar Project. As you know, this Project is supposed to supply water to Barmer district also. To the

people of Barmer and Jaisalmer districts, there is no other source of water. The people of these districts are fetching water from a distance of 10 km to 15 km. When this Project was conceived, the Government of Rajasthan paid an amount of Rs. 4 crore to Rs. 5 crore during the year, 1983-84. The people of Barmer district are suffering very badly due to this litigation and controversy. As my hon. friend has said the military people are not getting water. I am talking of about 25 lakhs of people for whom this Project is the only one source of supply of water. I would like to ask the hon. Minister why in this case they have not mentioned about Barmer district in Rajasthan.

Will the hon. Minister kindly give some assurance in this regard ? About one thing, of course, he has already mentioned that he should take up this issue very seriously to the Supreme Court to get it vacated. Then, he has also assured that the height is increased only to the extent needed so that we can also get water because after a certain height, we cannot get water. Will he give us some assurance in this regard so that we can get water there ?  
..(Interruptions).

[Translation]

SHRI JANESHWAR MISHRA : Mr. Speaker, Sir Rajasthan, Gujarat, Maharashtra and Madhya Pradesh are the four states which would be benefitted by this scheme but there is no progress in this project. Time and again one or the other State Government objects to it or sometimes the Supreme Court gives a stay order. We are equally concerned and feel sorry that work on this project is not progressing.

[English]

MR. SPEAKER : I will come to you.

(Interruptions)

SHRI P.S. GADHAVI : Sir, here the question is either to protect ecology or to ensure the survival of the people. The people of Kutch cannot now survive any more without the water of the Narmada. In this respect, I would like to know from the hon. Minister one thing. As stated in the reply, the stand of the Central Government is that the Sardar Sarovar Project should be completed in accordance with the Award of the Narmada Water Disputes Tribunal. It is the stand of the Central Government. That being so, then what is the need for the Central Government to have negotiations or interaction with the *Narmada Bachao Andolan* led by Medha Patkar and Company twice on 31st May 1997 and 9th June, 1997 by which messages are going that the Central Government is interested in the stoppage of this Project ? Therefore, I would like to know from the hon. Minister in clear terms whether the Central Government should state in the affidavit before the hon.

Supreme Court that uptill now over Rs. 5500 crore has already been spent over this project and it incurs every day a loss of Rs. 2 crore by way of interest loss and Rs. 5 crore by way of additional production loss. Therefore, to stop this loss, the *Narmada Bachao Andolan* should be asked to specify in clear terms whether they are interested in the stoppage of this project or resettlement of the oustees. From the daily huge loss, these oustees can be settled very well in big cities and posh areas. What is the reaction of the Central Government in this regard? I would request that the Government should spell out its stand in unequivocal terms in this regard.

[Translation]

SHRI JANESHWAR MISHRA : Mr. Speaker, Sir, The State Government is not involved in the "Narmada Bachao Andolan". It is not sponsored by the State Government. The democratic Governments should not feel shy about any agitation being done by an individual or an institution but I am telling you that the Government is firm to implement Justice Rama Swamy award. there is no second thought on it. The importance of State Governments would be different because they have statutory status. If the State Governments or the honorable Supreme Court intervenes in between, then the Union Government have to delay its decision, because it can not take action in the light of a stay order. Nothing goes wrong due to an agitation or by reviewing the matter sitting together or by arriving at a consensus but if the court intervenes, what can we do? . . .(Interruptions)

SHRI RAMESHWAR PATIDAR : Mr. Speaker, Sir, through you. I would like to ask an important question. Khargaon, from where I am elected, is the most affected district of Madhya Pradesh. The pain is felt utmost by those who are affected by it. This decision was taken in 1978. Then there was 27 M.F. water in the Narmada and this district was taking 75 percent of Narmada water. Now after completion of the survey, the quantity of water in Narmada river has come down. Today the quantity of water has come down from 27 M.F. to 22 M.F. Recently there was an earthquake in Jabalpur. Trimmers were felt on the banks of Narmada river. It is a different issue. But I want to put the Question that it was decided to raise the height of the dam upto 436 feet during the tenure of the then Prime Minister Shri Deve Gowdaji and all the Chief Ministers had given their consent over it. The Prime Minister too had taken a decision. The Madhya Pradesh Government has issued certain guidelines which says that it has been decided by the Prime Minister to raise the height of the Sardar Sarovar Dam at 436 feet initially and it would be reviewed after five years of the completion of the dam.

SHRI RAMESHWAR PATIDAR : I would like to ask as to what are the views of the present Prime Minister over the decision taken by former Prime Minister Shri Deve Gowdaji. Will the Prime Minister discuss over it with all the concerned Chief Minister again and secondly. . .(Interruptions)

[English]

MR. SPEAKER : I cannot prolong one question like that. I have given you a chance.

[Translation]

SHRI RAMESHWAR PATIDAR : Mr. Speaker. Sir, today the value of the rupee is not the same as it was in 1978. So whether the compensation amount would be reviewed? When they would ask for the money, would we give it to them? . . .(Interruptions)

SHRI JANESHWAR MISHRA : Mr. Speaker, Sir, I am mentioning the decision taken at the meeting convened by the then Prime Minister Shri Deve Gowdaji, so that the honourable Members may not be confused.

"The height of the Sardar Sarovar dam was maintained initially at 436 feet i.e. at the reservoir level according to the construction plan. The monitoring of the flow water will be maintained through relevant data for a period of five years. If the flow of the water released during any of the three years of this five years period is adequate according to the decision taken by the arbitration then we would consider to take a decision to raise the reservoir level at 458 feet." . . .(Interruptions)

SHRI RAMESHWAR PATIDAR : The people of Gujarat are not ready to accept it. . .(Interruptions)

SHRI JANESHWAR MISHRA : It was agreed upon I think that the Chief Minister of Gujarat or the Governor of the State and other people too were present at that time.

They all had agreed to it. The agreement is mainly between the states of Gujarat and Madhya Pradesh. We all should accept it. The Lok Sabha is represented by the Members of Gujarat and Madhya Pradesh too. When I was in the Water Resources Ministry then the State of Madhya Pradesh used to create problems. Now I am in the Ministry of Petroleum. The Narmada River flows through Madhya Pradesh and this State creates problems. Now the gas pipeline is coming through Gujarat but again Madhya Pradesh is not permitting it to pass through Bina. How long would it continue? How long a man like me will tolerate it? I am unable to understand it. . .(Interruptions)

MR. SPEAKER : Please conclude now.

SHRI MANIKRAO HODLYA GAVIT : Mr. Speaker, Sir,



a meeting of all the Chief Ministers was held on 15-16 July, 1996. It was mentioned in the meeting that all the affected people there are Adivasis. The discussion was held regarding their rehabilitation but these people are not getting all rehabilitation facilities. The expenditure on the 'Ahwad' rehabilitation work that is being going on in the name of Sardar Sarovar Project is the responsibility of the Maharashtra State Government. Thirty three villages of the Maharashtra Government have been affected. All the people there are tribals and their rehabilitation work is not being done properly. The persons concerned with rehabilitation work are spending the funds, received under Indira Awas Yojana and in my opinion it is not proper. Therefore, I would like to tell the hon. Minister that the Government of Maharashtra is utilizing the funds meant for those people under Indira Awas Yojana.

SHRI JANESHWAR MISHRA : Sir, as far as the matter of 85.1 mt. or 85.2 mt. dam is concerned, the number of displaced families is 5200 and 691 families are to be rehabilitated. Out of these, 348 families are from Maharashtra and 307 from M.P. As far as the item under which amount is being given to these displaced families is concerned, I am not aware of it. But the responsibility to rehabilitate these displaced families lies with the State Government.

[English]

#### Allocation to Voluntary Agencies

\*263. DR. RAMKRISHNA KUSMARIA : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the amount allocated to the voluntary agencies during 1994, 1995 and 1996 for undertaking literacy projects;

(b) the names and addresses of such agencies;

(c) the extent to which these agencies have been successful in combating illiteracy;

(d) whether the performance of these agencies have been reviewed;

(e) if so, the details thereof;

(f) if not, whether the Government propose to carry out such a review; and

(g) if so, the details thereof ?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI S.R. BOMMALI) : (a) to (g) A statement is laid on the Table of the House.

#### Statement

(a) The amount allocated to the voluntary agencies under the Scheme of Assistance to Voluntary Agencies in

Adult Education during the years 1994-95, 1995-96 and 1996-97 was Rs. 10 crores, in each year.

(b) The names and addresses of the voluntary agencies are given in the Statement enclosed at Annexure-I.

(c) The role of the voluntary organisations in combating illiteracy is primarily a supportive one. The main objectives of the Scheme include implementation of time-bound, area-specific, result oriented and volunteer based literacy projects in smaller areas where the Zilla Saksharata Samities are not imparting the literacy programme; to take up innovative and experimental projects, environment building activities; for organising seminars and conferences etc. and to provide training, material preparation and research support to the literacy programmes at grass-root level. Where Zilla Saksharata Samiti (ZSS) is implementing the literacy programmes the voluntary agencies are associated actively with the programme at district level.

(d) Yes, Sir.

(e) Statement is enclosed at Annexure-II.

(f) and (g) Do not arise.

#### Annexure-I

##### *Names and Addresses of Voluntary Agencies (State-wise)*

#### ANDHRA PRADESH

1. State Resource Centre  
Literacy House  
Andhra Mahila Sabha  
MS College Campus  
University Road Hyderabad.
2. Andhra Pradesh Open School Society  
Scert Campus  
Near Lal Bahadur Stadium  
Hyderabad.
3. Seva Mandir  
Hindupur, District Anantpur, A.P.

#### ASSAM

1. Gram Swaraj Parishad  
Vill. & P.O. Rangia, Distt.  
Kamrup, Assam
2. State Resource Centre,  
Gyan Vigyan Samiti Assam  
F.C. Road Uzam Bazar Guwahati  
Assam-781 001.

3. Sadau Assam Gramya  
Puthibharal Sanstha  
Haibargaon P.O. Naogaon  
Assam.

## BIHAR

1. Alpasankhyak Kalyan Sansthan  
Village Katra  
PO Hazipur  
District Vaishali  
Pin - 844101.
2. Alternative for India Development  
Plot No. 1, V.G.N. Nagar,  
Iyyapanthangal, Kuttupakkam  
Post, Madras-600056, Tamilnadu  
(Implementing Project in Bihar).
3. A.N. Sinha Institute of  
Social Sciences Patna, Bihar.
4. Arya Samaj Babhangama  
Post - Rajni Babhangama,  
Distt. Madhepura.
5. Asian Development Research Institute (ADRI)  
BSIDC Colony Off. Boring Road Pataliputra Road  
Patna, Bihar - 800013.
6. Bal Evam Mahila  
Grameen Vikas Sansthan  
Fateh Mubarak, Mahua Block,  
Distt. Vaishali, Bihar.
7. Banvasi Seva Kendra,  
AT/Post Adhaura, Distt.  
Rohtas, Bihar-821116.
8. Bhartiya Jan Utthan Parishad  
Qamrudinganj, Bihar Sharif,  
Nalanda (Bihar)-803001.
9. Daroga Prasad Rai Mahila  
Prashikshan Evam Udyogik  
Kendra, Sutihar, Navada, Chapra,  
Saran Distt. Bihar - 841222.
10. State Resource Centre, Deepayatan  
Budha Colony Patna - 800 001.
11. East & West Education Society  
(Drishti), 2/3/15 Janta Flats,  
Rajender Nagar, Patna.
12. Gram Swarajya Abhiyan Sansthan  
Gram Karihon, P.O. Vishunpur  
Bejha, Thane Mahua, Vaishali  
District, Bihar.
13. Jan Jagran Sansthan  
Kagaji Mohalla P.O. Mogal  
Kuan, Block Bihar Sharif  
Nalanda Distt., Bihar-803101.
14. Jan Kalyan Vikas Parishad  
QR. No. 819/D Lanka Colony  
PO Khagaul  
District Patna, Bihar.
15. Jayaprakash Youth Research Centre  
1st Cross Street, 4 Customs Colony,  
Besant Nagar,  
Madras-600090.  
(Implementing Project in Bihar).
16. Jay Prakash Seva Sansthan  
Masaudhi, Patna.
17. Hari Shakti Datawya  
Swaichhik Sansthan  
Vill. and Post - Sarai, Via-Neura,  
Distt. Patna.
18. Mahila Shishu Kalyan Sansthan  
Evam Hasta Shilpa Kala  
Prashikshan Kendra,  
Village : Manichhapar, P.O.  
Hathua, Gopalganj Distt.,  
Bihar-841436.
19. Nirman Bharati  
AT - Chak Bijgani P.O. -  
Balwa Kuari Distt. Vaishali  
Bihar - 844 101.
20. Pandit Shri Ram Sharma  
Seva Sansthan  
Vill. - Rasulpur  
Distt. Gopalganj, Bihar.
21. Pustakalaya Seva Sansthan  
Sri Nandan Path Saran  
(Chapra) Bihar - 841 301.
22. Rashtriya Grameen Krishi Vidyapeeth  
Vill. Bhardwaj Ashram. Pipra  
P.O. Sahajeetpur,  
Saran (Chapra), Bihar.
23. Samastipur Vikas Mandal  
Naveen Prabat Vidhasthali  
Pusa Road, P.O. Vani Distt.  
Samastipur, Bihar.
24. Samta Gram Seva Sansthan  
Village Bardika  
PO Baradiha  
Turki Block  
District Vaishali, Bihar.

25. Sanjay Prasad Singh Gramin  
Nigrani Samiti  
AT - Babu Tola Kohra, VIA -  
Parsa Distt. Saran Bihar.

26. Sevashram,  
At. & P.O. Sehan Distt.  
Vaisali, Bihar.

27. Shilp Udyogik Shikshan  
Prashikshan Sansthan,  
At-Dahiyawan (Sadhanapuri)  
Distt. Saran (Chapra), Bihar.

28. Shishu Nari Prashikshan  
Sansthan  
Jalalpur P.O., Mohiuddin  
Nagar Distt. Samastipur, Bihar.

29. Vaishali Samaj Kalyan Sansthan  
At & P.O. Bidupur Bazar  
Distt. Vaishali Bihar - 844 503.

30. Vaishali Shanti Samaj Kalyan Sansthan  
S.D.O. Road, Hajipur Distt.  
Vaishali Bihar.

31. Vivek Bihar  
Seva Sansthan  
Masaudhi Patna, Bihar.

32. Xavier Institute of Social Service  
Purulia Road, P.O. Box No. 7  
Distt. Ranchi - 834001, Bihar.

#### GUJARAT

1. Gujarat State Crime  
Prevention Trust  
Ashirwad, 9/B, Keshav Nagar  
Society, Near Subhash Bridge  
Ahmedabad-380027.
2. Navbharat Mahila Trust Seva Kendra  
4/5022, Saifee Street, Hatim Manzil,  
Surat-3, (Gujarat).
3. People's Welfare Society DUBYANI  
Near Suresh Petrol Pump  
Upleta Taluk  
Rajkot District, Gujarat
4. Smt. B.K. Baljoshi Education Trust  
2nd Floor, Relief Complex  
Vepari Jeen Kalol (N.G.)  
Dist. Mehsana (382721).

5. State Resource Centre  
For Adult Education  
Gujarat Vidyapeeth  
Ashram Road, Ahmedabad - 380014.

#### HARYANA

1. State Resource Centre  
Bharat Gyan Vigyan Samiti  
Kishanpura  
Sonipat Road, Rohtak  
Haryana - 124 001.

#### HIMACHAL PRADESH

1. State Resource Centre  
Rajya Gyan Vigyan Kendra  
Seva Shakti Bhavan, Sanjauli  
Shimla - 171 006.

#### JAMMU & KASHMIR

1. Social Welfare of India  
Head Office Shahdara Sharief  
Rajouri Distt. Udhampur  
Jammu & Kashmir.
2. State Resource Centre  
Kashmir University  
1/17 Nasim Bag Campus  
Hazratbal, Srinagar.
3. J & K Destitute &  
Handicapped Welfare  
Association, Ramnagar  
Distt. Udhampur.

#### KARNATAKA

1. Amrith Educational  
Cultural Society  
Pavan Industrial  
Training Institute  
Petchamana Halli, Texal Road  
Kolar District.
2. Mysore District  
Freedom Fighters  
Welfare Association  
461, Postal Colony  
Visweswaranagara  
Mysore - 570 008.
3. State Resource Centre  
For Adult Education  
Karnataka State Adult  
Chitrabhanu Road  
A-B Block Kuvempunagar  
Mysore - 570023.

4. Indian Development Service (International)  
98/2, Kelgari Road, Dharwad.

## KERALA

1. Harijan Sevak Sangh  
Shantiniketan, Kattakkada  
P.O. Trivandrum Distt.  
Kerala-695572.
2. State Resource Centre  
For Adult Education  
Kerala Association for  
Non-Formal Education,  
Saksharata Bhavan,  
Trivandrum - 695 014.

## MADHYA PRADESH

1. Akshar 5XYatra Abhiyan Samiti  
Bilaspur Saksharata Sadan  
Manpatti Naka, Bilaspur.
2. All India Federation of  
Educational Association  
E-4/149, Arera Colony, Bhopal  
Madhya Pradesh-462016.
3. Gyan Uday Education Society  
Budhwara Bhopal Distt. Bhopal  
M.P. - 462 002.
4. Madhya Pradesh State Open School Samiti  
Madhyamik Siksha Mandal  
Shivaji Nagar, Bhopal.
5. Madhya Pradesh Urdu Academy  
Ban Ganga Road Bhopal - 462 003.
6. Makhanlal Chaturvedi National  
University of Journalism,  
E-8, Shahpura,  
P.B.-R.S.N./60, Bhopal  
462016, Madhya Pradesh.
7. Shri Malwa Mahila Vikas Samiti  
Gaboieपुरा, Raisen DT. Branch  
Sironj M.P.
8. State Resource Centre  
Abhiviyakti Jana Shiksha Evam  
Sanskritik Samiti  
22/E/7, Arera Colony  
Bhopal - 462 016.

9. State Resource Centre  
For Adult Education  
Bhartiya Grameen Mahila Sangh  
Scheme No. 71, Behind Chandan Nagar  
Police Station, Indore.

10. Vidya Sagar Kalyan Samiti  
Mig-82, Kotara Sultanabad,  
Bhopal, Madhya Pradesh.
11. Vivechana  
571, Madan Mahal, Jabalpur,  
Madhya Pradesh - 482001.

## MAHARASHTRA

1. Committee of Resource  
Organisations for Mass  
Programme of Functional Literacy,  
C/o. Dr. Madhav Chavan,  
Deptt. of Chemical Technology,  
University of Bombay, Matunga,  
Bombay-400019.
2. Gautam Shikshan Sanstha Amravati,  
Kripa Niwas, Shyam, Nagar,  
Amravati (Maharashtra).
3. Gram Sudhar Yojana  
Thugaondeo, Tehsil Narkhed,  
Distt. Nagpur, Maharashtra-441301.
4. Indian Institute of Education  
128/2, J.P. Naik Road,  
Kothrud, Pune-411029.
5. Indian Institute of Rural  
Workers (IIRW) Khadeshwar  
P.O. Box 124, Aurangabad - 431001,  
Maharashtra.
6. Rashtrabhasha Prachar Samiti,  
Hindinagar, Wardha  
Maharashtra - 442003.
7. Saksharata Hak Samiti (Sahas)  
Greater Mumbai, Maharashtra.
8. Sarwajanik Maitreya  
Wachanalaya,  
Telhara (Vill. & P.O.) Dist.  
Akola, Maharashtra.
9. State Resource Centre  
Maharashtra State Institute of Adult Education  
Aurangabad, Maharashtra.
10. Tata Institute of Social Sciences  
SION - Trombay Road  
Deonar, Mumbai.

## MANIPUR

1. Manipur Scheduled Caste Welfare Association  
Babupara Distt. Imphal  
Manipur - 795 001.

## MEGHALAYA

State Resource Centre  
North Eastern Hill University (Nehu)  
Laltumkharan, Shillong  
Meghalaya.

## ORISSA

1. Janabikash Kendra  
AT/PO Rasagobindapur Dist :  
Mayurbhanj, Orissa.
2. Jayanti Pathagar,  
At. Sahapada, PO.  
Brahmabarada,  
Block : Dharmurala, Distt Cuttack  
(Orissa), Pin-755005.
3. Kasturibai Mahila Samiti  
At Surat, P.O. Babandha  
Dist. Dhenkanal, Taluk Hindol,  
Orissa.
4. Paradip Sakhyarata Samity  
Paradip Port Cuttack Orissa-754142.
5. Ramjee Yubak Sangha,  
At/P.O. Sadaipali, Via.  
Chandanbhati, Distt. Balangir,  
Orissa-767065.
6. Sriram Yubak Sangha,  
Village-Badangomunda,  
P.O. Samara, Block,-Gudela,  
Taluk - Tusra, Distt. Bolangir,  
Orissa-767030.
7. The Orissa State Bharat  
Scouts and Guides,  
State Headquarters, Unit-3,  
Bhubaneswar-751007, Orissa.
8. Jatiya Chetana Bikash  
Madhuban, Ward No. 7  
Baripada, Distt. Mayurbhanj  
Orissa-751 001.
9. Joy Bharati Sathi Samaja,  
P.O. Sabalong Kanipara,  
Via Chandol District Cuttack  
Orissa-754208.

10. NIIRD  
At-Chheliapada  
P.O. Kalakala, Via-Byree  
Distt. Cuttack Orissa.
11. Gram Mangal Pathapar Salepalli  
Jarasingha  
Distt. Bolangir, Orissa.
12. Youth Association for Rural  
Reconstruction At/PO Boinda  
Athamallik  
Distt. Dhenkamal (Angul), Orissa.

## PUNJAB

1. Punjab Backward Classes  
Development Board  
1070, 15-B, Chandigarh Punjab.
2. Punjab University  
Department of Philosophy  
Punjab University Chandigarh.
3. Regional Resource Centre  
Govt. of Punjab, Chandigarh.

## RAJASTHAN

1. Bhilwara District Adult  
Education Association  
8/199, Sindhu Nagar,  
Bhilwara-311001, Rajasthan.
2. Grameen Bal Vikas Sanstha  
Pipad Shahar, Jodhpur,  
Rajasthan. Pin-346601.
3. Nav Yuvak Mandal  
F-138, Mohan Nagar, Hindon  
City, Distt. Sawaimadhopur,  
Rajasthan.
4. Seva Mandir  
Udaipur-313001 Rajasthan.
5. State Resource Centre For  
Adult Education Rajasthan  
Adult Education Association  
7-A, Jhalana Doonagri,  
Institutional Area, Jaipur.

## TAMIL NADU

1. Arnad Velalar Sangam  
1-2, Sannathi Street,  
Tiruvanaikoil  
Tiruchirapalli-620005 T.N.

2. Congregation of the Sisters of the Cross of Chavanod  
P.B. No. 395, Old Goods Shed Road, Teppakulam, Tiruchirapalli  
Tamil Nadu-620002.
  3. Education and Uplift Society For Rural Downtrodden,  
6, R.C. School Street, Gandhinagar, Madurantakam, Chengalpattu Dt. Tamil Nadu-603306.
  4. Kandaswamy Kendar's Trust Board  
Velur, Salem Distt. T.N.-638182.
  5. Khajamalai Ladies Association,  
At/P.O. Khajamalai, Tiruchirapalli Distt.,  
Tamil Nadu-620023.
  6. Kundrakudi Thiruvannamalai Adheenam Trust  
Kundrakudi, tiruvannamalam Adheenam, Pasumpon  
Muthuramalingam Distt. 623206.
  7. Madhar Nala Thondu Niruvanam  
Thiruvendipuram Main Road, Padhirikuppam, P.O. Cuddalore,  
South Arcot Distt. T.N.-607401.
  8. Punjab Association  
Lajpat Rai Dhawan, Post Box No. 416, 170, 171 172-Peters  
Road, Royapettah,  
Madras-600014
  9. Rural Development Seva Centre  
Mahatma Gandhi Gramam, Endal,  
Via Malaiyur Vandavasi Taluk,  
Tamil Nadu - 604502.
  10. Society for Education Village Action and Improvement  
No. 6, III Street, Anna Nagar, Pettaathalai, Tiruchirapalli  
Distt. Tamil Nadu-639112.
  11. Tamil Nadu Science Forum  
6, A.R.K. Colony First Floor  
Eldams Road, Alwarpet  
Madras-600 018.
  12. Tirupputtur Rural Uplift Project Association  
(Truppa) Sirkudalpatti  
Tirupattur Taluk Pasumpon  
Muthuramalingam Distt. T.N.-623215.
  13. Women's Voluntray Service of Tamil Nadu,  
19, East Spur Tank Road, Chetpet, Madras-600031 Tamil Nadu.
  14. Women's Indian Association,  
43, Greenways Road,  
Madras-600028, Tamil Nadu.
  15. Young Women Christian Association  
Poonamallee High Road,  
Madras-600084, Tamil Nadu.
  16. Association of National Service  
N.G.O. Colony  
Chengalpattu, Tamil Nadu.
  17. State Resource Centre for Non Formal Education (Tamil Nadu Board of Continuing Education)  
Plot No. 10, Door No. 4, II Street,  
Venkateswara Nagar, Adyar, Madras,
  18. YMCA  
Poonamallee High Road  
Madras.
- TRIPURA
1. Bharat Gyan Vigyan Samiti  
Tripura Branch, Mahem Sadan,  
76, H.G. Basak Road, Agartala.
- UTTAR PRADESH
1. Abhiyan  
Lodhu Thok Atarra - 210 201  
Distt. Banda Uttar Pradesh.
  2. Adarash Seva Samiti  
326/1, Saket Colony, Lane  
No. 6, Muzzafarnagar Pin-251001.
  3. Akhil Bharatiya Mahila Seva Sansthan  
23/47/55, Kidwai Nagar P.O.  
Allahpur Allahabad U.P. - 211006.
  4. Akhil Bharatiya Samaj Kalyan Pratishtan  
Segapuri, Bhikampur Road,  
Deoria U.P.
  5. Akhil Bhartiya Nirbal Vikas Sansthan  
Tirwaganj, Block Umarda  
Distt. Farrukhabad-209732 U.P.
  6. Amethi Mahila Swachchik Seva Samiti  
Amethi,  
Distt. Sultanpur-22405 U.P.

7. Asha Singh Purv Madhyamik Vidyalaya, Semera Chauraha, Distt. Harodi, U.P.
8. Ashok Sansthan, Kundesar, Ghazipur, U.P.
9. Azad Sewa Samiti V.V. Inter College Road Shamli-247776, Uttar Pradesh.
10. Bairagi Shiksha Sansthan 1/121-1 Narayanpur (Bairagilag) P.O. Shivpur, Varanashi.
11. Bal Kalyan Kendra Pindera, Deoria, UP.
12. Banwasi Seva Ashram Govindpur (via Turra) Distt. Mirzapur (Sonbhadra) U.P.-231221.
13. Banwasi Vikas Ashram Vill. and P.O. Meja Allahabad Uttar Pradesh.
14. Bharatiya Shikshan Seva Sansthan Dilipchandpur, Baraut, Distt. Allahabad. U.P.-221502.
15. Chandra Gupta Mourya Vidya Niketan Kesariapur, Rohania, Varanasi Uttar Pradesh.
16. Dalit Manav Utthan Sansthan 185/4, Talab Navalrai, Naya Bairhana, Allahabad Uttar Pradesh.
17. Daraganj Gramodyog Vikas Sansthan 109, Tagore Town, Allahabad Uttar Pradesh - 211002.
18. Devi Gramodyog Sevi Sansthan, Village Kahal Kabira, P.O. Bhawali, District Nainital Uttar Pradesh-263001.
19. Dr. Ambedkar Samaj Seva Mandali. Vill. Veski, P.O. Saidabad, DT. Allahabad U.P.-221508.
20. Grameen Seva Mandal Saraimansur (Dhokri) P.O. Saidabad, Allahabad Distt. Uttar Pradesh - 221508.
21. Gramin Samaj Kalyan Samiti Vill. Khera Afgan, Block Nakul Saharanpur Distt., Uttar Pradesh.
22. Gramin Samaj Kalyan Sanstha Vill. Kheri Tagan P.O. Navla Muzaffar Nagar Uttar Pradesh.
23. Gramin Vikas Avam Shikshan Sansthan Khijirpur, Saraimamrej Tehsil Handia Distt. Allahabad-212403.
24. Gramin Vikas Samithi Tivran, Khaparihan, Saidabad, Allahabad, Uttar Pradesh.
25. G.B. Panth Social Science Institute, Allahabad, UP.
26. Institute of Social Health Welfare Rural Development and Educational Society, Rasoolpur (Diyara), Dostpur, Faizabad, Uttar Pradesh.
27. Jan Shikshan Academy 501, Park Road, Allahabad. U.P.-211002.
28. Kanakpur Gramvikash Seva Sanasthan Kanakpur, P.O. Dum Duma, Distt. Allahabad Uttar Pradesh.
29. Khadi Gramodyog Niketan Mahuwadabra, P.O. Jaspur, DT. Nainital (U.P.) Pin-244712.
30. Kishan Adarsh Shiksha Samiti Babhnauli, P.O. Ramkola, Distt. Deoria, U.P.
31. Lokhit Trust 29, Cantonment Shakti Marg, Varanasi, UP.
32. State Resource Centre For AE Literacy House, Alambag, Lucknow.
33. Madyamik Vidyalaya Purab Gaon Saresar Sansthan P.O. Saresar, Distt. Sultanpur Uttar Pradesh - 227809.
34. Mahila Udyog Prashikshan Kendra 350A/1, Salik Ganj Road Muthiganj, Allahabad.
35. Mother Teresa Modern Children School Hal Sarong PO - Nakhigat, Varanasi.
36. Myana Gramodyog Seva Sanstha, Murari Nagar, G.T. Road, Khurja Buland Shahar DT., U.P.

37. Nav Chetna Vikas Samiti  
Vill. & P.O. Mainasi Saraiyar,  
Distt. Sitapur Uttar Pradesh.
38. New Public School Samiti  
504/63, Tagore Marg, Near  
Bandi Mata Mandir, Daliganj  
Lucknow.
39. Nishat Shiksha Samiti,  
Astana Nai Basti, Haldwani,  
Distt. Nainital, Uttar Pradesh.  
Pin-263139.
40. National Harijan School  
Bahriabad, Tehsil Saidpur  
Distt. Ghazipur, UP.
41. Priyadarshani Khadi Gramodyog  
Jan Sewa Sansthan  
10A, Shiv Kuti, Allahabad,  
Uttar Pradesh.
42. Rural Litigation and  
Enlightenment Kendra  
21, E.C. Road Dehradun, U.P.
43. Saghan Kshetra Vikas Samati,  
Sewapuri, Varanasi,  
U.P.-221403.
44. Samaj Uthan Evam Anusandhan Sansthan  
61-Gariwan Tola,  
Allahabad-211003, Utar Pradesh.
45. Sarvadaliya Manav Vikas Kendra  
Bahjoi, Distt. Moradabad, U.P.
46. Sarvajanik Shikshannoyan Sansthan  
Alipur P.O., Hardoi Distt.,  
Uttar Pradesh-241001.
47. Sardar Patel Lok Kalyan Samiti  
Vill. Bhadehadu, P.O. Baberu,  
Distt. Banda, UP.
48. Shri Hari Gram Udyog Seva Sansthan  
Shri Hari Nikunj, Near CO-OP Bank  
Naurangabad, Etawah,  
U.P.-206001.
49. Shri Mahila Udyog Samaj  
Utthan Samiti  
Kishorepura, Vrindaban Distt.  
Mathura U.P.-81121.
50. Shri Ram Sharan Smarak Seva Sansthan  
Bisouli, Badaun, Pin-202520 U.P.
51. Shri Sanskrit Shiksha Prasar Samiti  
Patel Nagar, Orai, Distt. Jalaun  
U.P.-285123.
52. Srajan Uttar Pradesh  
Nekpur Civil Lines, Near  
Jalnigam Office, Badaun,  
243601.
53. Suman Technical Institute  
Chandi, Ganjdundwara,  
Etah DT. U.P.
54. U.P. Rana Beni Madhav  
Jan Kalyan Samiti  
Gulab Road, RAE Bareilly, U.P.
55. Vivekanand Sansthan,  
Akbarpur, Faizabad,  
U.P. -224122.
56. Regional Resource Centre  
Shiksha Prasad Bibhag,  
41, Mahatama Gandhi Marg,  
Allahabad, UP.
- WEST BENGAL
1. Burdwan Zilla Saksharata  
Samiti (BZSS)  
Dist. Burdwan West Bengal.
2. Dakshin Chhabish Parganas  
Zilla Saksharata Samiti South  
24 Parganas Alipore Calcutta  
700 027.
3. Ramkrishna Mission Lokshiksha Parishad  
Ramakrishna Mission Ashram  
P.O. Narendrapur 24, Parganas  
(South).
4. Tagore Society For Rural Development  
14-Khudi Ram Bose Road,  
Calcutta-700006.
5. North 24 Parganas  
Zilla Saksharata Samiti  
Barasat, West Bengal.
6. State Resource Centre For AE  
C/O Bengal Social Service League  
1/6, Raja Dinendra Street, Calcutta.
7. Indian Institute of Management,  
Calcutta, Joka, DH Road, Calcutta.



## NEW DELHI

## Summary

1. Akhil Bharatiya Hindi Prakashak Sangh, A-2/1, Krishna Nagar, New Delhi - 110051.
2. Dr. A.V. Baliga Memorial Trust Link House, Bahadur Shah Zafar Marg, New Delhi-110002.
3. India Vision Foundation Navjoyti, 3rd Floor, P.S. Sarai Rohilla, Delhi - 110007.
4. Indian Adult Education Association, 17-B, I.P. Estate, New Delhi-110002.
5. JIGYASA C/O 70-B, CPWD Complex, Vasant Vihar, New Delhi-57.
6. Patel Education Society Springdales School, Pusa Raod, New Delhi-110008.
7. Prerana Associate Centre For Development and Population Activities, Pocket B, 215 SFS Flats Sarita Vihar, New Delhi-110044.
8. Rajiv Gandhi Foundation Jawahar Bhawan Dr. Rajendra Prasad Road, Ne Delhi-110001.
9. Sevagram Vikas Sansthan, 1, Daryaganj, New Delhi-110002.
10. State Resource Centre Jamia Millia Islamia Jamianagar New Delhi-110025.
11. Indian Federation of Working Journalists, P.B. No. 571, F-101, M.S. Apartments Kasturba Gandhi Marg New Delhi.
12. Katha Building Centre, Sari Kala Khan Nizamuddin East, New Delhi.
13. National Institute of Science Technology and Development Studies, New Delhi.

Name of States/UTs	Total No. of VAs
A.P.	3
Assam	3
Bihar	32
Gujarat	5
Haryana	1
Himachal Pradesh	1
J & K	3
Karnataka	4
Kerala	2
M.P.	11
Maharashtra	10
Manipur	1
Meghalaya	1
Orissa	12
Punjab	3
Rajasthan	5
Tamil Nadu	18
Tripura	1
Uttar Pradesh	56
West Bengal	7
Delhi	13
<b>Total 21</b>	<b>192</b>

## Annexure-II

*Review of the Literacy Programmes Sanctioned to the Voluntary Organisations*

To review the performance of the voluntary organisations in imparting literacy programmes, the provisions of monitoring and evaluation are in-built under the Scheme. The voluntary organisations implementing the literacy and Adult Education Programmes are required to submit quarterly progress reports at the end of each quarter. Specific proforma has been prescribed by this Ministry for submitting quarterly progress report. For this purpose, Management Information System (MIS) based specific proforma has been designed. On completion of the project, the voluntary organisations have to submit the audited statements of accounts against each project.

The Quarterly Progress Reports and the Audited Statement of Accounts alongwith final progress report submitted by the voluntary organisations against the sanctioned projects after completion of the project are duly examined in the Ministry. Any shortcoming on the part of the implementation of the programme, if indicated in the

MIS proforma/audited statement is communicated to the concerned voluntary agency for rectifying it.

Since the projects are scrutinised and recommended by State Govt., the responsibility of the monitoring of the progress of the literacy programmes also rests with the state level authorities. State Directorates of Adult Education and District level adult education authorities are required to make regular field inspections of the literacy projects. The observations of the State level authorities based on their field visit are also considered for monitoring the progress of the project.

In addition, performance of voluntary agencies is also evaluated by external evaluation agencies on completion of the project. Voluntary agencies who have applied for follow-up programmes of literacy are selected for external evaluation.

The results of evaluation are communicated to the voluntary agencies to take up corrective measures in follow up projects. During last one year 59 literacy projects implemented by various voluntary agencies have been externally evaluated. In case of unsatisfactory result of the evaluation further projects to such voluntary agencies are not sanctioned.

[Translation]

DR. RAMKRISHNA KUSMARIA : Mr. Speaker, Sir, my question is crystal clear. I had asked about the amount allocated to the voluntary organisations during 1994, 1995 and 1996 for undertaking literacy projects as also about their performance. It appears that Minister has not distinguished between literacy and adult education. I had asked about literacy. I would like to know from the Minister the names of the voluntary organisations functioning in the country and the amount of money being misused by these voluntary organisations as well as the monitoring, if any, done in this regard.

[English]

SHRI S.R. BOMMAI : Mr. Speaker, Sir, adult education covers the age group between 15 and 35. The National Literacy Mission also covers the same age group. There is a misconception about the National Literacy Mission. We are not covering the persons above the age of 35 under adult education. It covers only the age group between 15 and 35. In the Statement, I have already given the Statewise list of such voluntary organisations.

[Translation]

DR. RAMKRISHNA KUSMARIA : Mr. Speaker, Sir, Minister has informed that persons above the age of 35 years are included in it. I would like to know whether there

is any scheme to impart literacy to the people who are below 35 years of age ?

[English]

SHRI S.R. BOMMAI : I think, the hon. Member has not understood me.

I have said that people between the age group of 15 and 35 are included in it. People above the age of 35 are excluded here as per the National Literacy Mission as well as adult education. So, it means the same thing.

[Translation]

DR. RAMKRISHNA KUSMARIA : Mr. Speaker, Sir, voluntary organisations in M.P. are running the literacy and adult education programmes. I would like to know the amount released to these organisation during the years 1994, 1995, 1996 and 1997.

[English]

SHRI S.R. BOMMAI : Sir, I have given the figures in my Statement. This year, we are releasing Rs. 10 crore and I have already given the list of 103 organisations.

About the particular amount given to a particular voluntary organisation, that figure is not available with me.

SHRI BRIJ BHUSHAN TIWARI : Sir, the reply of the hon. Minister is not clear. The question was - the extent to which these agencies have been successful in combating illiteracy. These agencies have been provided with funds to conduct these programmes. Is there any arrangement to evaluate these programmes ? Secondly, World Bank is also running some scheme to remove illiteracy, and whether there is a proposal to constitute a District Coordination Committee for the same as well ?

[English]

SHRI S.R. BOMMAI : Yes, Sir. There is a review committee. Firstly we get quarterly reports from different voluntary organisations and we also get audited reports from them. Apart from this, at the State level and at the district level, the State Governments monitor these schemes. In addition to these, there are also voluntary agencies and independent agencies who monitor all these schemes and submit us reports. When we find defects, we send them to the voluntary organisations to correct them. We have also got IIMs and other agencies who independently monitor these schemes. So, regular monitoring is going on.

[Translation]

SHRI BRIJ BHUSHAN TIWARI : Mr. Speaker, Sir, the reply to my question has not been given in a proper way . . . (Interruptions)

SHRI RAM NAGINA MISHRA : Mr. Speaker Sir, I would like to ask the Minister through you by making a request that this campaign is to impart literacy to the illiterate people in the country. Sir, it is a fact and I firmly believe that it is being misused at a large scale and this scheme is being run on the papers only and the fund released for this purpose is swallowed by education mafia and officers. I would like to tell you that if an enquiry is conducted north eastern district you will find that there is not a single place where people have been educated. I demand this programme may be discontinued and other programme may be formulated to educate the people. This amount is going only into the pockets of officers and education mafias. This is not being utilised for the welfare of masses. Therefore, I would like to request the Government to ponder over as to what should be done to educate for people.

MR. SPEAKER : Mr. Mishraji, this is only a suggestion, not a question.

SHRI RAM NAGINA MISHRA : We want to know from the Government whether efforts have been made to ascertain as to where this money has been utilised ? . . . (Interruptions). Whether the officers have submitted any report to the Government in regard to the number of schools functioning and the number of persons imparted education.

[English]

SHRI S.R. BOMMAI : This scheme has commenced in the year 1988. It has done in a very good manner in some States and districts. I admit that it is a failure in some States and districts. I do not deny it. But totally, we have achieved its implementation in 430 districts. The number of persons who have become literates under these schemes comes to 63.54 million. But, in some States it is not so successful. I must admit here that in the south it has been implemented very well where the voluntary organisations and Village Panchayats are alert and vigilant. In the north, where the Village Panchayats, local administration as well as the voluntary organisations are not coming forth, there it is a failure. . . . (Interruptions)

[Translation]

SHRI RAM NAGINA MISHRA : Sir, please try to save this money. . . . (Interruptions)

MR. SPEAKER : Please give chance to other hon'ble Members also.

SHRI MANGAT RAM SHARMA : Mr. Speaker, Sir, in his reply, the hon'ble Minister has stated that out of the 198 organisations, 59 organisations have been evaluated. I would like to know from him the number of such organisations which have misutilised funds out of the above mentioned 59 organisations in regard to which external valuation has been done and the action taken by

the administration against them in the district concerned?

[English]

SHRI S.R. BOMMAI : Sir, we have taken action against the defaulting voluntary organisations. They number about 15 to 20.

#### Oil Pool Deficit

\*264 SHRI KRISHAN LAL SHARMA : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) whether the Indian Oil Corporation is faced with difficulty in securing oil supplies from abroad because of its heavy borrowings amounting to thousands of crores besides very huge over-dues;

(b) if so, the details thereof;

(c) whether this Ministry propose to seek repayment of 4300 crores from the Ministry of Finance, taken as loan by that Ministry from oil pool deficit, to reduce Rs. 17,500 crores oil pool deficit;

(d) if so, the details thereof; and

(e) if not, the measures proposed to be taken to reduce the oil pool deficit ?

[Translation]

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI JANESHWAR MISHRA) : (a) to (e) A statement is laid on the table of the House.

#### Statement

(a) and (b) The outstanding dues of Indian Oil Corporation Limited (IOCL) from Oil Coordination Committee (OCC) which were Rs. 3471 crores as on 31.3.96 has increased to Rs. 9034 crores as on 31.3.97. However, Indian Oil Corporation is presently able to organise imports of crude oil and petroleum products as its ceiling of short term foreign currency borrowings for financing the oil imports has been progressively enhanced from US \$ 1.53 billion upto February, 96 to the present sanctioned limit of US \$ 3.5 billion. In addition, the corporation has also availed US \$ 200 million 7 years loan for import of oil.

(c) and (d) The Government had decided in 1997 that surplus funds of OCC's pool account would be deposited in the Public Account and it is being followed since then. The balance of OCC's deposits lying with the Public Account as on 31.3.93 amounting to Rs. 4429.03 crores formed part of the "Other Liabilities" of the Government of India and continues to be so.

(e) The cumulative outstandings of the oil companies from pool account are estimated to be Rs. 15,500 crores as on 31.3.97 and projected to be Rs. 24,500 crores by 31.3.98 as per the prices adopted in Oil Economy Budget (OEB). The Government have been exploring various options to contain the deficit in the oil pool account.

SHRI KRISHAN LAL SHARMA : Mr. Speaker, Sir, the question regarding the oil pool deficit has become mysterious. The people are unable to understand whether it is a deficit, a scandal or a scam. The answer fails to clarify any point. In 1989 the oil pool had a surplus of Rs. 9267 crores. Now, the Minister is giving figures that the deficit will go upto Rs.24500 crores by next year. My question to the Minister is, what steps have been taken to contain the oil pool deficit which was in surplus ? Is the burgeoning deficit due to the Government's failure or other reasons ?

SHRI JANESHWAR MISHRA : Mr. Speaker, Sir, there is deficit in the oil pool and nothing else. The honourable Member mentioned that there was no deficit before 1989. The Oil pool itself means that, if the amount spent is more than the deficit, it would be deficit. First, the demand for petroleum products was less. Second, when there was price rise in the world market, a corresponding increase in its price was effected, this did not lead to deficit. Petroleum products were imported, and its price did not increase too much. But the situation changed in the past two three years. Whereas the price increased in the international market, we did not increase the domestic price. This led to increase in the deficit. Since then this deficit is on the rise. Because the earning is less and the expenditure is increasing.

SHRI KRISHAN LAL SHARMA : Is the oil port amount is being spent else where ? Have you spent the amount else where ?

SHRI JANESHWAR MISHRA : This amount is not being spent else where.

SHRI KRISHAN LAL SHARMA : This is mentioned in it clearly. My second question is that the Indian Oil Corporation Ltd., which imports oil has a monopoly. The domestic prices have been increased from time to time. Then why is the deficit increasing ? In the reply in part (c) it has been mentioned that other options are being explored to contain the deficit. It is being said in the country and the Parliament that the price rise cannot be justified. I want the Minister to give an assurance in the House that concrete steps would be taken to contain this deficit, and that the people would not be burdened further with price rise.

SHRI JANESHWAR MISHRA : Mr. Speaker, Sir, it is

difficult for me to give such an assurance as this issue is under the active consideration of the Government. I would not be in a position to say anything in this regard till the Government takes a decision in this regard. After taking a decision I would speak again in the House whatever decision is taken regarding the increase or decrease in its price, the House will be taken into confidence. Anything on the contrary would be constructed as a breach of conduct against us.

SHRI KRISHAN LAL SHARMA : Breach of conduct would take place, if you increase the price, without taking the House into confidence.

SHRI JANESHWAR MISHRA : Whatever the decision regarding the increase or decrease in its price, the nation would be told after taking the House into confidence.

SHRI SHATRUGHAN PRASAD SINGH : Mr. Speaker, Sir, through you I want to know from the Government, whether there is any pressure regarding the oil pool deficit from the world market ? Whether the Petroleum Ministry has formulated a plan to shield the common man from price rise and to lessen the influence of the world market ?

SHRI JANESHWAR MISHRA : There is no pressure from the world market.

[English]

SHRI HANNAN MOLLAH : Sir, I would like to know whether the prices of the petroleum products produced inside the country is less than that of the petroleum products purchased from abroad. Has the Government received any proposal to collect money from other sources instead of raising the prices of petroleum products in order to make up the loss to the oil pool ? If so, what are the suggestions and what steps the Government had taken on those suggestions ?

[Translation]

SHRI JANESHWAR MISHRA : Mr. Speaker, Sir, the Indian Oil Corporation is trying to meet the requirement of petroleum by importing from foreign countries by taking it on credit from the gas bankers. It is true that the petroleum products, produced in India are cheaper than the petroleum products produced in foreign countries. But it is compulsory for us to purchase it at the rates prevailing in markets of the world because we cannot meet the petroleum requirement of our country from domestic production.

[English]

SHRI SONTOSH MOHAN DEV : Sir, the whole North-Eastern region has abundant natural gas. At one time, the Government had decided to supply gas at a reduced price

in order to encourage more utilisation of gas and some projects were also taken up. But I am surprised and shocked to see that none of the projects had found place in the hon. Prime Minister's special package. Have you revised the price or are you thinking of increasing the price of the gas produced in North-East because of location and other things ?

Hon. Speaker also knows about it. He had a role to play when he was in the Ministry of Industries. In face some of the projects came up during his time. After that nothing has come up. What is the reason ? What is your thinking about it ?

MR. SPEAKER : I do not think the hon. Minister would have the information about it.

SHRI SONTOSH MOHAN DEV : As far as the pipeline is concerned, the State of Tripura wants to give it to Bangladesh and Bangladesh wants to give it to Calcutta. Nothing happens in North-East. All sympathies are only on paper.

[Translation]

SHRI JANESHWAR MISHRA : Mr. Sepaker, Sir, it is not only gas but other petroleum products are also available in the North East. A group of the workers of ONGC and Oil India have emerged whom I do not consider bad men. The State Government has to be paid royalty. They demand royalty separately for their area and the officers posted there come back in a scared way as there is no security set up for them. Due to these crisis, there is no improvement and expansion of work there. We did ask our officers too as to whether any arrangement can be made for it. At this they replied that they need state Government's help in this matter. State Governments spend less for the development of roads, schools, hospitals and other facilities at the place where gas or petroleum is extracted. So, they demand royalty separately. This is the biggest problem due to which there is difficulty in starting a new project.

[English]

#### Prices of Natural Gas

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\*265. SHRI NITISH KUMAR :  
SHRI BHAKTA CHARAN DAS :

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) whether the Government have drawn up a proposal to mobilise additional resources to the tune of Rs. 250 crore each year by raising the prices of natural gas;

(b) if so, the extent to which the prices of natural gas are likely to be increased;

(c) whether the Government have estimated the production cost of natural gas;

(d) if so, the details thereof;

(e) the percentage of profit on the existing sale price; and

(f) the proposed percentage of profit in future ?

[Translation]

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI JNANESHWAR MISHRA) : (a) to (d) and (f) The Government has appointed a Committee to go into the question of revision of the prices of natural gas. The Committee has submitted its report and the same is under consideration of the Government.

(e) The producer prices of the natural gas had been fixed in January, 1992 at Rs. 1500 per thousand cubic meters. This price was fixed taking into account the prevailing cost of production and after providing 15% post tax return on the equity of the producer. The producer price of the gas has not been revised since then.

SHRI NITISH KUMAR : Mr. Speaker, Sir, Government does not reply any question in a categorical way. All news is published in the newspapers through Government sources but when any question is raised in the Parliament, the Government gives an evasive reply. A news has been published in the newspapers that the Government is going to revise the price of natural gas to have an additional income of Rs. 250 crore. But they have mentioned about a Committee here and stated that the Committee has submitted its recommendations. When did the Committee submit its recommendations to you and by when you will take a decision on it ?

Second point is that when a point about cost of production is raised, the Government tells about producers' lose. Let us know about cost of production and let us know how much subsidy you have to pay and how much revenue loss is being suffered by the Government. The public should be told this clearly. Let me know plainly what is your production cost and how much subsidy you are paying thereon, How much loss the Government has been suffering and what steps you want to take to make up that loss ? This was the sole target of mine to be aware of this fact. This is my question. Please reply it, you are giving an evasive reply that it is under consideration.

SHRI JANESHWAR MISHRA : At the outset I had stated that price fixation was done in 1992 and since then the same is going on. In between the Government had constituted Shankar Committee. The report of that Committee has also been submitted with our office some 15-20 days back and now it has to be sent before the Cabinet. If we discuss this issue before that, then a signal will go that either the prices will come down or increase or will remain stable. Therefore, our officers have given in writing that this report was submitted in the month of December, 1996. Since then it has been under consideration. It is being considered as to what should be done. This is not such kind of matter to be taken up in a rash way. If prices go up, there is effect of it on the common masses. Let it be studied in a careful way. Such rashness is not good.

SHRI NITISH KUMAR : Let me know the reply of the question which I want to put up as to what is the cost of production as on date ? At present, you might have calculated something. Report has been pending for consideration since December, 1996 and seven months have elapsed. Let me know about it. Prices have been hiked or not but information to this effect should be given so that it could be conveyed to the people.

12.00 hrs.

SHRI JANESHWAR MISHRA : Mr. Speaker, Sir, this point is still being looked into as to what is the cost of production of natural gas in the country as on date. I shall intimate the hon'ble Member in this regard.

## WRITTEN ANSWERS TO QUESTIONS

[English]

### Civil Aviation Policy

\*266. SHRI T. GOPAL KRISHNA :  
SHRI SURESH PRABHU :

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether a new comprehensive Civil Aviation Policy including laying of guidelines for all future Private Sector investments in airport projects is under consideration of the Government;

(b) if so, the salient features thereof;

(c) the reasons for making the changes in the existing Civil Aviation Policy;

(d) the time by which the new policy is likely to be

announced;

(e) whether experts from various organisations have also been consulted in this regard;

(f) if so, the details thereof;

(g) whether many opposition parties have opposed the proposed changes in the Civil Aviation Policy;

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

(i) the extent to which the new policy is likely to be beneficial to the country;

(j) whether it is also proposed to allow 100 percent private participation in some airport projects; and

(k) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRIMATI JAYANTHI NATARAJAN) : (a) to (k) Yes, Sir. There is a proposal to frame a comprehensive National Policy on Civil Aviation, encompassing all aspects. The Policy is being formulated in consultation with the representatives of airlines – both Public and Private, Airports Authority of India, Confederation of Indian Industry and experts in the field of Aviation. It will protect the national interest in all respects. There is no proposal to change foreign equity participation in the domestic air transport policy already approved by the Government. The policy is likely to be finalised within 3 months. Details of the policy can only be given at that stage.

[Translation]

### Expansion of Major Ports

\*267. SHRI D.P. YADAV : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the Government have formulated any schemes for expansion of Tuticorin, Mumbai, Calcutta and Chennai port trusts;

(b) if so, the details thereof together with the total expenditure likely to be incurred on these schemes; and

(c) the likely increase in the Government's revenue after expansion of these port trusts ?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN) : (a) and (b) Yes, Sir. The details of expenditure likely to be incurred during 1997-98 on the schemes for expansion of these Major Ports are as under:-

(Rs. in Crores)

Name of the Port	Approved Outlay (1997-98)
Calcutta/Haldia	45.22
Mumbai	156.24
Chennai	228.38
Tuticorin	34.18
<b>Total :</b>	<b>464.02</b>

(c) The additional revenue can be estimated only after all the schemes aimed at expansion of these ports have been sanctioned and taken up for implementation.

### LPG Botting Plants

[English]

\*268. SHRI KESHAB MAHANTA : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether fifty one additional LPG Botting Plants were proposed to be set up during the Eighth Five Year Plan in order to meet the increasing demand of LPG;

(b) if so, the details thereof alongwith their locations, names of the oil company with their bottling capacity of each plant;

(c) whether there is any restrictions on entry of private LPG botting plant in the country;

(d) if so, the reaosns therefor;

(e) the details regarding the number of new LPG bottling plants required in the country to meet the demand for LPG;

(f) whether Indian Oil Corporation has plans to commission twenty five new LPG bottling plants in the next two years; and

(g) if so, the proposed schedule of commissioning of these plants alongwith their locations, State-wise ?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI JANESHWAR MISHRA) : (a) and (b) During the VIII Five Year Plan, additional bottling capacity of 1126 TMTPA was proposed to be set up by the Public Sector Oil Companies. The location and capacity are given in the enclosed Statement-I and II

(c) No, Sir.

(d) Does not arise in view of (c) above.

(e) To meet the future demand of LPG in the country the public sector oil companies have planned to set up an additional bottling capacity of 3093 TMTPA during the IX Plan Period.

(f) and (g) The details of new bottling plants to be comissioned by Indian Oil Corporation during the VIII Plan, which have been spilled over to the IX Plan period are given in the enclosed Statement-III. In addition to these, the existing bottling capacity of 44 TMTPA each at Karnal, Jamshedpur and Bhopal will be augmented by 44 TMTPA each to reach 88 TMTPA during 1997-98 under VIII Plan.

### Statement-I

*Locations Planned for Setting up New LPG Bottling Plants as per the 8th Plan proposals*

Location	State	Oil Co.	Capacity (TMTPA)	Latest Status/ Anticipated
1	2	3	4	5
Guwahati	Assam	IOC	22	Commissioned
Sikkim	Sikkim	IOC	5	Commissioned
Tripura	Tripura	IOC	5	Commissioned
Madras	Tamilnadu	BPC	22	Commissioned
Trichi	Tamilnadu	IOC	22	Commissioned
Ahmedabad	Gujarat	BPC	34	Commissioned
Ahmedabad*	Gujarat	IOC	32	Commissioned
Delhi	U.T. Delhi	IOC	88	Commissioned
Bikaner*	Rajasthan	IOC	22	Commissioned
Farrukabad	U.P.	IOC	22	Commissioned

1	2	3	4	5
Mizoram	Mizoram	IOC	5	Land Identified
Manipur	Manipur	IOC	10	Land Identified
Calcutta (Budge Budge)	W. Bengal	IOC	44	Oct. '97
Calcutta	W. Bengal	BPC	22	Sept. '97
Raiganj	W. Bengal	BPC	10	March '99
Burdwan	W. Bengal	BPC	10	March '99
Cuddapah	A.P.	IOC	44	August '97
Madras (Ennore)	Tamilnadu	IOC	66	July '99
Madras	Tamilnadu	HPC	22	Feb. '99
Madurai	Tamilnadu	IOC	22	Oct. '98
Thanjavur	Tamilnadu	BPC	10	March '99
Vellore	Tamilnadu	BPC	10	March, 2002
Quilon	Kerala	IOC	22	Mechanically completed
Akola	Maharashtra	IOC	44	Sept. '98
Bhavnagar	Gujarat	IOC	44	Sept. '97
Patiala	Punjab	IOC	34	May 2000
Meerut	U.P.	BPC	22	Land Identified
Salimpur	U.P.	BPC	10	March '99
Jhansi	U.P.	BPC	10	March '99
Total			735	

\*Commissioned after 1.4.1997.

#### Statement-II

*LPG bottling plants planned during VIII Plan under resitement/revamping proposals and specific approvals given by MOP & NG.*

Location	State	Oil Co.	Capacity (TMTPA)	Anticipated Completion
1	2	3	4	5
Udaipur	Rajasthan	BPC	10	Commissioned
Kurnool	Andhra Pradesh	BPC	10	Commissioned
Belgaum	Karnataka	IOC	12	Commissioned
Secundrabad	Andhra Pradesh	IOC	26	Jan '99
Manmad/Dhulia	Maharashtra	IOC	34	June '98
Sultanpur	Uttar Pradesh	BPC	6	Ready for Commissioning
Mayiladuthurai	Tamilnadu	IOC	6	July '98
Port-Blair	Andaman & Nicobar	IOC	5	May '99
Leh	Jammu & Kashmir	IOC	3	Oct. 2001
Bongaigaon	Assam	BRPL	22	Dec. '98
Dimapur	Nagaland	IOC	5	Land Acquired
Meghalaya	Meghalaya	IOC	5	Land Identified



1	2	3	4	5
Arunachal Pradesh	Arunachal Pradesh	IOC	5	Land Acquired
Jammu	Jammu & Kashmir	IOC	22	Land under requisition
Buldana	Maharashtra	BPC	6	Land being Identified
Mangalore	Karnataka	HPC	22	Sept '98
Dewas	Madhya Pradesh	BPC	22	March '99
Bina	Madhya Pradesh	BPC	10	March 2002
Gwalior	Madhya Pradesh	BPC	10	March '99
Goa	Goa	BPC	12	Land being Identified
Goa	Goa	IOC	10	Land being Identified
Purnea	Bihar	HPC	10	March '98
Begusarai	Bihar	BPC	22	Land being Identified
Mannargudi	Tamilnadu	IOC	6	
Guwahati	Assam	IOC	22	Oct. '98
Gandhar	Gujarat	IOC	68	June '98
Total			391	

### Statement-III

*New Bottling Plants Under VIII Plan Period Spilled over to IX Plan Period*

#### Plan Schemes :

S. No.	Location	Capacity (TTPA)	Antcpd. Compln.
1.	Cuddapah	44	Aug '97
2.	Bhavnagar	44	Sept. '97
3.	Budge-Budge	44	Oct. '97
4.	Manmad	34	June '98
5.	Akola	44	Sept. '98
6.	Madurai	22	Oct. '98
7.	Guwahati (1)	22	Oct. '98
8.	Ennore	66	July '99
9.	Patiala	34	May 2000

#### Non Plan Schemes :

S. No.	Location	Capacity (TTPA)	Antcpd. Compln.
1	2	3	4
1.	Gandhar (2)	68	June '98
2.	Mayiladuthurai	6*	July '98
3.	Cherlapally (Hyderabad)	26*	Jan. '99
4.	Port Blair	5*	May '99

1	2	3	4
5.	Bangalore Resitement	34	July '2000
6.	Leh	3*	Oct. '01
7.	Jammu	22*	@
8.	Allahabad Resitement	34	@
9.	Goa	6*	\$

(1) the Bottling Capacity of 22 TTPA at Guwahati is Resitement of 5 TTPA of Guwahati Refinery Plant and Addition of 17 TTPA of New Bottling Capacity.

(2) The bottling capacity of 68 TTPA AT Gandhar is Resitement of Existing Bottling Capacity at Koyali Refinery Plant.

\* Single Shift @ 36 Months from Land take over  
\$ 18 Months from Land take over

*IOC (AOD) is putting up new botling capacity at the following locations under VIII Plan*

S. No.	Location	Capacity (TTPA)	Status
1.	Nagaland	5	Land Acquired
2.	Arunachal Pradesh	5	Land Acquired
3.	Manipur	10	Land Identified
4.	Meghalaya	5	Land Identified
5.	Mizoram	5	Land Identified

The process of obtaining Approval for setting up the above Plants is initiated.

[Translation]

### Facilities to MPs

\*269. SHRI SATYA PAL JAIN : Will the Minister of PARLIAMENTARY AFFAIRS be pleased to state :

(a) whether the Union Government are aware that various States in the country have provided some facilities such as car, steno, development fund etc. to Members of Parliament and Legislatures at their own level;

(b) if so, the facilities, concessions etc. provided by the States, State-wise;

(c) whether the Government propose to formulate a uniform policy for all States in consultation with various States in this regard;

(d) if so, the details thereof; and

(e) if not, the reasons therefor ?

THE MINISTER OF TOURISM AND MINISTER OF PARLIAMENTARY AFFAIRS (SHRI SRIKANTA JENA) : (a) to (e) There is no precise date available presently. Various States have been taking decisions in such matters subject to their financial and other constraints, and no uniform prescription appears desirable.

[English]

### Surplus Teachers

\*270. SHRI SOMJIBHAI DAMOR :  
SHRIMATI GEETA MUKHERJEE :

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

(a) whether following a change in the methodology and basis of commuting of period of teaching in Kendriya Vidyalayas, a host of teachers of different categories have been rendered surplus and shifted therefrom by Kendriya Vidyalaya Sangathan during the preceding and present session;

(b) if so, the category-wise and Vidyalaya-wise details thereof;

(c) whether a sizeable number of surplus teachers are posted in various Kendriya Vidyalayas in the country in general and Uttar Pradesh in particular; and

(d) if so, the manner in which the surplus teachers are proposed to be absorbed in those Kendriya Vidyalayas where there exist vacancies of teachers ?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT

(SHRI S.R. BOMMAI) : (a) to (d) Kendriya Vidyalaya Sangathan had prescribed norms in 1990 for determining teaching and non-teaching staff in each Kendriya Vidyalaya every year, based on the students enrolment, subjects offered in class XI and XII and the number of periods required for each subject per class. These norms are still in force. Certain teachers are rendered surplus in certain schools because of the change in sanctioned strength due to decrease in classes/ sections, upgradation and merger of shifts etc. Surplus teachers are posted against available vacancies as part of a continuing process. However there is no surplus in the overall strength of Kendriya Vidyalaya Sangathan.

Category-wise and Region-wise details of surplus staff during 1996-97 and 1997-98 are at in the enclosed Statement I and II respectively.

The names of Kendriya Vidyalayas in Uttar Pradesh where the staff had become surplus to the sanctioned strength during 1996-97 and 1997-98 are given in the enclosed Statement-III and IV respectively.

### Statement-I

#### Details of Surplus Staff 1996-97

Sl. No.	Region	PGTs	TGTs	PRTs	Misc. Category Teachers
1.	Ahmedabad	05	10	07	—
2.	Bangalore	08	08	—	—
3.	Bhopal	08	24	—	03
4.	Bhubaneshwar	01	08	12	01
5.	Bombay	10	16	04	04
6.	Calcutta	03	17	03	09
7.	Chandigarh	01	10	05	07
8.	Dehradun	05	23	05	09
9.	Delhi	18	20	56	41
10.	Guwahati	—	12	01	—
11.	Gwalior	09	07	09	11
12.	Hyderabad	13	—	—	—
13.	Jabalpur	03	04	—	—
14.	Jaipur	03	07	03	05
15.	Jammu	—	02	—	01
16.	Lucknow	13	07	—	—
17.	Madras	07	24	03	—
18.	Patna	02	02	—	—
19.	Silchar	—	08	—	02
Total		109	209	108	93

**Statement-II***Details of Surplus Staff – 1997-98*

Sl. No.	Region	PGTs	TGTs	PRTs	Misc.
1.	Ahmedabad	03	18	11	02
2.	Bangalore	–	12	05	–
3.	Bhopal	05	15	09	02
4.	Bhubaneshwar	01	13	18	01
5.	Bombay	11	24	17	02
6.	Calcutta	04	10	05	01
7.	Chandigarh	04	26	16	05
8.	Dehradun	01	16	–	–
9.	Delhi	07	29	28	05
10.	Guwahati	08	10	08	03
11.	Gwalior	03	05	05	–
12.	Hyderabad	04	24	25	02
13.	Jabalpur	02	23	21	02
14.	Jaipur	03	15	17	03
15.	Jammu	04	16	13	08
16.	Lucknow	05	16	–	–
17.	Madras	03	15	01	–
18.	Patna	08	23	16	03
19.	Silchar	–	06	10	01
Total		76	316	225	40

**Statement-III***Teachers in Kendriya Vidyalayas of Uttar Pradesh who are Surplus – 1996-97*

Sl. No.	Name of Vidyalyaya	PGTs	TGTs	PRTs	Misc. Category Teachers
1	2	3	4	5	6
1.	OFD Dehradun	04	01	–	–
2.	DL Meerut	02	–	–	–
3.	MTL Dehradun	–	01	–	–
4.	Almora	–	03	–	–
5.	IIP Dehradun	–	01	–	–
6.	Uttarkashi	–	02	–	–
7.	AFS Bareilly	–	01	–	–
8.	IVRI Bareilly	–	02	–	–
9.	Raiwala	–	01	–	–
10.	JRC Bareilly	–	01	–	02

1	2	3	4	5	6
11.	No. 1, BHEL Haridwar	–	04	03	01
12.	Haldwani	–	01	–	–
13.	Mathura Refinery	01	03	–	01
14.	No. 2, Agra	02	–	–	02
15.	Noida	01	02	07	01
16.	AFS Dadri	–	02	–	–
17.	Azamgarh	02	–	–	–
18.	Bulandshahar	01	–	–	–
19.	No. 2, Chakeri Kanpur	01	–	–	–
20.	No. 1, Raiberally	02	–	–	–
21.	No. 1, Armapur Kanpur	01	–	–	–
22.	OCF Shahjahanpur	01	02	–	–
23.	Bamrauli Allahabad	01	–	–	–
24.	No. 1, Chakeri Kanpur	03	–	–	–
25.	Sitapur	01	–	–	–
26.	Shah Jahanpur Cantt.	–	01	–	–
27.	Lucknow Cantt.	–	01	–	–
28.	Aliganj Lucknow	–	01	–	–
29.	New Cantt, Allahabad	–	02	–	–
30.	39 GTC Varanasi	01	–	–	–
31.	Roorkee	–	–	–	01
32.	ASC Bareilly	–	–	–	03
33.	Upper Camp Dehradun	–	–	–	01
34.	No. 3, Agra	–	–	08	01
35.	No. 1, Agra	–	–	–	03
36.	VKV Ghaziabad	–	–	–	01
37.	No. 2, BHEL Haridwar	–	–	02	01
Total		24	32	20	18

**Statement-IV***Teachers in Kendriya Vidyalayas of Uttar Pradesh who are Surplus – 1997-98*

Sl. No.	Vidyalyaya	PGTs	TGTs	PRTs	Misc.
1	2	3	4	5	6
1.	No. 1 BHEL Hardwar	–	02	01	–

1	2	3	4	5	6
2.	No. 2 BHEL Hardwar	01	-	05	-
3.	Srinagar	-	02	-	-
4.	Mussorie	-	01	-	-
5.	SL Meerut	-	01	-	-
6.	Izzatnagar	-	01	-	-
7.	JRC Bareilly	-	01	-	-
8.	CT Dehradun	-	01	-	-
9.	No. 1 HBK D. Dun	-	-	-	02
10.	No. 2 HBK D. Dun	-	01	-	-
11.	Birpur D. Dun	-	01	-	-
12.	Raiwala D. Dun	-	01	-	-
13.	OLF Dehradun	-	01	-	-
14.	ONGC Dehradun	-	-	-	01
15.	Ranikhet	-	01	-	-
16.	Pithoragarh	-	01	-	-
17.	Almora	-	01	-	-
18.	No. 1 Hindon	-	01	-	-
19.	No. 2 Hindon	03	-	-	-
20.	IFFCO Anola	-	-	01	-
21.	Noida	01	02	02	-
22.	Muradnagar	-	01	01	-
23.	MRP Mathura	01	01	-	-
24.	Talbehat	-	01	-	-
25.	No. 2 Jhansi	-	-	01	-
26.	No. 2 Agra	-	-	01	-
27.	Baad Mathura	-	-	01	-
28.	Gorakhpur	01	-	-	01
29.	RDSO Lucknow	01	02	-	-
30.	AMC Lucknow	01	-	-	-
31.	Lucknow Cantt.	-	01	-	-
32.	Bamrauli Allahabad	-	01	-	-
33.	Sitapur	01	01	-	-
34.	No. 2 ITI Raibareilly	-	03	-	-
35.	Mau	-	01	-	-
36.	No. 2 Armapur Kanpur	-	02	-	-
37.	No. 2 Chakeri	-	01	-	-
38.	No 3 Chakeri	-	01	-	-
39.	Allahabad Cheoki	-	01	-	-
40.	Fatehgarh	-	01	-	-
41.	Kanpur Cantt.	-	01	-	-

1	2	3	4	5	6
42.	Bulandshar	-	-	-	01
43.	BHU Varanasi	01	01	-	02
44.	Baliya	-	03	-	-
45.	Mathura Cantt.	-	-	01	-
Total		11	42	14	07

#### Participation of Private Sector in Sports

\*271. SHRI MOHAN RAWALE : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether Government have taken a decision to invite corporate sectors to set up Rs. 100 crore National Sports Development Fund;

(b) if so, the details thereof; and

(c) the time by which the new National Sports Policy is likely to be finalised and implemented ?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI S.R. BOMMAI) : (a) and (b) Proposal for setting up of a National Sports Development Fund is under active consideration of the Government. The Fund will be set up for mobilising resources from Government as well as non-government organisations including private sector, industrial houses etc. With a view to make the contribution attractive, proposal for providing 100% exemption of Income Tax on all contribution made to the Fund is under consideration. The Government of India will make an initial contribution to the Sports Development Fund. Resources of the Fund will be utilized for undertaking various sports promotion related activities with particular emphasis on achieving excellence in sports.

(c) Draft New National Sports Policy has been prepared and sent to all the State Governments; National Sports Federations; Members of Parliament and other agencies concerned with sports requesting for giving their comments. Comments/Suggestions received are being examined. The draft policy will be finalised after considering all the comments at the earliest possible.

#### Female Literacy Rate

\*272. SHRI N. DENNIS : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the strategies adopted by the Government to promote female literacy in the country particularly in the areas where it is very low; and

(b) the details thereof and the progress made in this regard ?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI S.R. BOMMAI) : (a) The Literacy campaigns which were started shortly after establishment of National Literacy Mission in 1988 have laid special emphasis on women's participation.

(b) 61 percent of all learners under the literacy campaigns are women. Special emphasis is laid on women's issues to make them aware of their rights and secure their participation in the development process. Out of the approximately 63.64 million persons made literate so far, approximately 38.82 million are women.

#### Pensionary Benefits to Soldiers of Second World War

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

(a) whether the soldiers who participated in the Second World War are entitled to pensionary benefits;

(b) if so, whether the Government have made any study about the number of soldiers who participated in the Second World War and are still alive;

(c) if so, the outcome thereof;

(d) whether the ex-servicemen's Associations have represented the problems of the Second World War soldiers to the Union Government; and

(e) if so, the details thereof and the response of the Government thereto ?

THE MINISTER OF DEFENCE (SHRI MULAYAM SINGH YADAV) : (a) to (e) During the Second World War, a large number of persons were recruited to the British Indian Army for the duration of war for short periods ranging from 2-6 years. They were retrenched after the termination of War. They were paid admissible war/service gratuity as full compensation for the service rendered by them. Since they had not put in the requisite minimum qualifying service for pension, they were not eligible for service pension. It is estimated that the number of such Second World War veterans (non-pensioners) still alive is 1,40,000.

The various ex-Servicemen Associations have been representing that the above mentioned Second World War veterans may be granted pension or financial assistance. This demand has been considered by the Government and it has not been found feasible to accept the same.

#### Crude Oil and Natural Gas Deposits

274. SHRI PRABHU DAYAL KATHERIA : Will the

Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) whether crude oil and natural gas deposits have been found in the country during the last three years;

(b) if so, the details thereof indicating the names of places;

(c) whether any plan is being drawn up to exploit these deposits; and

(d) if so, the details thereof ?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI JANESHWAR MISHRA) : (a) and (b) Yes, Sir. During the last three years ONGC and OIL have established oil and gas finds at about 47 places in the Western Offshore and in the State of Assam, Tamil Nadu, Andhra Pradesh, Gujarat and Rajasthan. The details of the places are given in the Statement enclosed.

(c) and (d) Most of these discoveries are at different stages of delineation and development. However, most of the discoveries in Assam have been put on production either through early production system or on test production.

#### Statement

*Hydrocarbon finds made during 1994-97 by ONGC*

S. No.	Field Name	State	Type
1	2	3	4
1.	B-15	(West Coast) Offshore	Oil+Gas
2.	GS-23	(East (Coast) Offshore	Oil+Gas
3.	B-193	(West Coast) Offshore	Oil+Gas
4.	C-37	(West Coast) Offshore	Gas
5.	B-153	(West Coast) Offshore	Gas
6.	WO-16	(West Coast) Offshore	Oil+Gas
7.	WO-15	(West Coast) Offshore	Oil+Gas
8.	Patharia	Assam	Gas
9.	Perungulam	Tamil Nadu	Gas
10.	B-15A	(West Coast) Offshore	Oil+Gas
11.	C-43	(West Coast) Offshore	Gas
12.	C-39	(West Coast) Offshore	Gas
13.	Lankapalem	Andhra Pradesh	Gas
14.	Mullikipalle	Andhra Pradesh	Gas
15.	Adivipalem	Andhra Pradesh	Gas
16.	Bhubandar	Assam	Gas

1	2	3	4
17.	Khamboi	Gujarat	Oil
18.	Mahadevapattram	Andhra Pradesh	Gas
19.	Pundi	Tamil Nadu	Oil
20.	Kizhvalur	Tamil Nadu	Oil
21.	B-28	(West Coast) Offshore	Oil+Gas
22.	Wadaswa	Gujarat	Oil
23.	Enugupalli	Andhra Pradesh	Gas
24.	Kesanapalli-west	Andhra Pradesh	Oil
25.	Rangapuram	Andhra Pradesh	Gas
26.	Kherwa	Gujarat	Oil
27.	Kuthalam	Tamil Nadu	Gas
28.	Asmali	Gujarat	Oil
29.	Mekrang	Assam	Oil
30.	Hirapur	Gujarat	Oil
31.	Sadewala	Rajasthan	Gas
32.	Tulsapalnam	Tamil Nadu	Oil
33.	Periyapattinum	Tamil Nadu	Gas
34.	Magatapalli	Andhra Pradesh	Gas

*Places Discovered by Oil during the Last Three Years*

Structure	State	Type
35. Baggi Tibba	Rajasthan	Gas
36. Bordibu	Assam	Oil
37. Bhekulajan	Assam	Oil
38. Rajali	Assam	Oil
39. Rangoliting	Assam	Oil
40. Borhapjan	Assam	Oil
41. Tamulikhata	Assam	Oil
42. Modarkhat	Assam	Oil
43. Jutlibari	Assam	Oil
44. Bachmatia	Assam	Oil
45. Chabua	Assam	Oil
46. Sealkati	Assam	Gas
47. Deohal	Assam	Gas

[Translation]

**Permission to Private Airlines to Operate on Long Routes**

275. SHRI SUKHDEO PASWAN : Will the Minister of CIVIL AVIATION be pleased to state:

(a) the names of private airlines which have been granted permission to operate on long routes;

(b) the reason why these airlines have not been assigned short routes;

(c) the criteria being followed for granting permission to operate on different routes; and

(d) the Airport-wise income accrued from the various private airlines in the country during 1995-96 and 1996-97 ?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRIMATI JAYANTHI NATRAJAN) : (a) to (c) There are at present 7 private airlines :-

1. M/s Archana Airways
2. M/s Jet Airways
3. M/s Sahara India Airlines
4. M/s East West Airlines
5. M/s Modiluft
6. M/s NEPC Airlines
7. M/s Skyline NEPC

At present only first three are operating scheduled services. Other four are not operating at present.

All domestic scheduled airlines are permitted to operate on various routes as proposed by them subject to their compliance with the route dispersal guidelines, according to which at least 10% of the capacity deployed on Category I routes (trunk routes connecting metro cities) is to be deployed in the Category II routes (connecting the North Eastern region, Jammu & Kashmir, Andaman & Nicobar Islands and Lakshadweep), of which 1% capacity is to be deployed exclusively within Category II stations. 50% of the capacity provided on Category I routes is to be provided on Category III routes (other than Category I and Category II routes).

(d) The requisite information is given in the enclosed Statement.

**Statement**

*Airport-wise Traffic Revenue from Private Airlines (Rs. in Lakhs)*

S.No.	Airport Name	1995-96	1996-97
1	2	3	4
1.	Ahmedabad	241.77	253.08
2.	Aurangabad	20.34	21.29
3.	Agra	0.49	0.37
4.	Amritsar	10.66	8.02

1	2	3	4
5.	Agati	1.31	1.33
6.	Agartala	1.06	1.22
7.	Bhubneshwar	13.55	16.36
8.	Baroda	25.46	26.65
9.	Belgaum	1.25	1.31
10.	Bhavnagar	3.59	3.76
11.	Bhopal	9.85	10.31
12.	Bhuj	0.62	0.65
13.	Bagdogra	23.35	26.95
14.	Bangalore	104.85	123.60
15.	Calcutta	561.87	697.76
16.	Chandigarh	3.04	2.29
17.	Calicut	44.37	52.30
18.	Cochin	37.94	44.72
19.	Coimbatore	109.14	128.65
20.	Chennai	502.58	663.04
21.	Diu	0.67	0.70
22.	Dehradun	0.09	0.07
23.	Delhi	1684.20	1488.68
24.	Delhi (SAP)	0.64	0.48
25.	Dibrugarh	23.25	26.84
26.	Dimapur	3.11	3.59
27.	Goa	56.52	59.16
28.	Gaggal	0.04	0.03
29.	Gorakhpur	0.12	0.09
30.	Gwalior	0.18	0.14
31.	Guwahati	138.78	160.20
32.	Hubli	2.20	2.59
33.	Hyderabad	172.11	202.88
34.	Indore	41.98	43.94
35.	Imphal	5.25	6.06
36.	Jabalpur	0.65	0.68
37.	Jamnagar	2.48	2.60
38.	Juhu	74.00	77.46
39.	Jaipur	137.16	103.17
40.	Jammu	15.18	11.42
41.	Jodhpur	17.12	12.88
42.	Jorhat	0.75	0.87
43.	Kandla	2.35	2.46
44.	Kashod	1.04	1.09
45.	Kolhapur	0.50	0.52

1	2	3	4
46.	Kanpur	1.21	0.91
47.	Khujraho	10.28	7.73
48.	Kota	0.04	0.03
49.	Kulu	11.99	9.02
50.	Leh	0.20	0.15
51.	Lucknow	165.37	124.39
52.	Ludhiana	0.28	0.21
53.	Mumbai	2676.34	2864.79
54.	Madurai	54.72	64.50
55.	Manglore	81.27	95.80
56.	Nagpur	29.52	30.90
57.	Nanded	0.18	0.19
58.	North Lakhimpur	2.65	3.06
59.	Patna	26.36	31.83
60.	Port Blair	1.64	1.98
61.	Porbander	6.63	6.94
62.	Pune	24.16	25.29
63.	Pantnagar	0.04	0.03
64.	Pondicherry	0.36	0.42
65.	Ranchi	3.41	4.12
66.	Raipur	4.08	4.27
67.	Rajkot	8.84	9.25
68.	Rajamundry	4.13	4.87
69.	Surat	3.77	3.95
70.	Shimla	0.22	0.17
71.	Srinagar	5.00	3.76
72.	Salem	0.05	0.06
73.	Silchar	1.41	1.63
74.	Tripuati	3.48	4.10
75.	Trivandram	30.22	58.60
76.	Trichirapally	8.88	10.47
77.	Udaipur	59.82	45.00
78.	Varanasi	74.26	55.86
79.	Vishakapatnam	11.02	12.99
80.	Vijayawada	0.81	0.95
Total		7409.92	7780.48

**Promotion of Culture**

+  
\*276. SHRIMATI KAMAL RANI : Will the Minister of  
HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government are making any efforts

for the advancement and propagation of cultural diversity in the country;

(b) if so, the details of the specific schemes in this regard under implementation;

(c) the details of organisations engaged in this field;

(d) whether talents and cultures facing extinction are being preserved;

(e) if so, the manner in which this is being done;

(f) the programme particularly in Uttar Pradesh for the preservation of cultures and the details of the cooperation being extended by the voluntary organisations in this regard; and

(g) the amount spent on the protection/upgradation/propagation of cultural diversity during 1996-97. State-wise and organisation-wise.

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI S.R. BOMMAI) : (a) and (b) The basic objectives of the Department of Culture relate to our efforts to arouse and strengthen the cultural resurgence of the country. The thrust of some of the schemes and programmes has been on dissemination of culture covering manifestations of a vast range of images of human creativity. The Department of Culture seeks to promote and to preserve the myriad features of Indian Culture in its rich diversity. The Department achieves its objectives through a net-work of institutions functioning either as attached and subordinate offices or autonomous bodies created and funded by the Department. Besides the Department administers 14 different schemes for preservation and promotion of culture. These schemes have been detailed in the Department's publication entitled Samarthan, copies of which are already available in the Parliamentary Library.

(c) There are a large number of voluntary organisations in the country that are active in the field of culture. The Department of Culture obviously cannot monitor the activities of each and every organisation which are scattered throughout the country.

(d) and (e) Yes, Sir. The Department of Culture tries to achieve this by encouraging eminent institutions and artists by providing them financial assistance.

(f) As mentioned, the Department administers 14 different schemes for the preservation and promotion of culture in the country which includes Uttar Pradesh. The voluntary organisations which are autonomous do not generally depend on the Department of Culture for their

efforts. However some voluntary organisations are in receipt of assistance from the Department for specific activities, which fall within the purview of the approved schemes.

(g) The budget provision for the Department of Culture during the year 1996-97 was Rs. 203.23 crores. The Department had provided an amount of Rs. 1801.00 lakhs under Plan and Rs. 689.57 lakhs under Non-Plan for the Promotion and Dissemination of Culture in the country for the year 1996-97. In addition, the following amount were also provided to the following sectors tabled below under Plan and Non-Plan during 1996-97.

(Rs. in lakhs)

Sectors	Budget Estimates 1996-97	
	Plan	Non-Plan
1. Archaeological Survey India.	1510.00	3725.00
2. Museums	3268.00	1735.00
3. Anthropological Survey of India.	398.00	421.00
4. Archives & Records.	310.00	342.96
5. Institutions/Organisations engaged in Tibetan and Buddhist Studies.	237.00	177.00
6. Libraries	665.00	725.70
7. Akademies & National School of Drama.	935.00	469.00
8. Memorials	210.00	127.50
9. Centenaries and Anniversaries.	—	135.00
10. International Cultural Relations.	—	56.50
11. IGNC for Arts.	2000.00	2.00

#### Allotment of LPG Connections

277. SHRI BRAJ MOHAN RAM : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) whether the Government have issued directives specially for allotment of LPG connections in the hilly areas;

(b) if so, the names of the hilly areas of the country selected for connecting with the said facility;

(c) whether the Government propose to allot LPG connections in the hilly areas of Chhota Nagpur Santhal Pargana of Bihar considering them as sub-hilly area;



(d) if so, the time by which it is likely to be done; and

(e) if not, the reasons thereof ?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI JANESHWAR MISHRA) : (a) and (b) Yes, Sir.

In the interest of preservation of forests since the last few years, the Government have been following the policy of according priority in the release of LPG connections to the Hilly areas. In January, 1996, Government directed the oil companies to release LPG connections on demand to the applicants in hilly areas above 4500 ft. altitude, from 1st January, 1996 and in hilly areas falling in altitude between 2000 ft. and 4500 ft., from 1st April, 1996 after liquidating the waiting list. During the year 1996-97, 5.43 lakh LPG connections were released in the hilly areas equal to 23.2% of total release of 23.4 lakh connections in the country.

(c) No, Sir.

(d) Does not arise in view of (c) above.

(e) Sub-hilly areas of Chhota Nagpur Santhal Pargana of Bihar are not covered in the classification of hilly areas.

[English]

### Bombay High Reservoir

278. SHRI K.S. RAYUDU : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether ONGC has been technically incompetent in maintaining the health of the Bombay High Reservoir;

(b) if so, the corrective steps taken by the Government to improve the health of the Reservoir;

(c) whether the irreversible damages has been done by a casual management of the Reservoir;

(d) if so, whether any technical committee has enquired into the matter; and

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

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI JANESHWAR MISHRA) : (a) and (b) There have been problems in the Bombay High Oil fields due to unpredictable reservoir behaviour. A number of steps have been taken by ONGC to rehabilitate Bombay High. These are :-

(i) Adoption of specialised technologies such as Extended Reach Drilling horizontal and drain hole drilling, infill drilling and side track.

(ii) Repair of wells for controlling of excessive gas and water production by conventional methods.

(iii) Redistribution of water injection for improved conformance.

(iv) The removal and inhibition of scale in the formation.

(v) Augmentation of Water injection for maintenance of reservoir pressure.

(c) and (d) Government had set up a Bombay High Review Committee headed by Shri A.B. Dasgupta to enquire into the management of the Bombay High in view of the increasing gas and oil ratio and decreasing trend in crude oil production. The Committee in its findings had opined that. There is no evidence to indicate that losses in production of exploitable reserves have resulted due to delays in putting up of facilities and implementation of pressure maintenance schemes of ONGC. Another, a Committee has been set up by the Government in November, 1996 to enquire into the reasons for shortfall in production during 1996-97. The Committee has not yet submitted its report.

(e) Several of the recommendations of the Bombay High Review Committee such as closure and repair of high GOR wells, increased workover jobs for water shut off thereby improving voidage, compensation, were implemented by ONGC with varying degrees of success.

### Krishna Valley Projects

279. SHRI MADHAVRAO SCINDIA :  
SHRI SATYAJITSINH DULIPSINH GAEKWAD :

Will the Minister of WATER RESOURCES be pleased to state :

(a) whether resettlement and rehabilitation of the persons displaced by the Krishna Valley projects has been going on at a snails pace and is nowhere near matching the pace of the 90 large and medium projects;

(b) if so, the number of families displaced;

(c) the progress made so far in resettlement and rehabilitation of the evictees; and

(d) the pace of rehabilitation of evictees compared with those from Narmada Dam and the foreign aid extended to Narmada Dam evictees ?

THE MINISTER OF STATE OF THE MINISTRY OF WATER RESOURCES (SHRI SIS RAM OLA) : (a) to (d) The three basin States of Krishna Valley, namely, Maharashtra, Karanataka and Andhra Pradesh have constructed/are constructing 141 major and medium projects. The information asked for is very voluminous and they are not centrally maintained.

[Translation]

#### Exploration of Crude Oil

280. SHRI NAND KUMAR SAI :  
SHRI SATYA DEO SINGH :

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) whether the Oil and Natural Gas Commission has started the work for exploration of curde oil in the country during 1997;

(b) if so, the names of places where the exploration work has been taken up;

(c) the estimated expenditure likely to be incurred on exploration of oil;

(d) by when the result of this oil exploration is likely to be received; and

(e) by when India is likely to become self-sufficient in oil ?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI JANESHWAR MISHRA) : (a) Yes. Sir.

(b) During the year 1997 ONGC has carried out exploration (surveys and exploratory drilling) in the following new areas/structures/prospects :-

#### Surveys :

Area	Basin
Narayan Chara (Assam)	Cachar
Shahbajpur (Assam)	Cachar
Najot-Ramnagar (J&K)	Himalayan Foothills
Rajouri-Kalakot (J&K)	Vindhayan
Kumhari-Katni-Panna (MP)	Vindhayan
Gowadi-Kankari-Tamiya (MP)	Satpura
East of Miajler	Rajasthan
Dhanduka-Viramgam (Gujarat)	Cambay
East of Borsad-Anklav (Gujarat)	Cambay
East of Nadiad (Gujarat)	Cambay

#### Exploratory Drilling :

Structure/Prospect	Basin
Manginapudi	Krishna Godavari
Kandikuppa	Krishna Godavari
Periyapattinam	Cauvery
Nayveli	Cauvery
Nagangudi	Cauvery
Telavi	Cambay
Balasar	Cambay
MPS	Mumbai Offshore
B-23A	Mumbai Offshore
B-5A	Mumbai Offshore
EDC	Mumbai Offshore
D-5	Mumbai Offshore
BSE	Mumbai Offshore

ONGC has planned to carry out exploration (Surveys and exploratory drilling) in the following new areas/structures/prospects during the remaining part of the year 1997 :-

#### Surveys

Area	Basin
Chanderpur-Baikantapur (Assam)	Cachar
Rajouri-Kalakot (J&K)	Himalayan Foothills
Kumhari-Katni-Panna (MP)	Vindhayan
South of Padra	Cambay

#### Exploratory Drilling :

Structure/Prospect	Basin
Ambajipeta	Krishna Godavari Onland
Gokarnapuram	Krishna Godavari Onland
Viravasaram	Krishna Godavari Onland
Donapadu	Krishna Godavari Onland
Pendurru	Krishna Godavari Onland
Maddapuram	Cauvery Onland
Kokkur	Cauvery Onland
Uthirangudi	Cauvery Onland
Kodiya Kkarai	Cauvery Onland
Siruvattur	Cauvery Onland
Ramanavalsai	Cauvery Onland
Kokuvur	Cauvery Onland
EDA	Mumbai Offshore

Structure/Prospects	Basin
B-201	Mumabi Offshore
KKDW-17	Kerala-Konkan Offshore
KKDWA	Kerala-Konkan Offshore
KK-B	Kerala-Konkan Offshore
Damoh	Vindhayan
Rajnagar	Assam-Arakan Fold Belt

(c) The expenditure on surveys and exploratory drilling by ONGC in 1996-97 was about Rs. 1460 crores. The estimated expenditure for 1997-98 (BE) is expected to increase to Rs. 1625 crores.

(d) The inflow of information from exploratory work is continuously analysed and further data will be collected wherever necessary to determine the potential of the oil/gas finds as and when made. During the year 1997 oil has been struck in Tulsapatnam structure in Cauvery basin and Gas has been struck in Periyappatinam structure in Cauvery basin, Magatapalli structure in Krishna Godavari Basin and Sadewala in Rajasthan basin by ONGC.

(e) In view of the rapidly rising demand for petroleum products, the extent of self-sufficiency will depend on the possibility of large oil discoveries in the future.

[English]

#### Legal Advisors in Mumbai Port Trust

2880. SHRI VIJAY GOEL : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) the number of legal advisors/consultants working for Mumbai Port Trust in 1993 and whether the normal procedure of appointment followed in the case of Ms. Kiran Chaudhary's appointment as Legal Advisor in 1993;

(b) the terms and conditions, remuneration and perks offered to her and how did these vary with those offered to others similarly placed in the Trust;

(c) the total years of legal experience of Ms. Chaudhary and did she possess sufficient background and specialisation of handling port trust matters to merit her appointment as Legal Advisor and Member in the Mumbai Port Trust; and

(d) whether the Government have conducted any enquiry into the alleged irregularities and nepotism in her appointment and if so, the results thereof, who are the guilty persons and the action taken against them ?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN) : (a) There were 18 Legal Advisors/

Advocates/Solicitors working for Mumbai Port in 1993. Ms. Kiran Chaudhary was empanelled by Mumbai port Trust in 1991 for dealing with legal matters in Tribunal and High Court and in Delhi Courts and Supreme Court after following the normal procedure of appointment.

(b) Ms. Kiran Chaudhary was paid a retainership fee of Rs. 3,000/- per month and other charges as per approved scale for appearing/representing in Mumbai Port Trust Legal matters. A comparable Statement of charges payable to her vis-a-vis other advocates is attached.

(c) Since Ms. Kiran Chaudhary was appointed as Legal Advisor-cum-Advocate by the Shipping Corporation of India, the Chief Law Officer and Advocate of Mumbai Port Trust proposed her empanelment as Mumbai Port Trust Advocate.

(d) In the light of a bad advice given by the aforesaid firm in one of the important cases, the Government had examined the matter and issued instructions of all the organisations under the Ministry not to engage the aforementioned firm as their legal advisors. In compliance with this instruction, Mumbai Port Trust had terminated the empanelment of the firm as Advocate/Solicitor for Mumbai Port Trust with effect from 30.4.1996.

#### Statement

##### Rates of Payment to Advocates by Mumbai Port Trust

#### 1. High Court Matters

	Motiwala & Co.	Kiran Chowdhary
	Rs.	Rs.
	1	2
1. Suits/Petitions/Appeals		
(a) Contested	7,500	8,000
(b) Uncontested	6,000	6,500
2. Drafting Charges	1,500	1,500
3. Execution of Decrees	2,000	2,500
4. Obtaining Certified Copies	750	750
5. Declaratory Suits		
(a) Contested	7,500	7,500
(b) Uncontested	6,000	6,000
6. Interlocutory Proceedings in Suits.		
(a) Drafting	900	1,500
(b) Prof. Charges	1,200	1,500
7. Per Hour charges	350	400

## II. Matters Before Estate Officer

Shri T.L.S. Nirmal Rs.	Shri R.A.F. Cama Rs.	Shri J.J. Jadeja Rs.	Kiran Chowdhary Rs.
42,00	5,200	3,200	5,000

### Anti Labour Practices of MPS Associated Aviation Pvt. Ltd.

2881. SHRI A. SAMPATH : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether any representation has been received from Centre of Indian Trade Unions, Delhi forwarded by an Hon'ble MP on 23.3.1996 with a reminder on 25.9.1996 about the alleged anti-labour practices of MPS Associated Aviation Pvt. Ltd. (formerly M/s. Sea Hawk) against the employees;

(b) if so, the steps taken by the Government in the matter; and

(c) the facts in details ?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRIMATI JAYANTHI NATARAJAN) : (a) to (c) Information is being collected and will be laid on the Table of the Sabha.

### Payment by I.T.D.C. Officials

2882. SHRI AJAY CHAKRABORTY : Will the Minister of TOURISM be pleased to state :

(a) whether certain ITDC officials have allegedly paid penal amount of Rs. 40 lakhs approximately to Architect firm M/s Designers Combine, on October 30, 1995 without compliance of prescribed procedure and approval of the Administrative Ministry and Finance Ministry;

(b) if so, the facts thereof;

(c) whether any inquiry has been conducted in this regard; and

(d) if not, the reasons and justifications thereof ?

THE MINISTER OF TOURISM AND MINISTER OF PARLIAMENTARY AFFAIRS (SHRI SRIKANTA JENA) : (a) and (b) ITDC has paid an amount of Rs. 40,99,798/- on 30.10.95 to M/s Designers Combine in terms of a decree passed by Delhi High Court after following the prescribed procedure.

(c) and (d) No inquiry is considered necessary because

the Payment has been made in terms of a decree of the Delhi High Court.

### Gas Dealerships/Distributorships

2883. SHRI PRADIP BHATTACHARYA : Will the Minister of PETROLEUM & NATURAL GAS be pleased to state :

(a) whether Oil Corporations have awarded the dealerships/distributorships to the relatives of the high officers of Oil Corporations;

(b) if so, the details thereof;

(c) whether these allottees fulfil the other eligibility and criteria;

(d) if not, the action taken/proposed to be taken by the Government against such officers; and

(e) whether such allotments have been cancelled, if not, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU) :

(a) to (e) Under normal selection procedure, dealerships/distributorships of petroleum products are awarded by the oil companies through the process of advertisement in the newspapers. Selection is made by a duly constituted Selection Board on the basis of the interviews of the applicants meeting the eligibility criteria relating to nationality, age, education, income, residence, multiple dealerships norm, etc.

Till March, 1996, a few dealerships/distributionships were also allotted by the Government under discretionary powers on compassionate grounds. Relationship of an applicant with VIPs or officials of Government/oil companies, etc. is not a criterion for allotment of dealerships/distributorships and no such information is maintained by the Government.

All files pertaining to allotment of dealerships/distributorships of petroleum products under discretionary quota of the Government made since April 1992 are at present with the Delhi High Court, before which such allotments have been challenged through writ petition No. 4003/95 filed by the Centre for Public Interest Litigation. No discretionary allotment has been made by Government since April, 1996.

As explained above, information regarding allotment of dealerships/distributorships to the relatives of the officials of the oil companies is not available, with the Government. Also the matter being sub-judice, necessary action as to

cancellation of the dealerships, etc., is warranted, will be taken by the Competent Authority as per direction of the Court.

### Shifting of EME in Bhopal

2884. SHRI SUSHIL CHANDRA : Will the Minister of DEFENCE be pleased to state :

(a) whether the Government propose to shift E.M.E. centre located in Bhopal to any other place;

(b) if so, the reasons therefor;

(c) whether some families of the employees working in E.M.E. centre were affected by Bhopal gas disaster and cases relating to their compensation are pending in the courts of Bhopal;

(d) if so, whether the Government propose to reconsider their decision not to shift E.M.E. centre from Bhopal; and

(e) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI N.V.N. SOMU) : (a) and (b) No, Sir. No such decision is being taken presently.

(c) Yes, Sir. 493 families of the employees, were affected by the Gas disaster and some cases are still pending in the courts.

(d) and (e) Do not arise in view of (a) above.

### Toll Tax on Bridgias on NHs.

2885. SHRI SAMIK LAHIRI : Will the Minister of SURFACE TRANSPORT be pleased to state the total revenue earned from the toll taxes on bridges on National Highways in the country during last three years State-wise and year-wise ?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN) : A statement is enclosed.

(Rs. in lakhs)

S. No.	Name of States/ UTs.	1994-95	1995-96	1996-97
1	2	3	4	5
1.	Andhra Pradesh	698.56	726.76	587.36
2.	Assam	23.91	51.03	39.80
3.	Bihar	133.65	26.93	-
4.	Goa	102.73	165.91	71.56
5.	Gujarat	513.13	593.40	647.42
6.	Haryana	192.65	304.61	-

1	2	3	4	5
7.	Karnataka	326.34	171.03	136.78
8.	Kerala	235.07	251.94	282.48
9.	Madhya Pradesh	471.89	563.90	657.06
10.	Maharashtra	441.20	868.90	812.43
11.	Manipur	1.29	2.65	2.19
12.	Meghalaya	98.92	77.08	59.50
13.	Orissa	153.75	187.62	225.20
14.	Punjab	31.64	92.95	178.88
15.	Rajasthan	292.94	455.96	495.83
16.	Tamil Nadu	162.53	124.94	67.92
17.	Uttar Pradesh	603.66	539.65	597.27
Total		4483.86	5204.86	4861.68

[Translation]

### Oil Refining Projects

2886. SHRI N.J. RATHWA : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether Oil Companies have entered into collaboration with some foreign Oil Companies to launch oil refining projects in the country especially in the oil refineries located in Gujarat during the last three years;

(b) if so, the details thereof;

(c) whether such proposals are under consideration currently;

(d) if so, the details thereof alongwith the progress made in this regard;

(e) the equity share of foreign Oil Companies and Government and other agencies under this scheme; and

(f) the time by which above mentioned projects are likely to be completed ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU) : (a) to (f) Oil Companies have entered into joint venture agreement with foreign oil companies. The equity participation by the Public Sector Companies are 26% in respect of joint venture while for the coventurer, it is also 26% and 48% for the Public/NRIs. These JV refineries are :

(1) Central India Refinery at Bina by BPCL as joint venture with Oman Oil Company. The JV refinery of 6 MMTPA has since been approved by Government on 11.12.1995 at an estimated

cost of Rs.5277 crores and is scheduled to be commissioned within 42 months from Government approval.

- (2) Western India 6 MMTPA Refinery project at Deogarh in Maharashtra by HPCL with Oman Oil Company. Oman Oil Company has however since decided to review their interest in the venture due to their various other commitments.
- (3) The East Coast Refinery is proposed to be set up by IOC as Joint Venture with Kuwait Petroleum Corporation, in Orissa. The first stage clearance for this 9 MMTPA project has already been accorded and IOC have submitted the Detailed Feasibility Report for 9 MMTPA capacity project which is under process for investment approval.
- (4) U.P. JV refinery by BPCL with M/s. Shell International. Government has issued a Letter of Intent for a Joint Venture 7 MMTPA refinery in U.P. 1st stage clearance has been given on 21.04.1997.
- (5) Punjab JV refinery by HPCL with Saudi Aramco. Government has issued a Letter of Intent to HPCL for their proposal for setting up of 6.0 MMTPA refinery in Punjab. The 1st stage approval for the preparation of Detailed Feasibility Report has been accorded on 31.12.1996.

Presently, there is no proposal for setting up of a refinery as Joint Venture in Gujarat by oil companies with foreign oil companies.

[English]

#### Financial Assistance

2887. SHRI ASHOK PRADHAN : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Union Government extend financial assistance for the training and employment programmes meant for women;

(b) if so, the year-wise allocation of funds made to States under this programme during the last three years, State-wise; and

(c) the number of women benefited under this programme during the above period, State-wise ?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI S.R. BOMMAI) : (a) Yes, Sir.

(b) and (c) A Statement indicating number of beneficiaries and allocation of funds under the Schemes of Socio-Economic Programmes for Women, Condensed Courses and Vocational Training for Women, Setting up of Employment-cum-Income Generating Units for Women (NORAD) and Support to Training and Employment Programme for Women (STEP) is enclosed. State-wise allocation of funds is not made under Schemes of NORAD and STEP.

#### Statement

	Allocation of Funds			No. of Beneficiaries		
	1994-95	1995-96	1996-97	1994-95	1995-96	1996-97
	(in crores) Rs.					
Support to Training & Employment Programme for Women (STEP)	15.00	16.00	16.00	65,740	36,390	76,875
Setting up of Employment-cum-Income Generating Units for Women (NORAD)	4.00	6.20	18.00	9,635	13,500	29,629

#### Socio - Economic Programme for Women

S.No.	States	Allocation (Rs. in lakhs)			Beneficiaries		
		94-95	95-96	96-97	94-95	95-96	96-97
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	30.00	40.00	40.00	299	315	-
2.	Assam	19.00	24.00	24.00	347	96	-
3.	Bihar	22.00	38.00	38.00	227	275	-
4.	Gujarat	30.00	45.00	45.00	125	280	50
5.	Haryana	16.00	7.00	7.00	30	25	-

1	2	3	4	5	6	7	8
6.	Himachal Pradesh	20.00	15.00	15.00	72	95	—
7.	Jammu & Kashmir	8.00	20.00	20.00	190	140	—
8.	Karnataka	25.00	38.00	38.00	176	174	—
9.	Kerala	20.00	26.00	26.00	160	183	—
10.	Madhya Pradesh	25.00	40.00	40.00	320	461	—
11.	Maharashtra	29.00	40.00	40.00	401	398	35
12.	Manipur	19.00	20.00	20.00	509	365	—
13.	Meghalaya	15.00	15.00	15.00	190	96	—
14.	Nagaland	10.00	16.00	16.00	221	227	—
15.	Orissa	17.00	10.00	10.00	161	—	—
16.	Punjab	29.00	35.00	35.00	105	190	—
17.	Rajasthan	19.00	35.00	35.00	40	110	15
18.	Sikkim	5.00	5.00	5.00	30	15	—
19.	Tamilnadu	28.00	45.00	45.00	347	385	—
20.	Tripura	4.00	10.00	10.00	177	408	—
21.	Uttar Pradesh	36.00	48.00	48.00	135	216	53
22.	West Bengal	16.00	20.00	20.00	83	45	—
23.	A&N Islands	45.00	5.00	5.00	78	—	—
24.	Arunachal Pradesh	5.00	5.00	5.00	28	21	—
25.	Chandigarh	2.00	5.00	5.00	—	12	—
26.	Delhi	5.00	5.00	5.00	10	—	—
27.	Goa, Daman & Diu	8.00	10.00	10.00	40	55	—
28.	Lakshadweep	4.00	5.00	5.00	—	5	—
29.	Mizoram	16.00	20.00	20.00	146	213	—
30.	Pondicherry	5.00	10.00	10.00	35	80	—
Total :		532.00	657	661	4682	4885	153

*Condensed Courses and Vocational Training for Women*

S.No.	States	Allocation (Rs. in lakhs)			Beneficiaries		
		94-95	95-96	96-97	94-95	95-96	96-97
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	18.53	18.53	20.04	850	800	825
2.	Arunachal Pradesh	1.48	1.48	1.13	110	75	50
3.	Assam	13.34	13.34	2.48	350	275	100
4.	Bihar	40.03	40.03	—	1750	525	—
5.	Goa	0.74	0.74	0.40	75	25	25
6.	Gujarat	13.34	13.34	11.32	1025	1050	600
7.	Haryana	7.41	7.41	3.36	500	475	100
8.	Himachal Pradesh	5.19	5.19	4.63	450	400	200
9.	Jammu & Kashmir	7.41	7.41	5.50	500	500	225
10.	Karnataka	16.30	16.30	15.07	975	725	500

1	2	3	4	5	6	7	8
11.	Kerala	9.63	9.63	4.98	300	550	225
12.	Madhya Pradesh	43.00	43.00	13.25	1825	2100	500
13.	Maharashtra	21.50	21.50	23.80	1300	1300	1000
14.	Manipur	8.89	8.89	—	625	375	—
15.	Meghalaya	4.45	4.45	—	—	150	—
16.	Mizoram	4.45	4.45	2.96	300	300	125
17.	Nagaland	4.45	4.45	3.57	300	325	150
18.	Orissa	11.12	11.12	8.88	325	425	250
19.	Punjab	9.64	9.64	5.72	725	700	175
20.	Rajasthan	18.53	18.53	0.63	75	250	25
21.	Sikkim	0.74	0.74	—	—	—	—
22.	Tamilnadu	19.27	19.27	23.34	1325	1050	800
23.	Tripura	3.70	3.70	2.17	125	225	100
24.	Uttar Pradesh	50.41	50.41	29.18	2425	1725	1100
25.	West Bengal	14.83	14.83	7.50	575	400	300
26.	A&N Islands	1.48	1.48	—	100	75	—
27.	Chandigarh	2.22	2.22	5.19	175	150	150
28.	Delhi	44.48	44.48	6.54	225	250	250
29.	Lakshadweep	0.74	0.74	0.58	25	25	25
30.	Pondicherry	2.22	2.22	4.13	100	125	125
Total :		399.52	399.52	206.35	17425	16350	7925

### SEA Erosion

2888. SHRI T. GOVINDAN : Will the Minister of WATER RESOURCES be pleased to state :

(a) the funds provided by the Union Government to States to prevent sea erosion which is causing severe damages to the coastal areas in the country during the last two years, state-wise; and

(b) the funds proposed to be sanctioned by the Government during the year 1997-98, State-wise ?

THE MINISTER OF STATE OF THE MINISTRY OF WATER RESOURCES (SHRI SIS RAM OLA) : (a) Central assistance to the States for anti sea erosion works has been discontinued beyond 1991-92 as decided by the National Development Council. Anti sea erosion works are carried out by the State Government out of plan funds provided to the States by Planning Commission. Details of additional central assistance provided to the States in the last two years for specific anti sea erosion works are as follows.

1995-96 Kerala Rs. 3 crore  
1996-97 NIL

(b) A proposal made for a central sector scheme to provide assistance to States for critical anti sea erosion works during 9th Plan with an outlay of Rs.150 crore is under consideration in Planning Commission. The state wise sectoral break up for the annual plan 1997-98 outlays are yet to be finalised in the Planning Commission.

### Revival of Hooghly Dock

2889. SHRI P.R. DASMUNSI : Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether any proposal for short term & long term and overall revival of Hooghly Dock & Port Engineers had been received;

(b) if so, whether recently short term revival plan had been approved;

(c) if so, the details thereof; and

(d) the action taken to execute the same and to bring an effective management there ?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN) : (a) to (d) Yes, Sir. A short term



revival plan has been approved by the Government recently. The short term revival plan revolves around completion of two partly constructed vessels viz. 400-Pax-cum-100 Ton cargo vessel of Andaman & Nicobar Admn. & Lighthouse Tender Vessel of Deptt. of Lighthouses & Lightships. For effective execution of the vessels a Monitoring Committee is being formed. Regarding long term revival plan, Government has engaged M/s. SCICI Ltd. (now M/s. ICICI Ltd.) to carry out the long term revival study of Hooghly Dock & Port Engineers Ltd. M/s. ICICI Ltd. is likely to submit its final report shortly.

#### Irrigation in Assam

2890. SHRI DWARKA NATH DAS : Will the Minister of WATER RESOURCES be pleased to state :

- (a) whether the Union Government are aware that farmers of Assam reap only two harvests in a year due to lack of irrigation;
- (b) whether the Government are also aware that in Assam 40 percent of the total cultivable land needs irrigation but only 5 percent is irrigated; and
- (c) the measures taken/proposed to be taken by the Government for adequate irrigation in Assam so that farmers could reap four harvests in a year ?

THE MINISTER OF STATE OF THE MINISTRY OF WATER RESOURCES (SHRI SIS RAM OLA) : (a) On an average farmers of Assam reap two harvests in a year.

(b) As per Land Use Statistics of Ministry of Agriculture brought out for the year 1993-94 (latest), the net irrigated area out of total cultivable Land in Assam constitutes about 17.7 per cent.

(c) With a view to provide further irrigation facilities in Assam, 4 Major and 9 Medium irrigation projects are under implementation in Assam. Also 6 Medium projects and 7 Extension, Renovation & Modernisation (ERM) schemes have been proposed to be taken up in the Ninth Five Year Plan. Moreover, in addition to Plan allocations, Central Loan Assistance of Rs. 5.23 crores has been provided to Assam during 1996-97 under Accelerated Irrigation Benefits Programme (AIBP) for expeditious completion of 6 on-going irrigation projects in the State of Assam.

#### Petrol Pumps

2891. SHRI RAM NAIK : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

- (a) whether the Government are aware that the

petrol pumps in Maharashtra remained closed on July 3, 1997;

- (b) if so, the reasons therefor;

(c) whether revised commission after hike of the petrol pumps was not paid to the pump owners; and

(d) if so, the reasons therefor and the time by which the arrears are likely to be paid;

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU) :

(a) Yes, Sir.

(b) The basic demand of the dealers is an upward revision of dealers' commission, consequent to revision in the price of petrol and diesel during July, 1996.

(c) and (d) The revised commission, based on the applicable formula, consequent to the revision in the prices, was paid to the dealers. However the dealers have been representing or a revision in the formula, for which the Government have constituted a Committee consisting of Director (Marketing) of oil marketing companies, to study and recommend revision in the dealers commission. Further action is to be taken on receipt of the Committee's report.

#### Thiruvananthapuram Airport

2892. SHRI K.V. SURENDRA NATH : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether it has come to the notice of the Ministry that Air India Flights from Gulf countries are landing at Thiruvananthapuram International Airport without baggage several times during the past two months; and

(b) whether the Government would enquire into the matter and find necessary solutions to the problem ?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION AND MINISTER OF THE STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRIMATI JAYANTHI NATARAJAN) : (a) Yes, Sir.

(b) Baggage is offloaded on some days due to high temperature in the Gulf resulting in payload restriction.

[Translation]

#### Load Bearing Capacity on N.H. 8

2893. SHRI TARACHAND BHAGORA : Will the Minister of SURFACE TRANSPORT be pleased to state:

- (a) whether vehicles are plying on Delhi-Jaipur-

Ajmer-Udaipur on Ahmedabad route on National Highway No.8 daily more than the load bearing capacity of this highway.

(b) if so, the number and ratio of these vehicles; and

(c) the measures being taken by the Government to remove this discrepancy ?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN) : (a) and (b) The section of National Highway No.8 in question is carrying about 10,000 to 35,000 Passenger-Car-Units (PCUs) against the capacity norms of 15,000 PCUs per day for two laned road.

(c) The construction/development of National Highways is a continuous process. Out of 972 km length of the Delhi-Ahmedabad segment of N.H. 8, four laning of 141 km has already been completed and that for another 126 km is in various stages of completed and that for another 126 km is in various stages of progress. However, for widening the remaining length to four lane carriageway under BOT (Build-Operate-Transfer) basis, feasibility study has been initiated by the National Highways Authority of India working under the administrative control of the Ministry.

[English]

#### Joint Venture with Foreign Firms

2894. DR. T. SUBBARAMI REDDY :  
SHRIMATI LAKSHMI PANABAKA :

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the Hindustan Shipyard has explored the possibility of Joint Venture proposals with foreign companies;

(b) whether an agreement with the Norwegian Company has been finalised;

(c) if so, the details thereof;

(d) whether the State owned Hindustan Shipyard has accumulated losses to the order of Rs. 994 crores at present; and

(e) the time by which the offers of the foreign firms for reviving the Hindustan Shipyard are likely to be considered ?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN) : (a) Yes, Sir.

(b) No, Sir.

(c) Does not arise.

(d) Accumulated loss as per audited figures available for 1995-96 is Rs. 845.583 crores. The Government has recently restructured the capital base of the company by writing off of Govt. loans and interest thereon to the extent of Rs. 470.93 crores and conversion into equity to the tune of Rs. 120.20 crores.

(e) Action has since been initiated to examine the offer of Norwegian firm for Joint Venture.

#### Ravva Oil Field

2895. SHRI YELLAIAH NANDI : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) whether the gas produced at Raava oilfield in the Krishna-Godavari basin would be piped to down stream consumers;

(b) whether an agreement was signed between the Gas Authority of India, Raava Joint Venture and Vedecon Petroleum with the Union Government in this regard; and

(c) if so, the details thereof and the extent to which it is likely to benefit to the consumers in the State ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU) : (a) to (c) A gas sale contract has been signed on the 27th June, 1997 between Gas Authority of India Limited, nominee of Govt. of India and Ravva joint venture of Videocon Petroleum Ltd., Command Petroleum India and Ravva Oil (Singapore). About 0.7 MMSCMD of gas shall be supplied under this contract to meet the requirement of downstream consumers including power and fertilizer plants in Andhra Pradesh.

#### Conservation of Endangered Species

2896. SHRI R. SAMBASIVA RAO : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether a research centre for the conservation of the endangered species, is being set up at Hyderabad in collaboration with Central Zoo Authority of India;

(b) if so, whether India would be the third country which will have such a centre;

(c) the total amount involved in setting up this centre; and

(d) the extent to which the centre will be able to preserve species ?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI S.R. BOMMAI) : (a) Yes, Sir.

(b) Most of the developed countries have such facilities.

(c) The total cost of the project is Rs. 550.00 lakhs.

(d) The preservation of the wild animals would mainly depend upon the success of the Government in arresting the degradation of wildlife habitats and preventing poaching. The project can only help in developing ex-situ populations for augmenting the depleting population in wild.

#### Aircrafts Ground

2897. SHRI SANAT KUMAR MANDAL : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether atleast 2 Airbus-A320 aircraft belonging to Indian Airlines (IA) had been ground at New Delhi during the last month owing to lack of engine spares;

(b) if so, for how many days these aircraft remained grounded;

(c) the reasons for not stocking the engine spares at the Headquarters of the Indian Airlines at New Delhi;

(d) its impact on the disruption of IA's flight services; and

(e) the steps being taken to procure presently the engine spares and to keep a stock thereof atleast at the principal stations of the Indian Airlines ?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRIMATI JAYANTHI NATARAJAN) : (a) No, Sir.

(b) Does not arise.

(c) to (e) The spares for V2500 engine of A-320 aircraft are stored at New Delhi. Necessary spares are also kept at other major stations.

#### Opening of ONGC Office

2898. SHRI G.A. CHARAN REDDY : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Union Government have received any proposal from Andhra Pradesh Government for setting up of a Regional Office of the Oil and Natural Gas Commission at Rajamundry;

(b) if so, the details thereof; and

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

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU) : (a) to (c) Requests have been received from the Government of Andhra Pradesh for setting up a Regional Office of ONGC Ltd. at Rajahmundry (Andhra Pradesh). Krishna Godawari Project of ONGC Ltd. at Rajahmundry has been upgraded and the level of the Project Head has been increased from General Manager to Group General Manager with enhanced delegation of power. Giving further autonomy and delegation of power to the Project Head is under consideration of ONGC Ltd.

#### Air Service for Tiger Hill and Gangtok

2899. PROF. JITENDRA NATH DAS : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the Government have conducted any survey for connecting Tiger Hill of Darjeeling and Gangtok of Sikkim by air;

(b) if so, the details thereof; and

(c) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRIMATI JAYANTHI NATARAJAN) : (a) No, Sir.

(b) Does not arise.

(c) There is no aerodrome at Tiger Hill of Darjeeling and Gangtok in Sikkim, nor has any request been received from any scheduled airline operator or Government of Sikkim.

#### Tourism Projects in Tripura

2900. SHRI BAJU BAN BIYAN : Will the Minister of TOURISM be pleased to state :

(a) whether the Government of Tripura has submitted proposals of developing of tourism in the State;

(b) if so, the details thereof; and

(c) the number of projects sanctioned out of them?

THE MINISTER OF TOURISM AND MINISTER OF PARLIAMENTARY AFFAIRS (SHRI SRIKANTA JENA) : (a) to (c) Each year the Department of Tourism in consultation with the State Government prioritises projects for Central Financial Assistance. For 1997-98, the Department of

Tourism has prioritised nine tourism projects at an estimated cost of Rs. 217 lakhs for Central Financial Assistance. During the Eighth Plan, the Department of Tourism sanctioned Rs. 278.56 lakhs to Tripura for Tourism projects.

#### International Cargo Flights

2901. SHRI BASUDEB ACHARIA :  
SHRI TARIT BARAN TOPDAR :

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government has taken any measures for direct International Cargo Flights from Calcutta to different countries;

(b) if so, the details thereof; and

(c) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRIMATI JAYANTHI NATARAJAN) : (a) to (c) Carriers are free to operate Cargo Flights under the Open Sky Policy. Major carriers like Lufthansa, Royal Jordanian and Kuwait Airways are operating freighters from and to Calcutta regularly.

[Translation]

#### Utilisation of Funds

2902. SHRI CHHITUBHAI GAMIT :  
SHRI KESHAB MAHANTA :

Will the Minister of HUMAN RESOURCE DEVELOP-

MENT be pleased to state :

(a) the amount made available by the Union Government to the Government of Assam, and other States for computers, television environment, science education etc. during the Eight Five Year Plan;

(b) the amount spent out of it, item-wise;

(c) whether the entire allocated funds could not be utilised; and

(d) if so, the manner and time by which the funds would be utilised ?

THE MINISTER OF STATE IN THE DEPARTMENT OF EDUCATION IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI MUHI RAM SAIKIA) : (a) to (d) Statements indicating the total amounts released to the State Government of Assam and other States and the amounts utilised by them during the Eighth Five Year Plan under the Centrally Sponsored Scheme of 'Computer Literacy and Studies in Schools' (GLASS), Educational Technology, Scheme of Environmental Orientation to School Education and Improvement of Science Education are given in the Statements (I), (II), (III) & (IV) respectively.

The implementation schedules of four Schemes as referred to above vary from State to State. In certain cases State Governments have sought extension of period for utilisation of unspent amounts. Such State Governments have been impressed upon for speedy implementation of the Schemes.

#### Statement-I

(Rs. In lakhs)

Name of States/UTs	Total funds released	Utilisation status
1	2	3
Andhra Pradesh	373.80	Not reported by State Govt.
Arunachal Pradesh	42.17	6.32
Assam	234.50	148.80
Bihar	297.20	Not reported by State Govt.
Goa	100.35	77.20
Gujarat	372.70	Not reported by State Govt.
Haryana	237.15	Not reported by State Govt.
Himachal Pradesh	298.61	79.20
Jammu & Kashmir	118.79	Not reported by State Govt.
Karnataka	766.90	230.44
Kerala	416.76	122.00

1	2	3
Madhya Pradesh	807.77	292.80
Maharashtra	890.66	245.40
Manipur	50.54	34.00
Meghalaya	58.44	26.40
Mizoram	41.24	8.00
Nagaland	43.40	Not reported by State Govt.
Orissa	376.40	Not reported by State Govt.
Punjab	360.24	144.00
Rajasthan	418.47	Not reported by State Govt.
Sikkim	48.57	26.40
Tamil Nadu	545.42	27.00
Tripura	103.70	26.80
West Bengal	748.50	232.53
A & N Island	32.30	Not reported by State Govt.
Chandigarh Admn.	16.80	6.40
N.C.T. of Delhi	331.52	78.19
Dadra & Nagar Haveli	19.10	Not reported by State Govt.
Daman & Diu	5.50	0.80
Lakshadweep	21.60	Not reported by State Govt.
Pondicherry	19.20	Not reported by State Govt.
Uttar Pradesh	829.51	Not reported by State Govt.

## Statement-II

(Rs. In lakhs)

Name of States/UTs	Total funds released	Utilisation status
1	2	3
Andhra Pradesh	986.71	40.00
Arunachal Pradesh	12.01	12.01
Assam	131.37	Not reported by the State Govt.
Bihar	Nil	NIL
Goa	Nil	NIL
Gujarat	1144.84	113.27
Haryana	56.36	36.86
Himachal Pradesh	98.18	Not reported by the State Govt.
Jammu & Kashmir	65.59	Not reported by the State Govt.
Karnataka	210.78	159.10
Kerala	Nil	Nil
Madhya Pradesh	16.27	Not reported by the State Govt.
Maharashtra	1017.98	479.37

1	2	3
Manipur	11.49	11.49
Meghalaya	36.50	36.50
Mizoram	1.01	1.01
Nagaland	10.15	10.15
Orissa	888.87	335.01
Punjab	167.48	Not reported by the State Govt.
Rajasthan	457.03	12.02
Sikkim	1.98	1.98
Tamil Nadu	Nil	Nil
Tripura	0.41	0.41
Uttar Pradesh	Nil	Nil
West Bengal	Nil	Nil
A & N Islands	0.76	0.76
Chandigarh Admn.	Nil	Nil
N.C.T. of Delhi	132.51	35.00
Dadra & Nagar Haveli	0.59	0.59
Daman & Diu	Nil	Nil
Lakshadweep	Nil	Nil
Pondicherry	Nil	Nil

### Statement-III

(Statement regarding Environmental orientation to school Education)

			1	2	3
			Manipur	12.20	-Not reported by the State Govt.
			Meghalaya	0.80	- do -
			Mizoram	3.65	- do -
			Nagaland	0.80	- do -
			Orissa	7.80	- do -
			Punjab	14.79	- do -
			Rajasthan	37.56	- do -
			Sikkim	0.80	- do -
			Tamil Nadu	4.00	- do -
			Tripura	3.88	- do -
			Uttar Pradesh	0.80	-do-
			West Bengal	0.80	- do -
			Andaman & Nicobar	9.80	- do -
			Chandigarh	0.80	- do -
			Dadra & Nagar Haveli	0.80	- do -
			Delhi	4.11	- do -
			Daman & Diu	0.80	- do -
			Lakshadweep	1.60	- do -
			Pondicherry	3.64	- do -
			<b>Total</b>	<b>201.95</b>	

  

			(Rs. in lakhs)		
Name of State/ UT	Total funds released	Utilisation position	1	2	3
Andhra Pradesh	15.13	Not reported by the State Govt.			
Arunachal Pradesh	1.80	- do -			
Assam	16.63	- do -			
Bihar	1.80	- do -			
Goa	2.15	- do -			
Gujarat	1.80	- do -			
Haryana	30.24	- do -			
Himachal Pradesh	0.80	- do -			
Jammu & Kashmir	1.30	- do -			
Kerala	2.80	- do -			
Karnataka	0.80	- do -			
Madhya Pradesh	12.47	- do -			
Maharashtra	4.80	- do -			

**Statement-IV***(Statement regarding Improvement of Science Education in Schools)*

(Rs. in lakhs)

Name of State/UT	Total funds released	Utilisation position
1	2	3
Andhra Pradesh	593.12	Not reported by the State Govt.
Arunachal Pradesh	Nil	-do-
Assam	904.30	-do-
Bihar	Nil	-do-
Goa	6.69	-do-
Gujarat	Nil	-do-
Haryana	595.00	-do-
Himachal Pradesh	355.44	100% upto 1995-96
Jammu & Kashmir	233.55	Not reported by the State Govt.
Karnataka	2224.06	-do-
Kerala	426.17	-do-
Madhya Pradesh	577.56	-do-
Maharashtra	1390.67	-do-
Manipur	Nil	-do-
Meghalaya	171.20	-do-
Mizoram	69.99	100% upto 1995-95
Nagaland	240.67	Not reported by the State Govt.
Orissa	654.62	-do-
Punjab	895.28	100% upto 1995-96
Rajasthan	412.17	Not reported by the State Govt.
Sikkim	0.53	-do-
Tamil Nadu	0.71	-do-
Tripura	407.10	-do-
Uttar Pradesh	188.48	-do-
West Bengal	Nil	-do-
Andaman & Nicobar	4.25	-do-
Chandigarh	1.13	-do-
Dadra & Nagar Haveli	Nil	-do-
Delhi	196.38	-do-
Daman & Diu	10.08	-do-
Lakshadweep	7.62	-do-
Pondicherry	1.00	-do-
<b>Total</b>	<b>10567.77</b>	

### Oil Production

2903. SHRI MANIKRAO HODLYA GAVIT : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) whether the attention of the Government has been drawn to the news item published in 'Dainik Jagaran' dated June 10, 1997 to the effect that there is possibility of serious drop in the level of self-reliance of the country in the field of petroleum during the next five years;

(b) whether the self sufficiency level is likely to drop upto 33 percent by the end of the Ninth Five Year Plan of the country;

(c) the expenditure incurred on raising the level of oil production during Eighth Five Year Plan; and

(d) the extent to which the target fixed by the Government has been achieved in this regard ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU) :

(a) Yes Sir.

(b) Yes, Sir.

(c) An expenditure of approximately Rs. 32066 crores was incurred on exploration and exploitation of hydrocarbons in the country during the Eighth Plan.

(d) The table given below indicates the targets and production of crude oil in the country during the Eighth Plan.

(Figs. in MMT)

Year	Target	Production
1992-93	28.46	26.95
1993-94	27.17	27.026
1994-95	32.29	32.239
1995-96	36.296	35.147
1996-97	36.312	32.881*

\*Provisional

[English]

### Expenditure of Litigation, I.T.D.C.

2904. SHRI V.V. RAGHAVAN : Will the Minister of TOURISM be pleased to state :

(a) the expenditure incurred on litigation of ITDC during the last three years;

(b) whether the expenditure have come down as

compared to the previous years;

(c) whether ITDC follows the Companies (Court) Rules, 1959 regarding admissible Fees to Advocates in the matter of litigation;

(d) whether there is any proposal to revamp the legal cell of ITDC; and

(e) if not, the steps taken to improve the image of Legal Department of ITDC ?

THE MINISTER OF TOURISM AND MINISTER OF PARLIAMENTARY AFFAIRS (SHRI SRIKANTA JENA) : (a) and (b) The details of expenditure incurred on litigation are given below :

Year	Expenditure (Rs. in Lakh)
1994-95	10.53
1995-96	16.30
1996-97	17.25 (Prov.)

The expenditure has marginally increased during 1996-97 over previous year.

(c) Yes, Sir. The Companies (Court) Rules, 1959 are applicable to ITDC. However, these rules do not specifically provide for payment of fee to Advocates except in the case of Liquidation of the Company.

(d) and (e) Presently, there is no proposal to revamp the Legal Cell. However, the improvement of image is a continous process.

### By Pass on National Highway No. 31

2905. SHRI AMAR ROY PRADHAN : Will the Minister of SURFACE TRANSPORT be pleased to refer to the reply given to Unstarred Question No. 1361 on July 22, 1996 and state :

(a) the percentage of work completed till March 31, 1997 in respect of construction of Felakata to Pundibari Bypass road on National Highway No. 31 and bridge on river Torsha;

(b) whether the work is likely to be completed within the target date i.e. by March, 1998; and

(c) if not, the reasons therefor ?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN) : (a) The progress of Falakata-Pundibari Bypass on National Highway No. 31 and bridge over river Torsa as on 31st March, 1997 is as under :



**Bypass Road**

50%

**Torsa Bridge**

45%

(b) and (c) According to the latest progress of works, the work is rescheduled to be completed by about December, 1998 instead of the earlier target of March, 1998. The reasons for the delay are some contractual problems.

**Land to IOC at Paradeep Port**

2906. SHRI RANJIB BISWAL : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the Indian Oil Corporation (IOC) had requested his Ministry to sublease the land allotted to it at Paradeep Port in Orissa;

(b) whether the request was made by IOC for developing exclusive oil handling facilities;

(c) if so, the steps taken to consider the request of IOC; and

(d) if not, the view expressed by the Paradeep Port Authority in the matter ?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN) : (a) to (d) Indian Oil Corporation has been allotted 85 acres of land at Paradip Port for installation of their Oil Terminal and Railway Siding away from the Port Operational Area. Sub-leasing the land is not permissible as per the extant policy.

**Satellite INSAT**

2907. SHRI RAMA CHANDRA VEERAPPA : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the clocks being used at Airport have since become obsolete in view of the introduction of Indian Standard Time (IST) through Satellite INSAT by NPL, New Delhi; and

(b) the reasons for not introducing this system of indicating time by the Airport Authority of India ?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION AND THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRIMATI JAYANTHI NATARAJAN) : (a) and (b) At Airports, Airports Authority of India maintains time on daily basis, with reference to time broadcast by All India Radio/National Physical Laboratory. There is no change in the status of the clocks being used at airports.

**Expansion of National Highway 2 and 6**

2908. SHRI SUNIL KHAN : Will the Minister of

SURFACE TRANSPORT be pleased to state :

(a) whether the Government propose to expand National Highway No. 2 and National Highway No. 6 which is crossing over Baharamuri just after Jharagram in West Bengal, turn to Bunkura, Raniganj via Mejia and meet with G.T. Road;

(b) if so, the details thereof; and the time by which it will be completed; and

(c) if not, the reasons therefor ?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN) : (a) No, Sir.

(b) and (c) Do not arise.

**Passenger Ship Service To Singapore**

2909. SHRI A.G.S. RAM BABU : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the Government propose to start passenger ship service to Singapore;

(b) if so, by when;

(c) whether any private companies have shown interest for the same; and

(d) if so, the details thereof ?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN) : (a) No, Sir.

(b) Does not arise.

(c) and (d) M/s. IGGI Resort International, Madras, a private shipping company was permitted in August, 1995 to acquire two second hand passenger vessels for operation between India, Malaysia and Singapore. However, the company have not implemented the Government sanction so far. The sanction has also expired.

**GT Road, Panipat**

2910. SHRI I.D. SWAMI : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the Government are aware that GT Road passing through Panipat has become quite congested and besides slowing down of the traffic on the highway number of fatal accidents take place;

(b) if so, whether the Government have surveyed the situation on the national highway at Panipat;

(c) if so, the steps taken/proposed to be taken by

the Government to decongest the traffic, check fatal accidents and make the through traffic pass speedily; and

(d) if not, the reasons therefor ?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN) : (a) to (d) The stretch of NH-1 passing through the town of Panipat is having six-lane wide carriageway and service roads on both sides for smooth flow of traffic. However, because of local traffic, parking and temporary encroachments by shopkeepers on service roads, there is some congestion. Enforcement of proper traffic discipline and other measures are being taken for which the State PWD has been requested to forward proposals for survey and investigation.

#### **Rajghat and Bansagar Project**

2911. SHRI BHANU PRATAP SINGH VERMA : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether the Rajghat and the Bansagar project are proposed to be inter-linked;

(b) if so, the Rajghat dam could not be filled up partially due to the linking of projects;

(c) if so, whether the Union Government have any proposal to keep both the projects separated; and

(d) if not, the reasons therefor ?

THE MINISTER OF STATE OF THE MINISTRY OF WATER RESOURCES (SHRI SIS RAM OLA) : (a) No, Sir. There is no proposal of inter-linking the Rajghat and the Bansagar Projects.

(b) Does not arise.

(c) Rajghat Dam Project and Bansagar Dam Project are two separate Projects located across rivers Betwa & Sone respectively.

(d) Does not arise.

[Translation]

#### **Foreign Tourists in Gujarat**

2912. SHRI JAYSINH CHAUHAN : Will the Minister of TOURISM be pleased to state :

(a) the number of foreign tourists visited India during 1995-96;

(b) the details of foreign exchange earned by the department of tourism during the said period;

(c) the number of tourists out of it visited the worth seeing place of Gujarat;

(d) whether the Union Government have sanctioned some projects for the development of tourism in Gujarat;

(e) if so, the details thereof;

(f) whether the sanctioned projects have been completed; and

(g) if not the reasons therefor and the possibilities thereof in future ?

THE MINISTER OF TOURISM AND MINISTER OF PARLIAMENTARY AFFAIRS (SHRI SRIKANTA JENA) : (a) and (b) Total number of foreign tourists who visited India during 1995-96 were 2190334. The estimated foreign exchange earning by the country from tourism during the same year was Rs. 9185.88 crores.

(c) It is estimated that about 3519 foreign tourists visited the places of tourist interest in Gujarat during 1995-96.

(d) to (g) The Central Department of Tourism sanctioned Rs. 190.58 lakhs for 25 projects in Gujarat during Eighth Plan. Out of these, 14 projects have already been implemented and the rest are being implemented by the State Government. Eight of the projects under implementation were sanctioned only during 1996-97.

#### **Recognised Private Institutes**

2913. SHRI LINGARAJ VALYAL : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the number of AICTE approved private technical institutes in Maharashtra;

(b) whether the teachers serving in these institutes have job security; and

(c) if not, the action taken by the Government to safeguard the interests of the teachers ?

THE MINISTER OF STATE IN THE DEPARTMENT OF EDUCATION IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI MUHI RAM SAIKIA) : (a) to (c) All India Council for Technical Education (AICTE) has approved 268 private institutions conducting Degree/Diploma programmes in Engineering and Technology/Pharmacy in Maharashtra. One of the conditions of the AICTE approval to these institutions is that the teachers are appointed as per the AICTE staff structure, qualifica-

tions, experience and pay scale etc. Other service conditions are covered by the individual institute rules.

[English]

#### LPG Agency in Mizoram

2914. DR. C. SILVERA : Will the Minister of PETROLEUM & NATURAL GAS be pleased to state :

(a) whether there is only one LPG Agency in the whole of Lunglei district in Mizoram State;

(b) if so, the total connections given by the agency;

(c) whether the Government are contemplating to open new agencies to meet the need and demands of the public; and

(d) if so, the time by which these agencies are likely to be opened ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU) :

(a) Yes, Sir.

(b) As on 1.7.1997, the customer strength of the agency is 2772.

(c) and (d) Two more LPG distributorships are proposed to be opened in Lunglei District of Mizoram through LPG Marketing Plan 1996-98. It generally takes about 6 to 12 months to commission a distributorship after issue of Letter of Intent through the prescribed procedure of selection.

#### Yatri Niwas in Andhra Pradesh

2915. SHRI DHARMABHIKSHAM : Will the Minister of TOURISM be pleased to state :

(a) the locations in Andhra Pradesh where Yatri Niwas under construction for the three years;

(b) the amount sanctioned them;

(c) the progress achieved far in each case; and

(d) the time by which the construction work is likely to be completed ?

THE MINISTER OF TOURISM AND MINISTER OF PARLIAMENTARY AFFAIRS (SHRI SRIKANTA JENA) : (a) and (b) During 1994-95, the Department of Tourism of Govt. of India provided financial assistance to the State Government of Andhra Pradesh for the construction of Yatri Niwas at the following places :-

Sl. No.	Place	Amount sanctioned (Rs. in lakhs)
1.	Visakhapatnam	45.75
2.	Arakku	29.91
3.	Tirupati	39.86
4.	Basara	16.63
5.	Yadagiri Gutte	39.84

(c) and (d) As per the information available from the State Government, these projects are at various stages of construction/finalisation and would be completed by the end of this years.

#### Temporary Allotment of Government Accommodation

2916. SHRI CHAMAN LAL GUPTA : Will the Minister of DEFENCE be pleased to refer to the reply given to Unstarred Question No. 773 dated July 28, 1997 and state :

(a) the definition of temporary allotment under Public Premises (Eviction of unauthorised occupants) Act, 1971;

(b) whether the allottees referred to in the annexure of the said reply (Sr. No. 1 to 5) fall under the category of temporary allottees; and

(c) if not, the rationale of trials for eviction on the basis of temporary allotment ?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI N.V.N. SOMU) : (a) There is no definition for the term 'temporary allotment'. There is definition only for the term "temporary occupation" in the Act.

(b) and (c) The accommodation was allotted on temporary basis on specific requests from the individual for a specific period on expiry of which the concerned person was supposed to vacate the accommodation. The competent authority issued show cause notice for vacation of the houses under section 4 and section 7 of the Public Premises (Eviction of Unauthorised Occupants) Act, 1971.

#### Disputes between the States

2917. SHRI GIRIDHAR GAMANG : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether the water-disputes between Orissa and Andhra Pradesh have not been resolved;

(b) whether the Barrage near Neradi on river Vansadhara which comes under dispute since 1961 has

been settled by Orissa and cleared for execution by Andhra Pradesh;

(c) if so, the content of agreement reached for an amicable settlement between the States; and

(d) the measures taken/proposed to be taken by Orissa for flood control on river Vansadhara and the likely submergence of the areas when the proposal Neradi Barrage is taken up thereof ?

THE MINISTER OF STATE OF THE MINISTRY OF WATER RESOURCES (SHRI SIS RAM OLA) : (a) to (c) The water-disputes between Orissa and Andhra Pradesh have not been resolved. Neradi Barrage, a component of Vansadhara State-II as proposed by Government of Andhra Pradesh was likely to submerge 1326 acres of land in Orissa against 106 acres agreed by Government of Orissa.

(d) The Government of Andhra Pradesh has submitted a modified proposal in February, 1996 obviating the necessity of Neradi Barrage thus eliminating submergence in Orissa territory. However, concurrence of Orissa Government to the modified proposal has not been received.

#### Naphtha Component

2918. SHRI UDDHAB BARMAN : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) which of the components of Naphtha is most suitable as an input to Gas Cracker;

(b) whether the Naphtha from Assam Crude is less suitable input to the GAS Cracker; and

(c) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU) : (a) to (c) The information is being collected and will be laid on the Table of the House.

[Translation]

#### Shailja Committee

2919. SHRI RADHA MOHAN SINGH :  
SHRI SHANTILAL PARSOTAMDAS PATEL :

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

(a) the details of the recommendations made by Shailja Committee relating to Kendriya Vidyalaya Sangathan which have since been accepted by the Government;

(b) whether all the accepted recommendations have been implemented;

(c) if not, the details of implemented ones;

(d) the fate of other recommendations;

(e) the time by which these are likely to be implemented; and

(f) the category-wise details of the teachers posted in Delhi who have been benefited from the implementation of the above recommendations during 1991-97 and 1997-98 ?

THE MINISTER OF STATE IN THE DEPARTMENT OF EDUCATION IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI MUHI RAM SAIKIA) : (a) to (e) The Selja Committee made 49 recommendations. A copy of this report is placed in the Parliament Library. All recommendations, with modifications in some, have been accepted. Thirty Nine (39) of these recommendations have been implemented. Action to implement remaining 10 recommendations viz. Nos. 10,11,12,13,15,20,25,34,45 and 48 has been initiated.

(f) Recommendations relate to various academic, administrative and financial matters and matters of procedure. Benefits flowing to teachers due to implementation of the said recommendations are not quantifiable.

#### Gas Agency

2920. SHRI PUNNU LAL MOHLE : Will the Minister of PETROLEUM & NATURAL GAS be pleased to state :

(a) the percentage for allotment of gas agencies to Scheduled Castes/Scheduled tribes out of the total gas agencies distributed in Madhya Pradesh;

(b) whether the Government are again releasing quota for distributing gas agencies to Scheduled Castes/Scheduled Tribes;

(c) if so, the details thereof; and

(d) if not the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU) : (a) to (d) The existing policy provides for 25% reservation for Scheduled Castes/Scheduled Tribes (SC/ST) in the allotment of dealerships/distributorships of petroleum products. As on 1.4.1997, there were 308 LPG distributorships in operation in Madhya Pradesh, of which 46 distributorships pertained to SC/ST category. This works out to 15%. The shortfall in the quota is mainly due to the

fact that a number of distributorships had already been opened in Madhya Pradesh before the commencement of the reservation policy.

Opening of LPG distributorships in different parts of the country including Madhya Pradesh is a continuous process and 25% of such distributorships in Madhya Pradesh will continue to be reserved for SC/ST category.

[English]

#### Brain Drain

2921. SHRI RAMESHWAR PATIDAR : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to refer to the reply given to Starred Question No. 68 on July 28, 1997 and state :

(a) whether the attention of the Government has been drawn to a news-item captioned "Brain drain a cause for concern in the D.R.D.O." appearing in 'The Times of India' dated May 7, 1997;

(b) if so, the facts thereof;

(c) whether the Government propose to make coordinated efforts with other Union Ministries, Institutes of Higher and Technical Education and Industrial Houses to collect figures of Indian emigrants who have left India for ever either for jobs or higher education by the end of March, 1996; and

(d) if so, the details thereof ?

THE MINISTER OF STATE IN THE DEPARTMENT OF EDUCATION IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI MUHI RAM SAIKIA) : (a) Yes, Sir.

(b) About 3% of total strength of scientists/engineers resigned from D.R.D.O. during last three years. While scientists/engineers in D.R.D.O. have challenging tasks, certain percentage of them have joined multinational companies for better compensation (attractive salary and perks).

(c) and (d) the Programme of Action 1992 based on National Policy on Education views the so-called brain-drain as a inevitable global phenomenon with no cause for alarm.

[Translation]

#### Narmada Project

2922. SHRI RATILAL KALIDAS VERMA :  
SHRI CHANDRESH PATEL :

Will the Minister of WATER RESOURCES be pleased

to state :

(a) whether the Narmada Project is likely to be completed by 1998;

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

(c) whether any memorandum has been received by the Union Government to change the height of Narmada Dam;

(d) if so, the details thereof; and

(e) the action taken/proposed to be taken by the Government in this regard ?

THE MINISTER OF STATE OF THE MINISTRY OF WATER RESOURCES (SHRI SIS RAM OLA) : (a) and (b) No, Sir. The Sardar Sarovar (Narmada) Project is planned to be completed by 2000 A.D.

(c) to (e) Yes, Sir. There have been representations for lowering the height of Sardar Sarovar Dam. However, height of Sardar Sarovar Dam has been determined by Narmada Water Disputes Tribunal (NWDIT) under its Award and the validity period of the Award is upto 2024 A.D. (45 years after Gazette Notification in 1979.)

[English]

#### Majuli Island

2923. DR. ARUN KUMAR SARMA : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether the Brahmaputra Board has prepared a Master Plan during 1996-97 to train the river system in Assam including desiltation measures;

(b) if so, the details thereof alongwith the amount earmarked for control of erosion and flood protection during the Ninth Five Year Plan;

(c) whether any specific scheme for protection of Majuli Island is proposed to be taken up during the current plan period;

(d) if so, the details of the scheme including the amount allocated in the current financial year and for the remaining period of the current Five Year Plan;

(e) whether the Government have asked any agency for hydraulic model study of Majuli Island and the Brahmaputra river system; and

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

THE MINISTER OF STATE OF THE MINISTRY OF WATER RESOURCES (SHRI SIS RAM OLA) : (a) and (b) Brahmaputra Board prepared 4 nos. modified Master Plans during 1996-97 for Jia-Bharali, Champamati, Pagladiya and Dikrong rivers in Assam. Master Plan has suggested suitable measures for desiliation.

The 9th Plan document has not been finalised by the Union Government.

(c) to (f) Brahmaputra Board has started survey and investigation for preparation of Master Plan for protection of Majuli Island. Board will also conduct a model study of Brahmaputra segment on Majuli Island for working out viable solution and formulating a specific scheme for protection of Majuli Island.

A sum of Rs. 60.65 lakh and Rs. 24.10 lakh have been provided for river modelling of the river Brahmaputra at Majuli, segment of Majuli Island and for preparation of exclusive Master Plan for the island respectively by Brahmaputra Board.

#### Conventional Methods for Water Collection

2924. SHRIMATI JAYAWANTI NAVINCHANDRA MEHTA : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether the Government have taken or propose to take steps to revive the conventional methods for water Collection;

(b) if so, the details thereof; and

(c) if not, the reasons therefor ?

THE MINISTER OF STATE OF THE MINISTRY OF WATER RESOURCES (SHRI SIS RAM OLA) : (a) to (c) The National Water Policy (1987) stipulates that there should be an integrated and multi-disciplinary approach to the development and management of water resources. Thus, the present strategy in Water Resources Development and management in the country is based on a mix of options consisting of large, medium and small surface water storage, diversion and lift schemes, ground water development through deep/shallow tubewells and open wells and micro watershed development schemes besides other conventional methods of water collection. Each of the above mentioned options has its own place and a judicious mix of all these options is needed for the optimum utilisation and management of water resources in the country.

#### LPG Agency

2925. SHRI BANWARI LAL PUROHIT : Will the

Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) the number of LPG agencies of various oil corporations functioning at present in the Nagpur District of Maharashtra;

(b) whether the Government have any proposal to set up more LPG agencies in the district to meet the demand of LPG in the region;

(c) whether the existing LPG agencies are not releasing more LPG connections thereby causing great difficulties to the people there; and

(d) if so, the facts and details thereof and the steps Government propose to take to open new LPG agencies there ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU) : (a) to (d) The required information is being collected and will be laid on the Table of the House.

#### NH in Tripura

2926. SHRI BADAL CHOUDHURY : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether there is any plan to upgrade any of the roads of Tripura to the status of a National Highway during the Ninth Five Year Plan;

(b) if so, the details thereof;

(c) whether any proposal for upgradation of Agartala-Subroom road to a National Highway has been submitted by the Government of Tripura;

(d) if so, the action taken thereon; and

(e) the initiatives taken by the Union Government to make the Agartala-Churaibari portion of the NH-44, a double lane highway ?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN) : (a) Yes, Sir.

(b) to (d) The upgradation of Agartala-Subroom road to National Highway standard has been included in the new initiatives announced by the Prime Minister during October, 1996. The State Govt. of Tripura has entrusted this road for upgradation to Border Road Organisation and the work is in progress.

(e) The widening of Agartala-Churaibari Section of NH-44 will be taken up depending upon inter-se priority and traffic volume during the 9th Five Year Plan which is yet to be finalised.

### Reintroduction of Nomination

2927. SHRI MURALIDHAR JENA :  
SHRI RADHA MOHAN SINGH :  
SHRI SHANTILAL PARSOTAMDAS PATEL :

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

(a) whether the Government had in 1991-92 introduced nomination of heads of six recognised associations of employees of Kendriya Vidyalaya Sangathan on KVS and its Board of Governors for three years;

(b) if so, the reasons of discontinuing it in December, 1994;

(c) whether the Government have since decided to reintroduce the same; and

(d) if so, the details thereof ?

THE MINISTER OF STATE IN THE DEPARTMENT OF EDUCATION IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI MUHI RAM SAIKIA) : (a) and (b) As per the rules then in force in Kendriya Vidyalaya Sangathan, Authorising Government to appoint any other person(s), the Government had nominated 6 employees of the Kendriya Vidyalaya Sangathan (KVS) as members of KVS and its Board of Governors in 1991 for a period of three years. However, the Rules of the Kendriya Vidyalaya Sangathan do not provide for nomination of heads of recognised Associations of employees of Kendriya Vidyalaya Sangathan as members of KVS and its Board of Governors.

(c) No, Sir.

(d) Does not arise.

*Translation]*

### School Fees

2928. SHRI JAGDAMBI PRASAD YADAV : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the number of Public Schools, Central Government schools and the Delhi Government schools in Delhi and the monthly fees in them, separately and the names of schools where donation is taken;

(b) whether the public schools have become a good source of trade and arbitrary fees is being collected from the students;

(c) if so, whether the Government propose to check and control the said commercialisation of education; and

(d) if not, the reasons thereof ?

THE MINISTER OF STATE IN THE DEPARTMENT OF EDUCATION IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI MUHI RAM SAIKIA) : (a) As per the information made available by Govt. of NCT of Delhi/ Municipal Corporation of Delhi/New Delhi Municipal Council/Ministry of Railways, the number of schools in Delhi is as under :-

	Govt.	Recognised private
NCT Delhi	970	689
MCD	1756	418
NDMC	99	3
Railways	2	

(b) to (d) The recognised schools in Delhi are governed under Delhi School Education Act & Rules (DSEA&R) 1973. In case of violation of the provision of the DSEA & R, 1973, action is taken against such schools.

Delhi Govt. have constituted a Committee under Shri J. Veera Raghvan to review the fees structure and to suggest legal and administrative action to regulate the private recognised schools.

### Gas Agency

2929. SHRI JAGAT VIR SINGH DRONA : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) whether 1200 employees of cooking gas agency of Indian Oil, Kanpur, U.P. are provided gas cylinders per month and out of which 900 cylinders are taken from consumer quota;

(b) if so, whether the supply officer has unearthed the said erring gas agency; and

(c) the steps taken/proposed to be taken by the Government to prevent such irregularities in future ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU) :  
(a) No, Sir.

(b) and (c) Do not arise.

### Unutilised Potable Water:

2930. SHRI HANSRAJ AHIR : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether due to continuous mismanagement of

water by the Government many villages of the country are not obtaining potable water till-date and large areas of Land are lying unutilised and as a result of which large quantity of useful water is going waste into the sea;

(b) whether the Government have formulated any concrete policy at national level to contain this mismanagement;

(c) if so, the steps taken or proposed to be taken by the Government in this regard; and

(d) if not the reasons therefor ?

THE MINISTER OF STATE OF THE MINISTRY OF WATER RESOURCES (SHRI SIS RAM OLA) : (a) to (d) Since the beginning of the First Five Year Plan a number of irrigation and multi-purpose projects have been taken up to utilise the available water resources for irrigation and other purposes. As a result of this the irrigation potential of the country which was about 22.6 million hectares during the pre-plan period has increased to about 89.0 million hectares (provisional) at the end of 1995-96.

The National Water Development Agency is carrying out studies on the National Perspective Plan for water resources development which, inter-alia, envisages transferring water from surplus to water-short basins by inter-linking of rivers and constructing reservoirs at potential sites to maximise the utilisation of river waters. However, full utilisation of available waters resources is not possible due to various reasons such as topographical and environmental constraints etc. National Commission for preparation of integrated Water Resources Development Plan has also been set up.

[English]

#### Transfer of the Management of Haryana

2931. SHRI CHAUDHARY RAMCHANDRA BENDA : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether Decks have been cleared for the transfer of the management of Haryana portion of the Agra Canal from Uttar Pradesh to Haryana Government;

(b) whether Union Government told Haryana on October 20, 1987 that it should identify the key channels of Agra Canal in the State, whose control would be transferred to Haryana; and

(c) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF

WATER RESOURCES (SHRI SIS RAM OLA) : (a) No, Sir.

(b) and (c) It was decided, during a Secretary level meeting held on 20th October, 1987 at New Delhi between Haryana, Uttar Pradesh and Union Territory of Delhi under Chairmanship of Secretary (Water Resources), that Haryana Government would prepare their latest proposal indicating the details of the system including control structures on the Agra Canal system serving their areas which Haryana desires to be transferred from Uttar Pradesh to Haryana and send the same to Uttar Pradesh Government for any comments/reaction for communicating to the Government of Haryana for further discussion on the issue.

The issue was discussed between Chief Ministers of Haryana and Uttar Pradesh on 26th May, 1989 bilaterally and subsequently at official level meetings between the two States a number of times but Uttar Pradesh has not agreed to the proposal of Haryana for transfer of the said portion of Agra Canal to Haryana.

#### Anti Urdu Drive

2932. SHRI G.M. BANATWALLA : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether an examination paper of the BHU this year required the students to write a letter to the U.P. Chief Minister to the effect that the teaching of and education in Urdu is useless;

(b) if so, whether the Government have taken up this anti Urdu matter with the said University;

(c) if so, the reaction of the University thereto and whether the University proposed to take any action in the matter; and

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

THE MINISTER OF STATE IN THE DEPARTMENT OF EDUCATION IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI MUHI RAM SAIKIA) : (a) Yes, Sir.

(b) to (d) On the advice of Government the University has issued orders that necessary instructions must be given to all the moderators and paper setters that no question paper shall contain question/passage which may even unintentionally offend the feelings of any sect, caste, creed, culture, language, religion or people of any particular section of the society.



[Translation]

**Memorandum against Public Schools**

2933. SHRI KUNWAR SARVARAJ SINGH :  
SHRI PANKAJ CHOWDHARY :

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

(a) whether the representatives of the Delhi Parents Federation has submitted any memorandum against the arbitrary manner of public schools; and

(b) if so, the basic contents thereof and the decision taken or likely to be taken by the Government thereon ?

THE MINISTER OF STATE IN THE DEPARTMENT OF EDUCATION IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI MUHI RAM SAIKIA) : (a) and (b) The Govt. of NCT of Delhi have informed that they have received a memorandum from Delhi Parents Federation regarding disproportionate hike in fees, misuse of funds, etc. in recognised private schools. The Directorate of Education of that Govt. has conducted special inspections to ascertain facts in order to issue suitable directives for redressal of grievances.

[English]

**Promotion of Cave Tourism in Meghalaya**

2934. SHRI AJMEERA CHANDULAL : Will the Minister of TOURISM be pleased to state :

(a) whether Asia's longest cave has been discovered in Meghalaya;

(b) whether Meghalaya also has a large number of other caves of various length;

(c) the details with regard to these caves;

(d) whether the Union Government in collaboration with the State Government propose to promote cave tourism in Meghalaya; and

(e) if so, the details thereof ?

THE MINISTER OF TOURISM AND MINISTER OF PARLIAMENTARY AFFAIRS (SHRI SRIKANTA JENA) : (a) No, Sir.

(b) and (c) As per the information given by the State Government, one of the caves located at Lumshnong, Jaintia Hills District is reportedly the longest surveyed cave in India. Other caves of various lengths are also scattered over the State.

(d) and (e) For promoting Cave Tourism in Meghalaya, the Department of Tourism in Consultation with the State Government has identified two cave projects for financial assistance during 1997-98. These are (i) purchase of equipment for Cave Adventure Tourism; (ii) Illumination of Model Cave at Cherapunji. In addition, the State Government has brought out a brochure- 'Discover the Caves of Meghalaya.'

[Translation]

**Water Crisis in Madhya Pradesh**

2935. SHRI VIRENDRA KUMAR : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether there has been water crisis in Sagar town of Madhya Pradesh due to lower level of underground water;

(b) if so, the time by which the Government propose to complete the Rajghat Project alongwith the other measures to meet the shortage of water;

(c) whether there is any proposal under consideration of the Government to construct a dam in Motilal near Gadhparra; and

(d) if so, the time by which the work is likely to be started ?

THE MINISTER OF STATE OF THE MINISTRY OF WATER RESOURCES (SHRI SIS RAM OLA) : (a) No, Sir. As per long term observatio made by the Central Ground Water Board, a decline of 4.91 metres in the level of ground water has been observed in Sagar town. The present level of development of ground water in Sagar block is only 30.52 per cent and the area falls in the category of 'white' block.

(b) The scheduled date for completion of Rajghat Project Unit I (Dam) on the river Betwa is June, 1998. Unit II of the Project (Canal) is scheduled to be completed during IXth Plan. The Government of Madhya Pradesh is also executing a drinking Water supply project on the river Bewas. Completion of this project depends on availability of funds to the state Government.

(c) No, Sir.

(d) Does not arise.

**SC/ST Posts**

2936. SHRI KACHARU BHAAU RAUT :  
SHRI N.J. RATHWA :

Will the Minister of SURFACE TRANSPORT be pleased to state :

- (a) the total number of posts reserved for SCs/STs lying vacant in the Ministry and departments and undertakings under his Ministry as on 30 June, 1997;
- (b) the date from which these posts are lying vacant;
- (c) the reasons therefor; and
- (d) the measures taken/proposed to be taken to fill up these vacancies ?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN) : (a) to (d) The information is being collected and will be laid on the Table of the House.

[English]

#### Implementation of Motor Vehicle Act, 1993

2937. SHRI RAVINDRA KUMAR PANDAY : Will the Minister of SURFACE TRANSPORT be pleased to state :

- (a) whether the Government have made arrangement to ensure the implementation of the Motor Vehicle Act, 1993 and Section 97 of the said Act;
- (b) if so, the details thereof; and
- (c) the main rules enshrined in the Motor Vehicle Act, 1993 and section 97 of the said act ?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN) : (a) to (c) There is no Act as Motor Vehicle Act, 1993. Also, there are no main rules of Motor Vehicle Act, 1993 since the Act itself does not exist.

#### Parliament Control on Government Funds

2938. SHRI CHHITUBHAI GAMIT :  
SHRI SHANTILAL PARSOTAMDAS PATEL :  
SHRI B.K. GADHVI :

Will the Minister of PARLIAMENTARY AFFAIRS be pleased to state :

- (a) whether the attention of the Government has been drawn to a news-item appearing in the Times of India dated May 9, 1997 under the heading "Parliament has no control over 80% of the Government funds"; and
- (b) if so, the reaction of the Government thereto ?

THE MINISTER OF TOURISM AND MINISTER OF PARLIAMENTARY AFFAIRS (SHRI SRIKANTA JENA) : (a) Yes, Please.

- (b) The news item has mainly referred to large

governmental expenditure which is classified as 'charged' on the Consolidated. Funds of India and the incidence of rush of expenditure in March. Provisions for 'charged' expenditure are duly budgeted and even though these are not subject to vote of Parliament, the 'charged' expenditure is included in the Appropriation Bill, which is approved by the Parliament.

As regards rush of expenditure in March, instructions to Ministries/Departments are already existing for ensuring that the expenditure budgeted for the year should be evenly spread so as to avoid rush of expenditure towards the close of the financial year. However, such items of expenditure are not unauthorised since these are incurred out of the provision sanctioned in the Budget as per the Appropriation Act.

[Translation]

#### Espionage Activities at Bihata IAF Airport

2939. SHRI LALIT ORAON : Will the Minister of DEFENCE be pleased to state :

- (a) whether any incident of espionage occurred at Bihata airport of Air Force recently;
- (b) if so, the details thereof and the number of persons arrested in this regard;
- (c) whether any important clue was received during the interrogation; and.
- (d) if not, the steps the Government propose to take to check such espionage activities ?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI N.V.N. SOMU) : (a) to (d) No, Sir. However, on 20th August, 1996 a College student tried to enter Air Force Station, Bihata impersonating as an airman, who was apprehended and handed over to Civil Police.

[English]

#### Kerosene

2940. KUMARI FRIDA TOPNO : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

- (a) whether the Government are spending huge amount in the form of subsidy for kerosene oil;
- (b) whether the Government are aware that in some States Kerosene oil is distributed in big cities and not adequately supplied to poor villagers;
- (c) if so, the steps taken by the Government to check the malpractices in the distribution of kerosene oil

in rural and hilly areas;

(d) whether kerosene is being mixed in diesel oil and is also supplied to well-to-do persons who have gas connections; and

(e) if so, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU) : (a) The subsidy on Kerosene oil is met through the oil pool account mechanism. The estimated subsidy on Kerosene oil during the last three years is given below :

	Rs./Crs.	Rs./Ltr.
1994-95	3740	3.39
1995-96	4190	3.69
1996-97	6350	5.18

(b) to (e) SKO is a deficit product and deficit is met by imports. The Central Government makes only bulk allocation of SKO to the States/UTs. Its retail distribution to the different areas including the rural areas within the State is the responsibility of the State Government. The scale of distribution and entitlement of individuals for getting PDS kerosene is also decided by State Governments.

In order to check adulteration of diesel by kerosene steps such as Filter Paper Test, Furfural doping of Kerosene, Densit test, blue dying of Kerosene, surprise inspections by field officers of the oil companies and joint industry teams are taken. Inspections are conducted by State Government Enforcement Agencies also.

[Translation]

#### Funds for Science Educational Research

2941. DR. RAMESH CHAND TOMAR :  
SHRI DEVI BUX SINGH :  
SHRI RADHA MOHAN SINGH :

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

(a) whether the Government are not providing adequate funds and assistance for science education and research works in the country;

(b) if so, whether the Government propose to provide more funds for the said works;

(c) if so, the details thereof;

(d) the amount allocated for the science education and research works during the last two years, year-wise; and

(e) the amount of annual expenditure being incurred on science education and scientific research in the country ?

THE MINISTER OF STATE IN THE DEPARTMENT OF EDUCATION IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI MUHI RAM SAIKIA) : (a) to (d) The Govt. had provided an amount of Rs. 17.50 crore each for the purpose to UGC during 1995-96 and 1996-97 respectively. The same has been stepped up to Rs. 28.00 crore in 1997-98. It is, however not always possible to meet all the demands made by the universities in this behalf to the fullest extent, due to resources crunch.

(e) The information is being collected and will be laid on the Table of the House.

#### Pension to Freedom Fighters

2942. SHRI BACHI SINGH RAWAT 'BACHDA' : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether the Government propose to enhance the pension and other facilities being granted to the freedom fighters on the occasion of 50th Anniversary of India's Independence;

(b) if so, the details thereof;

(c) whether this facility will also be extended to their dependents; and

(d) if so, the details thereof ?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI S.R. BOMMAI) : (a) to (d) During the 50th year of India's Independence several demands have been received by the Government to enhance the pension being granted to freedom fighters and their eligible dependents under Swatantrata Sainik Samman Pension Schemes of 1980. The Central Government on 10th July, 1997 had constituted a Joint Committee of Freedom Fighters and Officials to look into various problems of freedom fighters. The Joint Committee met on 28th July, 1997 and made several recommendations including enhancement of freedom fighters pension being granted to the freedom fighters and their eligible dependents. These recommendations are under active consideration of the Government.

#### Erosion By Ganga

2943. SHRI MOHAMMAD ALI ASHRAF FATMI : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether the working group constituted by the

Union Government for formulation of Ninth Five Year Plan has recommended to check the Ganga erosion;

(b) if so, the details thereof;

(c) whether the Government have formulated any scheme to check the above erosion; and

(d) if so, the details thereof ?

THE MINISTER OF STATE OF THE MINISTRY OF WATER RESOURCES (SHRI SIS RAM OLA) : (a) and (b) No, Sir. However, an Expert Committee had been constituted by the Planning Commission in September, 1996 to study the erosion problem and suggest necessary remedial measures of the river Ganga/Padma in the districts of Malda and Murshidabad in West Bengal. The report has been submitted to the Union Government by the Committee.

(c) and (d) To counter the erosion problem of the river Ganga, the Governments of the Ganga Basin States plan and execute protective measures in their territory depending upon seriousness of the problem and fund availability with them.

#### World Bank Loan

2944. SHRIMATI SUMITRA MAHAJAN : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether any loan has been taken by India from World Bank for promoting primary education;

(b) if so, the rules and regulations thereof; and

(c) the State-wise details of the above amount of loan utilized during the last five years ?

THE MINISTER OF STATE IN THE DEPARTMENT OF EDUCATION IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI MUHI RAM SAIKIA) : (a) Yes, Sir. The World Bank is providing assistance to the tune of US\$ 260.3 million for the District Primary Education Programme (DPEP) Phase I covering 23 districts in States of Assam, Haryana, Maharashtra, Karnataka, Tamil Nadu and Kerala for a period of 7 years and under DPEP II an amount of US \$ 450.8 million (IDA Credit amounting to US\$ 425 million and a grant from Government of Netherland amounting to US \$ 25.8 million in a co-financing arrangement) for 70 districts in 11 state namely Assam, Haryana, Madhya Pradesh, Uttar Pradesh, Orissa, Himachal Pradesh, Gujarat, Maharashtra, Karnataka, Tamil Nadu and Kerala. The World Bank is also providing assistance amounting to US\$ 165 million for the U.P. Basic Education

Project in the State Sector for a period of 7 years.

(b) The assistance provided by the World Bank is in the form of a soft loan from the International Development Association (IDA) on standard terms and conditions.

(c) The State-wise details of expenditure incurred/ reimbursement claimed from the World Bank upto 31.3.1997 is given in the enclosed statement.

#### Statement

DPEP-I

(Rs. in Crores)

Sl. No.	State	Cumulative Expenditure upto 31.3.97	Reimbursement received from World Bank
1.	Assam	27.07	24.20
2.	Haryana	27.45	24.60
3.	Karnataka	34.216	30.53
4.	Kerala	22.40	20.35
5.	Maharashtra	47.05	41.92
6.	Tamil Nadu	24.70	22.23
7.	National Component	11.80	11.80
	Total DPEP	194.73	175.63
8.	Uttar Pradesh	352.20	305.00
	Total DPEP and U.P. Basic Education Project	546.93	480.63

DPEP-II

(Rs. in Crores)

Sl. No.	State	Cumulative Expenditure upto 31.3.97	Reimbursement received from World Bank
1.	Himachal Pradesh	1.59	1.34
2.	Orissa	0.69	0.59
3.	Gujarat	1.92	1.58
4.	Haryana	0.25	0.24
5.	Karnataka	0.11	0.10
	Total	4.56	3.85

[English]

#### Purchase of Oil Tankers

2945. SHRI SARAT PATTANAYAK : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether Shipping Corporation of India propose to buy oil tankers from abroad; and

(b) if so, the details thereof ?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN) : (a) and (b) Yes, Sir. Shipping Corporation of India (SCI) has proposal to acquire 6 Crude Oil Tankers and 6 Product Tankers at an investment of US\$ 410 million during the Ninth Five Year Plan.

For acquisition of ships, global tenders are floated by SCI and the orders are placed on the shipyard whose offer is found to be most competitive, after obtaining approval of the competent authority.

[Translation]

#### Non Implementation of Reservation Policy

2946. SHRI ILIYAS AZMI : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) whether there is no officer belonging to Scheduled Castes, Scheduled Tribes, other backward classes and other minorities among the officers of Oil India Limited, Assam;

(b) if so, whether reservation policy is not being implemented in Oil India Limited;

(c) if so, the reasons therefor; and

(d) the time by which this policy is likely to be implemented therein ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU) :

(a) There are officers belonging to Scheduled Caste, Scheduled Tribe, other backward classes and other minorities among the officers of Oil India Limited, Assam. Their Strength as on 30th June, 1997 is as under :-

SC	:	76
ST	:	58
OBC	:	19
Minority	:	91

(b) to (d) The Reservation Policy for SC/ST and OBC in Oil India Limited is being implemented as per the Government instructions.

#### Distribution of Publication in I.A. Flights

2947. SHRI SUKH LAL KUSHWAHA : Will the Minister of CIVIL AVIATION be pleased to state :

(a) the details of the arrangement for the Publication and distributio of 'Swagat' and 'Namaskar' Magazines in the flights of Indian Airlines;

(b) the reasons for handing over this job to the private company when the distibution and publication of these magazines are possible by the Government department; and

(c) the steps proposed to be taken for transferring these magazines from the private party to the Government department in the public interests ?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRIMATI JAYANTHI NATARAJAN) : (a) Indian Airlines entered into a contract with M/s Media Transasia in April 1994 for printing and supply of 60000 copies of Swagat every month free of cost. In addition the publishers are paying Indian Airlines a sum of Rs. 8.75 lakhs every month as 'contract fee'. The contract with M/s. Media Transasia is valid for a period of 5 years from June 1994 to May 1999.

(b) Prior to awarding the contract, Indian Airlines had invited quotations from leading publishers. The contract was awarded to M/s Media Transasia on the basis of their competitive quote.

(c) Since the contract is valid till May, 1999 and the arrangements with the publisher are working to the satisfaction of Indian Airlines, the need for handing over the responsibility to any other agency has not been felt. Namaskar is the magazine of Air India, Not Indian Airlines.

#### Conservation of Petrol and Petroleum Products

2948. SHRI NARENDRA BUDANIA : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) the percentage of demand of petrol and petroleum products met from the indigenous production during the last three years, year-wise;

(b) the percentage of demand to be met during the next three years from the indigenous sources; and

(c) the steps taken or proposed to be taken to conserve petrol and petroleum products keeping in view the ever increasing import bill and to fulfil the requirement of the country ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU) :

(a) The percentage of demand of petrol and petroleum

products met from the indigenous production during the last three years, yearwise is as follows :-

Year	Petrol	Percentage Pet. Products
1994-95	Full	82.1
1995-96	95.3	77.7
1996-97	94.5	78.4

(b) Based on materialisation of refining capacity as planned, percentage of demand of petrol and petroleum products expected to be met during next three years from indigenous sources is as under :-

Year	Petrol	Percentage Pet. Products
1998-99	86.2	68.4
1999-00	87.4	69.3
2000-01	Full	84.9

(c) Government has taken various steps to conserve petrol and petroleum products by encouraging adoption of various conservation measures to avoid wasteful usage and improve efficiency of utilisation. Various promotional activities undertaken include multi-media mass awareness campaign, promotion of measures to curb wasteful practices and improve the oil use efficiency of equipment devices and vehicles, conducting energy audits and fuel oil utilisation studies, organising training programmes for drivers, model depot projects, demonstration clinics/workshops/exhibitions/consumer meets, sponsoring research and development activities for improving oil use efficiency in various end uses. To contain oil import bill, steps are being taken to increase refinery capacity by expansion of existing refineries in public sector and setting up of refineries in joint sector and private sector. Import and parallel marketing of Kerosene, LPG and LSHS in private sector has also been allowed so as to improve availability of these products. Steps are also being taken to increase crude oil production in country through application of improved technologies, development of new fields, additional development of existing fields and by inviting foreign and private capital in the upstream sector.

[English]

#### Opening of LPG Agency

2949. COL. SONA RAM CHOUDHARY : Will the Minister of PETROLEUM & NATURAL GAS be pleased to state :

(a) whether the Government have received any

demand for opening of LPG agencies in Rajasthan;

(b) if so, the details thereof alongwith their proposed locations; and

(c) the steps taken by the Government in this regard and the time by which these LPG agencies are likely to be opened ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU) :

(a) Yes, Sir.

(b) A request has been recently received from the Hon'ble Member for opening of LPG distributorships at Jaisalmer city, Barmer city, Pokaran and Pachpadra in Rajasthan.

(c) The locations Pokaran and Pachpadra are proposed to be included in the Marketing Plan immediately. Survey for establishing viability of other two locations has been ordered. The selection for distributors is to be made by Dealer Selection Board after it is advertised. It takes around one year for commissioning of a distributorship after the distributor is selected.

[Translation]

#### Pending Proposals

2950. DR. RAMVILAS VEDANTI : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether proposals of Uttar Pradesh Government relating to construction of stadia and sports training centres in the State are pending with the Union Government; and

(b) if so, the details thereof including the grants proposed to be provided and the Government's stand thereon ?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI S.R. BOMMALI) : (a) No, Sir.

(b) Does not arise.

#### Rehabilitation Centre for War Widows

2951. SHRIMATI SHEELA GAUTAM :  
SHRIMATI PURNIMA VERMA :

Will the Minister of DEFENCE be pleased to state :

(a) the number of rehabilitation centres set up in the country for the war widows alongwith the places where these centres have been set up State-wise;

(b) the details of funds allocated to these centres during the last two years and till end of July, 1997 alongwith activities of these centres;

(c) whether the Government have received any complaints/representations about improper functioning of these centres; and

(d) if so, the details thereof and action taken in this regard ?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI N.V.N. SOMU) : (a) to (d) The details of Rehabilitation/Training-cum-Production Centres for widows of Defence Personnel and ex-Servicemen in the country, including the courses conducted by them are given in the enclosed statement. These centres are opened by

and working under the respective State Governments through their Departments of Sainik Welfare. They are funded by the respective State Governments/Rajya Sainik Boards.

2. During the last 2 years only one Vocational Training Centre at Lansdowne, requested for allocation of funds from Kendriya Sainik Board. This Centre has been given the following amounts from the Kendriya Sainik Board :-

1995-96	Rs. 31,198/-
1996-97	Rs. 28,374/-
Apr. to Jul. 97	Rs. 10,923/-

3. The Central Government have not received any complaint against these Centres..

#### Statement

##### *Rehabilitation/Training-cum-Production Centres for Widows of Defence Personnel and Ex-servicemen*

Sl. No.	State	Name of the Trg. Centre and location	Course Conducted
1.	Mizoram	Training-cum-Production Centre, Alzaw-Lunglei	Typing & Stenography Bamboo & Cane work
2.	Uttar Pradesh	Training-cum-Production Centre, Lansdowne Ranikhet	Stitching, Knitting & Typing Weaving Shawls & bandages.
3.	Bihar	Vocational Training Centre Patna, Arrah, Ranchi and Chaibasa	Tailoring & Typing
4.	Rajasthan	Vocational Training Centre for Widows ex-Servicemen, Khrija, Khas, Tena, Indroka, Singhasan & Jhunjhunu	Sewing, Knitting Papad and Beedi making.
5.	Uttar Pradesh	Sainik Mahila Prashikshan Evam Utpadan Kandra, Pauri Garhwal.	Stitching, Tailoring & Knitting
6.	Haryana	Vocational Training Centre, Panchkula, Rewari, Chacharauli, Dadri, Jhajjar, Hissar and Rohtak.	Computer Programme Stenography, Glass cutting, Handloom and Carpet weaving, Hosiery, Tailoring and Coaching for competitive examinations.
7.	Maharashtra	Vocational-cum-Production Centre, Satara.	Wooden furniture, Cot, Steel Racks work and Bed sheet and Towel works.
8.	Sikkim	Govt. Institute of Cottage Industries, Gangtok	Carpet weaving, Handloom, Carpty, Wooden furnitures, Carving, Art, Weaving, tailoring, cutting, knitting and cane works.

#### Standard of Teaching

2952. SHRI SHIVRAJ SINGH : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether the Union Government are aware of the constant decline in the standard of teaching in Navodaya Vidyalayas in Madhya Pradesh;

(b) if so, the steps being taken for improving it; and

(c) whether any action has been taken against the teachers of those educational institutions and if so, the details thereof ?

THE MINISTER OF STATE IN THE DEPARTMENT OF EDUCATION IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI MUHI RAM SAIKIA) : (a)

Navodaya Vidyalaya Samiti has intimated that there is no declines in the standard of teaching in Navodaya Vidyalayas in Madhya Pradesh.

(b) and (c) Do not arise.

[English]

### Mumbai High Natural Gas Plant

2953. SHRI CHINTAMAN WANAGA : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) whether any proposal to provide Mumbai High Natural Gas to BSES Thermal Plant at Dahaun has been received by the Government; and

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

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU) :

(a) Yes, Sir.

(b) The proposal is under consideration of the Government.

[Translation]

### Natural Gas

2954. PROF. PREM SINGH CHANDUMAJRA :  
SHRI NAWAL KISHORE RAI :

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) whether natural gas being produced in the country is not being fully utilised;

(b) if so, the total percentage of natural gas utilised in the country upto March, 1997;

(c) the percentage out of the remaining gas assessed for its utilisation;

(d) whether the Government have formulated any time bound scheme so as to utilise this estimated unutilised gas; and

(e) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU) :

(a) and (b) The percentage of natural gas utilised in the country as of March 1997, is around 93.5%

(c) to (e) The remaining gas is flared on account of:

(i) technical requirements of field operations.

(ii) gas from isolated structures not integrated with the main gas grid as it is economically unviable.

(iii) less offtake by consumers; and

(iv) lack of compression and transportation facilities.

ONGC and OIL have taken various steps for creation of additional gas collection and compression facilities as a result of which flaring has been reduced from 30% in the 7th Plan period to around 6.5% currently. Efforts are being made to further minimise the quantity of gas being flared.

[English]

### Share of Profits

2955. SHRI UTTAM SINGH PAWAR : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) whether the Government have decided to give its share of profits to oil companies from the oilfields and exploration blocks which were given to the private sector in 1994; and

(b) if so, the details thereof and how much amount is proposed to be given to each oil company ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU) :

(a) and (b) No such decision has been taken by the Government.

### Earthquake in Madhya Pradesh

2956. SHRI DADA BABURAO PARANJPE : Will the Minister of DEFENCE be pleased to state :

(a) whether departmental houses, some headquarters, offices and units of defence were damaged in the earthquake which occurred on May 22, 1997 in Narmada valley of Madhya Pradesh;

(b) if so, the details thereof;

(c) whether any relief and assistance work have been carried out by the Army in towns and villages affected due to earthquake, if so, the details of relief works carried out.

(d) whether the production in many defence units have come to standstill and if so, to what extent the production in those units have been affected;

(e) whether he and Chief of any of the three wings



of Defence forces visited and inspected the places and towns; and

(f) if so, the names of persons who conducted the inspection alongwith the date of inspection and places inspected by them ?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI N.V.N. SOMU) : (a) Yes, Sir.

(b) and (c) A statement is enclosed.

(d) No, Sir.

(e) No, Sir.

(f) Does not arise.

#### Statement

There are four Ordnance Factories located in Jabalpur. Out of these two factories and their estates namely Ordnance Factory, Khamaria and Gun Carriage Factory, Jabalpur suffered damages of approximately Rs. 94 Crores. About one hundred (100) persons of Ordnance Factory, Khamaria were injured in the earthquake of which seven (7) were injured seriously. In the two other Ordnance factories at Jabalpur viz. Vehicle Factory and Grey Iron Foundry, the effect of the earthquake was minor. Several offices of the Directorate General of Quality Assurance located at Jabalpur and Khamaria were damaged due to the earthquake. The expenditure on their repair is expected to be of the order of approximately Rs. 79.80 lakhs. Air armament Inspection Wing, Directorate General of Quality Assurance building and domestic camps at Khamaria, Jabalpur were also affected by the earthquake.

2. In the wake of the earthquake at Jabalpur, the Army's assistance was rendered to the civil authorities as under :

- (a) one column was despatched to the site for spot assistance;
- (b) on request from civil administration, 30 other Ranks donated blood at Medical College, Jabalpur;
- (c) one surgical team was despatched to Victoria Hospital for assistance;
- (d) Water was provided to Medical College through trucks, trolleys and water trucks;
- (e) two medical teams were provided for medical aid, 10 columns were despatched which were tasked to provide medical aid, relief and salvage operations, food and water.

#### Wet Leasing of Aircraft

2957. SHRI ANAND RATNA MAURYA : Will the Minister of CIVIL AVIATION be pleased to state :

(a) the reasons for Air India to go for Wet Leasing of Aircraft;

(b) the criteria adopted for selection of Carib Jet;

(c) whether any Economic Evaluation done in this regard;

(d) if not, the reasons therefor; and

(e) the total loss suffered by Air-India by operating wet leased Aircraft of Carib Jet ?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRIMATI JAYANTHI NATARAJAN) : (a) Air India had wet leased aircraft to provide growth and expand its market presence until the company was able to acquire its own aircraft.

(b) Based on the offers received in 1994 from owners/operators of the aircraft, Air India selected Caribjet which met airlines' wet lease requirement at that time.

(c) Yes, Sir.

(d) Does not arise.

(e) The estimated loss is about 201.57 crores. Air India terminated wet-lease agreement with Caribjet w.e.f. 4.9.96 due to violation of Civil Aviation requirements in the operating of its aircraft.

#### Shukla Committee

2958. LT. GEN. PRAKASH MANI TRIPATHI : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether the Shukla Committee set-up by the all India Council of Technical Education (AICTE) has recommended higher pay and better service conditions for the teachers of technical institutions;

(b) if so, the details thereof; and

(c) the action taken/proposed to be taken thereon ?

THE MINISTER OF STATE IN THE DEPARTMENT OF EDUCATION IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI MUHI RAM SAIKIA) : (a) to (c) All India Council for Technical Education (AICTE) has not yet approached the Government of India in the matter of Shukla Committee Report.

[Translation]

**Facilities to Sports Federations/  
Sportsmen**

2959. SHRI RAJKESHAR SINGH :  
SHRI PANKAJ CHOWDHARY :

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

(a) whether the Government have issued fresh directives to provide more and more facilities to the sports federations and talented sportsmen;

(b) if so, the details thereof; and

(c) the date from which the new directives are likely to be complied with ?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI S.R. BOMMAI) : (a) Yes, Sir.

(b) The guidelines for assisting National Sports Federations have been revised recently. Details of the revised scheme is given in the enclosed Statement.

(c) These Guidelines have come into force w.e.f. 10th July, 1997.

**Statement**

The brief details of the new Guidelines are given below:

- (i) Role and responsibility of various agencies involved in promotion of sports have been clearly demarcated;
- (ii) Sports disciplines have been prioritised for the purpose of Government assistance;
- (iii) A discipline specific project approach will be adopted in processing cases for financial assistance;
- (iv) Guidelines for preparation of Long Term Development Plans (LTDPs) and annual sanctions of development plans have been simplified and greater flexibility has been provided to Federations in meeting their specific requirements;
- (v) Tripartite agreements between NSFs, the Department and the SAI are to be executed for ensuring better coordination;
- (vi) Professionalisation and upgradation of the

administrative and financial management of Federations will be emphasised;

- (vii) Emphasis has been laid on developing a system for redressal of grievances of sportspersons;
- (viii) Appointment of Registered Chartered Accountants will be insisted upon to ensure maintenance of proper and transparent accounts;
- (ix) Role of sports promoters, particularly for event management will be recognised; and
- (x) Flow of funds to Federations will be from various on-going schemes of the Department as well as the scheme for Grant to National Sports Federations.

2. The Scale of assistance for organising National Championships and International Tournaments has also been increased. Under the Revised Guidelines, the ceiling for Govt. assistance to Federations for organising National Championships will be Rs. 1.00 lakh for Seniors (Men & Women); Rs. 2.00 lakhs for Juniors (Boys & Girls) and Rs. 3.00 lakhs for Sub-Juniors (Boys & Girls). In case the Championships are organised separately for men and women, only 50% of the total grant is admissible. For International tournaments such as World Cup/World, Commonwealth, Asian Championships, assistance, of Rs. 5.00 lakhs will be given and Rs. 3.00 lakhs for other tournaments.

3. Individual sports disciplines have been divided into 3 categories viz. 'A', 'B' & 'C'. Category 'A' include 7 disciplines, which are included in the Olympics, Commonwealth and Asian Games and where our teams or individual sportspersons have fair chance of winning medals in the coming events. Category 'B' will cover 13 disciplines, which are included in the Olympics, Commonwealth and Asian Games and where there is a proven aptitude but not yet close to International competitive levels. Other sports, not covered in categories 'A' & 'B' above, have been placed in Category 'C'. Category-wise list of disciplines is attached at Annexure.

4. Constitution of Selection Committee for selection of sportspersons for inclusion in the Coaching Camps/ International participation etc. has been revised. The Committee will be headed by the President of the concerned Sports Federation, with the representative of IOA, National Coach and eminent ex-sportspersons as Members. A Govt. Observer will however, be present during the meetings of the Selection Committee.

5. Under the Revised Guidelines, the Federations

falling in Category 'A' & 'B' will be able to appoint a National Coach from a panel prepared by SAI. Assistance upto Rs. 15,000/- per month will be reimbursed to the Federation for meeting the salary etc. of the National Coach.

6. The new Guidelines provide a detailed procedure for recognition of Sports Federations, as well as suspension/ withdrawal of recognition under specified circumstances/ breach of conditions.

7. Besides international air passage, the Govt. will bear expenses on account of boarding & lodging for sports disciplines listed in Categories 'A' & 'B' for participation in the Olympics, World, Asian and Commonwealth Games Championships including pre-qualifying tournaments for the above championships.

### Annexure

#### Category - wise List of Disciplines

#### CATEGORY-A.

1. Athletics
2. Boxing
3. Hockey (Men)
4. Shooting
5. Weightlifting
6. Archery
7. Volleyball

#### CATEGORY-B

1. Badminton
2. Football
3. Golf
4. Hockey (Women)
5. Judo
6. Swimming
7. Squash
8. Table Tennis
9. Chess
10. Kabaddi
11. Tennis
12. Wrestling
13. Yachting

#### CATEGORY-C

1. Ball Badminton
2. Baseball

3. Body Building
4. Carrom
5. Cycle Polo
6. Karate
7. Kho-Kho
8. Powerlifting
9. Softball
10. Roller Skating
11. Sports for the Deaf
12. Basketball
13. Billiards & Snooker
14. Canoeing & Kayaking
15. Cycling
16. Equestrian
17. Gymnastics
18. Handball
19. Rowing
20. Taekwondo
21. Wushu
22. Women's Cricket
23. Tennikoit
24. Triathlon
25. Throwball
26. Wrestling (Indian Style)
27. School Games Federation of India.

[English]

#### Implementation of Marketing Plan

2960. SHRI ANANT GUDHE :  
SHRI SANDIPAN THORAT :

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) the estimated demand of L.P.G. in Maharashtra during the last three years and the actual supply made;

(b) the details of demand projections of L.P.G. in the State during the Ninth Plan;

(c) whether the Government have reviewed the implementation of marketing plan for 1996-97 for selection and appointment of Agents/Distributors by the Regional Selection Board for distribution of petroleum products in various States particularly in Western region;

(d) if so, the details thereof alongwith backlog of

work to be carried out for 1997-98;

(e) the steps taken or proposed to be taken by the Government to make the functioning of Regional Selection Board more transparent and efficient; and

(f) the details of the marketing plan for petroleum products for 1997-98 for Maharashtra State ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU) :

(a) The estimated demand and actual sale of LPG in Maharashtra during the last three years are as under :

Year	Est. Demand (Figs in TMT's)	Actual Sales (Figs in TMT's)
1994-95	592.30	605.80
1995-96	647.82	669.84
1996-97	713.74	721.50

(b) The details of demand projections of LPG in the State of Maharashtra during the Ninth Plan are as under :

Year	Demand (Figs in TMT's)
1997-98	1247.92
1998-99	1376.90
1999-00	1540.83
2000-01	1672.52
2001-02	1770.58

(c), (d) and (f) It has been decided to have a two-year Marketing Plan 1996-98 instead of single year plan 1996-97. The Marketing Plan 1996-98 for petrol/diesel retail outlets has been finalised. It contains 433 retail outlet proposals for different parts of the country including 34 for the State of Maharashtra. The Marketing Plan for LPG distributorships and SKO/LDO dealerships has not yet been finalised.

(e) Revised Dealer Selection Guidelines have been laid down with a view to ensuring fair and transparent functioning of the Dealer Selection Boards in making the selections for dealers/distributors of petroleum products. The composition of the Board has been decided as under :

- (i) A retired Judge of High Court - Chairman
- (ii) An officer not below the rank of Dy. General Manager of the concerned Oil Company. - Member
- (iii) An officer not below the rank of DGM of the another Oil Company. - Member

It would be incumbent on the Board to finalise the merit panel within 24 hours of the completion of the interview.

#### Pilots in IA and AI

2961. SHRI MAHESH KUMAR M. KANODIA : Will the Minister of CIVIL AVIATION be pleased to state:

(a) the total number of pilots employed in the Indian Airlines and the Air India and the number of Scheduled Castes and Scheduled Tribes pilots out of them;

(b) whether the Government proposed to provide special training to the pilots belonging to Scheduled Castes and Scheduled Tribes; and

(c) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRIMATI JAYANTHI NATARAJAN) : (a) Details of pilots are as under :-

	Total No. of Pilots	SC	ST
Air India	413	15	3
Indian Airlines	434	22	6

(b) and (c) Both Air India and Indian Airlines appoint Commercial Pilots License holders as trainee pilots from the open market. Presidential directive regarding reservation for Scheduled Castes (SC) and Scheduled Tribes (ST) in appointments in Public Sector Enterprises is followed by the two airlines. All the trainee pilots including SC & ST are imparted training on the aircraft in the fleet of the two airlines.

#### Supply of Seamless Steel Pipes

2962. SHRI PRAMOD MAHAJAN : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) whether ONGC awarded the contract for the supply of seamless steel line pipes for B-55 Project to Marubeni Corporation of Japan by miscalculating the freight charges though the tenders of Dalmine of Italy were the lowest;

(b) if so, the details thereof;

(c) whether by this action, O.N.G.C. has imposed an additional burden of about Rs. 1.75 crores on

the national exchequer and the O.N.G.C. has violated the practice of transparency in awarding the above contract;

(d) if so, the details thereof; and

(e) the corrective action/steps taken by the Government to prevent such misuse ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU) : (a) and (b) ONGC awarded the contract to M/s Marubeni Corporation, Japan, which was the lowest evaluated offer, as per bid evaluation criteria based on freight rates obtained from Transchart before price bid opening.

(c) to (e) the contract was evaluated as per the bid evaluation criteria which was known to all the bidders in advance and therefore the question of any additional burden or lack of transparency does not arise.

[Translation]

#### Diesel/Petrol Pumps

2963. SHRI RAJABHAU THAKRE : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) The total number of Diesel/Petrol Pumps running in Maharashtra;

(b) whether the Government are contemplating to set up new Petrol/Diesel Pumps in the State;

(c) if so, the time by which the new Petrol/Diesel Pumps are likely to be set up; and

(d) the criteria adopted for allotment of Petrol/Diesel Pumps ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU) : (a) As on 1.4.1997, 1638 retail outlets were in operation in Maharashtra.

(b) and (c) In addition to the locations pending from previous Marketing Plans, 34 new retail outlet dealerships have been included in the draft RO Marketing Plan 1996-98 for Maharashtra. It generally takes about 6-12 months to commission the dealership after issue of Letter of Intent.

(d) For allotment of retail outlet dealerships, candidates have to meet the eligibility criteria relating to nationality, age, educational qualification, income residence and multiple dealership norms.

[English]

#### Tariffs for Domestic Hotel Industry

2964. SHRI HARIN PATHAK : Will the Minister of TOURISM be pleased to state:

(a) whether the leading tour operators and travel agents have presented a petition to the Government seeking initiation of administration tariffs for the domestic hotel industry;

(b) if so, the details thereof; and

(c) the reaction of the Government thereto ?

THE MINISTER OF TOURISM AND MINISTER FOR PARLIAMENTARY AFFAIRS (SHRI SRIKANTA JENA) : (a) to (c) No, Sir. However, tour operators and travel agents associations have made representations for the abolition of dual tariffs being charged by some of the hotels. The Government is seized of the issue and have taken up the same with the concerned authorities.

#### FDI in Private Sector

2965. SHRI SANDIPAN THORAT : Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether attention of the Government has been drawn to the newsitem captioned "Panel set up to woo FDI in transport sector" appearing in the Financial Express dated July 15, 1997;

(b) if so, the details regarding terms of reference of the committee and its composition and task assigned and the likely period for submission of report to the Government; and

(c) the action taken or proposed to be taken by the Government in this regard ?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN) : (a) to (c) Ministry has not constituted any such Committee.

#### Performance of Navodaya Vidyalayas

2966. SHRI SHANTILAL PARSOTAMDAS PATEL : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether there has been any attempt at formally assessing the functioning of the scheme of Navodaya Vidyalaya since its inception;

(b) if so, the details thereof; and

(c) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE DEPARTMENT OF EDUCATION IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI MUHI RAM SAIKIA) : (a) No, Sir.

(b) Does not arise.

(c) It has been proposed in the Programme of Action, 1992 on National Policy of Education, 1986, that a comprehensive review of the Scheme of Navodaya Vidyalaya will be required after Navodaya Vidyalayas have been established and consolidated in all districts of the country. The process of establishing and consolidating Vidyalayas is going on.

[Translation]

#### Maintenance of Historical Buildings

2967. SHRI FAGGAN SINGH KULESTE : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether there is any provision for the maintenance of historical buildings by the Archaeology department in Mandla district of Madhya Pradesh;

(b) if so, the details thereof; and

(c) the details of funds earmarked for it ?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI S.R. BOMMAI) : (a) to (c) The provision by the Archaeological Survey of India for the regular upkeep, maintenance and conservation of Centrally protected monuments in Mandla District of Madhya Pradesh for the year 1997-98 is as follows :-

1.	(a) Begam Mahal	}	Rs. 60,000/-
	(b) Dal-Badal Mahal Chougan Roytwari		
2.	Siva Temple, Khardeori		Rs. 5,000/-
3.	Ram Mukteswara Temple, Kukarmath		Rs. 5,000/-
4.	Shahburj, Mandla		Rs. 5,000/-

[English]

#### Shallow Tubewell Project

2968. SHRI RAM KRIPAL YADAV :  
SHRI MOHAMMAD ALI ASHRAF FATMI :

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

(a) whether the Shallow Tubewell Project sent by Bihar Government is pending with the Union Government;

(b) if so, the details of the project and since when it is pending; and

(c) the action taken/proposed to be taken by the Government in this regard ?

THE MINISTER OF STATE OF THE MINISTRY OF WATER RESOURCES (SHRI SIS RAM OLA) : (a) to (c) (i) A project report on Shallow Tubewells for irrigation in Tal areas of Bihar was received by Ministry of Agriculture in the last week of March, 1997 from Government of Bihar. The project proposal was for constructing 25850 Shallow Tubewells at an estimated cost of Rs. 22.23 crores. It has been intimated to Minor Irrigation Department, Government of Bihar, on 1st May, 1997 that a proposal to implement a scheme of on-Farm Water Management for increasing crop production in Eastern India is under consideration in the Union Ministry of Agriculture. The scheme will be covering the Tal area of Bihar also for providing minor irrigation facilities in the form of community irrigation wells. The scheme is yet to be approved.

(ii) Further, another project report for installation of shallow tubewells/wells at estimated cost of Rs. 7048.26 crore was received from Government of Bihar in Sept., 92. The Project report was examined and observations of Ministry of Water Resources were sent to the Government of Bihar for compliance.

#### Unrecognised Institutions

2969. SHRI SURESH R. JADHAV : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether in order to save the innocent students from open plundering, the Government propose to issue guidelines for the plethora of unrecognised institutions conducting various unrecognised vocational courses to mention clearly in the advertisement/prospectus that the courses offered by them are not recognised;

(b) if so, the details thereof; and

(c) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE DEPARTMENT OF EDUCATION IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI MUHI RAM SAIKIA) : (a) and (b) Ministry of Labour has issued instructions to States/UTs that a directory of Industrial Training Institute (ITI)/Industrial Training Centres (ITCs) having complete details of trades/units affiliated to National Council of Vocational Training

(NCVT) should be published and this be updated every year. At the time of admission, advertisement may be given in the local newspapers to warn the students that those seeking admission in unaffiliated ITIs would do so at their own risk and would not be permitted to take the NCVT examination at All India Level.

In addition, the All India Council for Technical Education (AICTE), New Delhi which is set up under the AICTE Act, 1997, has issued regulation for approval of main technical institution, introduction of new courses or programmes and approval of intake capacity of courses or programmes.

The Council has published a directory of Technical institutions approved by the Council.

The Council also gives advertisement in the newspapers from time to time regarding the institutions and programmes at degree and diploma level, approved by the Council for information of the parents and the students.

(c) Does not arise.

#### Sports Development Fund

2970. SHRI SURESH KALMADI : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether the Government propose to set up a Sports Development Fund in order to rejuvenate the sports scenario in the country;

(b) if so, the salient features thereof; and

(c) the quantum of initial contribution for it ?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI S.R. BOMMAI) : (a) Yes, Sir.

(b) and (c) The proposal for creation of sports Development Fund is under active consideration of the Government. The fund is proposed to be set up for mobilising resource from Govt. and various non-Govt. organisations including private sectors and industries. The fund will assist various activities relating to promotion of excellence in sports.

Details are being worked out.

#### Chandla Committee

2971. SHRI G. VENKAT SWAMY : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether the Government have taken any

decision on the Chandla Committee report relating to donation by the public schools in the Capital;

(b) if so, the details thereof; and

(c) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE DEPARTMENT OF EDUCATION IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI MUHI RAM SAIKIA) : (a) to (c) The Govt. of NCT of Delhi have informed that they are examining the Chandla Committee report.

#### Foreign Airlines Operation in India

2972. DR. KRUPASINDHU BHOI :

PROF. P.J. KURIEN :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) the foreign airlines operating in India;

(b) whether some of those Airlines propose to expand their operation in the country;

(c) if so, the details of those Airlines and the new routes which are proposed to be connected by Air by them;

(d) whether Singapore Airline is planning to expand its operation in the country;

(e) if so, whether bilateral talks has been held or proposed to be held in that regard; and

(f) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRIMATI JAYANTHI NATARAJAN) : (a) 51 foreign airlines are presently operating scheduled services to/from/through India.

(b) and (c) Expansion of services is left to the Commercial judgement of the individual airlines. However, the Government of India, during the last one year, has granted additional traffic rights to the designated airlines of 23 countries on a reciprocal basis.

(d) to (f) During the Inter-Governmental talks held in July, 97, India and Singapore have agreed to increase the capacity entitlement by 6 B-747 units by summer 2000 by addition of 2 units each year starting from summer 1998. The additional capacity is linked to a code-share

arrangement between Air India and Singapore Airlines under which Air India will be entitled to a block of seats on Singapore Airlines' flights to points in U.S., Canada, Australia and New Zealand at an agreed price. The above agreement is being placed before the Government for approval.

### Holding of Examination

2973. SHRI SULTAN SALAHUDDIN OWAISI : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Osmania and Kakatiya Universities were conducted one sitting examination for awarding graduate and post graduate degrees for the last 22 years;

(b) if so, the details thereof;

(c) whether this practice has been discontinued on the direction of UGC;

(d) if so, the reasons therefor;

(e) whether in spite of direction given by the Andhra High Court to conduct the examination, this examination has not been conducted so far affecting the future of near about 1 lakh students; and

(f) if so, the main reasons thereof and time by which the said examination is likely to be conducted ?

THE MINISTER OF STATE IN THE DEPARTMENT OF EDUCATION IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI MUHI RAM SAIKIA) : (a) to (f) According to the information furnished by UGC, Osmania and Kakatiya Universities have been offering one-sitting degree courses at under-graduate and post-graduate levels. UGC Regulations (1985) regarding Minimum Standards of Instruction for the grant of the first degree, inter-alia, provide that "No student shall be eligible for the award of the first degree unless he has successfully completed a three year course." The Commission considered the matter in its meetings held in March and September, 1996 and June, 1997 and decided that in view of the above Regulations, no university be allowed to enrol candidates for one-sitting B.A. degree course from the year 1996-97 onwards.

As regards the Masters' Degree, the Commission decided that, in view of proviso to the above Regulations, no student shall be eligible to seek admission to the Masters' Course who has not successfully pursued the first degree course of three years, duration.

### Mittal Report

2974. SHRI KARIA MUNDA :  
SHRI ANCHAL DAS :

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the reasons for non-implementation of Mittal Report during the three years;

(b) the action taken/proposed to fulfill Parliament assurances and reasons for delaying report;

(c) whether reservation is applicable in promotion from Group 'A' to within Group 'A' & upto which post 40 Point Roster was applied during 1991-93; and

(d) if roster is not applicable from Group 'A' to 'A' how SC/ST are shown promoted against reservation ?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN) : (a) and (b) The main recommendation of Mittal Committee Report pertaining to annulment of amendment of the R&P Rules has already been implemented. Action on other recommendation is under consideration which is likely to take some more time as the issues involved are complex. The matter is also under discussion with National Commission for SCs/STs. However, efforts are being made to expedite action.

(c) Reservation is applicable for promotions upto the lowest rung of Group 'A' posts only and the 40 point roster was made applicable accordingly for promotions affected between 1991 to 1993, including subsequent Review DPCs. No reservation is applicable in promotion with Group 'A'.

(d) Position already explained at (c) above.

[Translation]

### Tourism Projects in Haryana

2975. DR. ARVIND SHARMA : Will the Minister of TOURISM be pleased to state :

(a) whether Haryana Government has sent some tourism projects for the approval of the Union Government; and

(b) if so, the details thereof and the action taken in each case ?

THE MINISTER OF TOURISM AND MINISTER FOR PARLIAMENTARY AFFAIRS (SHRI SRIKANTA JENA) : (a) and (b) The Department of Tourism has prioritised the



following projects in Haryana in consultation with the State Government for Central Financial assistance during 1997-98 :-

Sl. No.	Project
1.	Expansion of facilities at Birdie Tourist Complex, Faridabad.
2.	Expansion of Accommodation at Rai.
3.	Health Resort at Badkal
4.	Upgradation of Tiliar Lake
5.	Tourist Complex at Damdama
6.	Surajkund Crafts Mela
7.	Tourist facilities at Kalesar
8.	Kartik Festival
9.	Kurukshetra Festival
10.	Exterior Development of Raja Nahar Singh Ballabgarh Fort.

[English]

#### Air Tickets for Leh

2976. SHRI MANGAT RAM SHARMA :  
SHRI GHULAM MOHD. MIR MAGANI :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether it is a fact that air tickets for Leh bound air passengers are being sold by touts in connivance with Indian Airlines staffs manning the various booking counters and centre space control for a commission anything between Rs. 500/- to Rs. 1000/-;

(b) whether it is also a fact that because of corruptions in the I.A., the Leh bound plans usually run half empty while the passengers do not get tickets at the various counters of I.A.;

(c) whether a list containing number of passengers travelled on each flight separately on the Delhi Leh sector for the months of March, April, May, June and July 1997 (till date) be place on the table of the house; and

(d) the steps taken by the I.A. authorities to stop black marketing of tickets on the I.A. routes in the country also be placed on the table of the House ?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRIMATI JAYANTHI NATARAJAN) : (a) No, Sir.

(b) No, Sir.

(c) The number of passengers who travelled on Indian Airlines flights on Delhi-Leh sector were as under :-

Month	No. of flights	No. of passengers
March'97	15	1189
April'97	16	1217
May'97	17	1369
June'97	28	2163
July'97	33	2758

(d) Indian Airlines has taken preventive measures like assigning dedicated officers for pre-flight checks, post flight checks by Airport Manager, Delhi, review of cancellation procedure and deputation of an officer at Delhi Airport to supervise checking of flights to Leh route.

#### Oil Companies

2977. SHRI SYDAIAH KOTA : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) whether there is any proposal to privatise the marketing set up of oil companies;

(b) if so, the details thereof;

(c) whether oil companies are not meeting the marketing requirements of rural population;

(d) if so, the steps proposed to be taken to tackle this problem;

(e) whether the Government propose to review the rural marketing aspect of the functions of oil companies; and

(f) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU) :

(a) and (b) No, Sir.

(c) to (f) Petrol and Diesel are being supplied to the consumers through the vast network of retail outlets all over the country including rural areas and National/State Highways. The oil marketing companies carry out periodical surveys to identify the economically viable locations for putting up retail outlets and LPG distributorships. The proposals are included in the Marketing Plans and retail network is developed accordingly by the oil companies. In view of the growing demand for LPG in the rural areas

of the country, the Government has taken a decision recently—(i) to cover all urban locations with population of 10,000 and above by including potential of the adjoining villages falling within a radius of 15 kms.; (ii) to cover all feasible urban locations having a population of 5000 and above by taking into account the potential of the adjoining villages within 15 Kms. radius; (iii) to include potential villages having a population of 10,000 and above taking into account the potential of adjoining village within 15 km. radius; and (iv) to open LPG distributorship in feasible rural locations contiguous to the towns having a population of one lakh and above. Retail outlets are being provided all over including rural areas to meet the demand from all areas including rural areas.

[Translation]

#### Floods in UP

2978. SHRI HARIVANSH SAHAI :  
SHRI RAJENDRA AGNIHOTRI :

Will the Minister of WATER RESOURCES be pleased to state :

(a) the names of States in North India which are badly affected due to floods;

(b) the number of people died and rendered homeless due to floods in Uttar Pradesh;

(c) whether the Union Government have formulated any scheme to check the damage caused by floods in Northern Bihar and the Nepal border;

(d) if so, the details thereof; and

(e) the steps taken/proposed to be taken by the Government to provide relief to the next kith and kin of those died, rendered homeless and affected other-wise ?

THE MINISTER OF STATE OF THE MINISTRY OF WATER RESOURCES (SHRI SIS RAM OLA) : (a) Some parts of Bihar and Uttar Pradesh in Northern India have been affected by floods during the Southwest Monsoon of 1997.

(b) Due to recent floods in Uttar Pradesh 41 human lives were lost, 959 houses were damaged and a population of 2.47 lakhs including those rendered homeless were affected.

(c) and (d) Flood Management is a state subject and as such investigation, planning and execution of flood management schemes are primarily the responsibility of the concerned State Government. Ganga Flood Control

Commission (GFCC) of Central Government has prepared comprehensive master plans for flood management for all the rivers of North Bihar and sent to Government of Bihar for formulating detailed schemes and their implementation. The Union Government have been rendering financial assistance to Government of Bihar for flood proofing schemes, critical anti erosion schemes and maintenance of flood protection works of Kosi project under Central Sector during 8th Plan which are proposed to be continued during 9th Plan also.

Central Government is also holding negotiations with His Majesty's Government of Nepal regarding construction of storage reservoirs and embankments on common rivers which would provide flood control benefit to Bihar and the Nepal border. Extending embankments on Lalbakeya, Kamla, Bagmati and Khando rivers in to Nepal territory are under active consideration, Both countries have also decided to take up investigations for Sapta Kosi High Dam in Nepal.

(e) In order to enable the State Government to carry out immediate rescue and relief measures in the areas affected by flood, State Calamity Relief Fund (CRF) has been constituted for each State with 75% contribution by Central Government. Two instalments of central share of Calamity Relief Fund have been released to all State Governments. An amount of Rs. 49.51 crore has been released to Uttar Pradesh and an amount of Rs. 20.56 crore has been released to Bihar during 1997-98.

[English]

#### Wet Leasing System from Caribjet

2979. SHRI NAWAL KISHORE RAI :  
SHRI GIRDHARI YADAV :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the former Managing Director (Capt. D.S. Mathur) and Mr. Michael Mascarenhas, the then Commercial Director of Air India started Wet Leasing System of Aircraft from Caribjet Co. ignoring all technical aspects raised by technical personnel and viability by executive authorities with an intention to rub off public money;

(b) if so, whether the total loss of Rs. 160 crores in operation of aircraft has resulted on this account;

(c) whether the Government propose to conduct a CBI enquiry in this regard;

(d) if so, the details thereof; and

(e) if not, the steps the Government propose to take

against the officials found guilty ?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRIMATI JAYANTHI NATARAJAN) : (a) to (e) The entire matter relating to wet leasing of aircraft by Air India is being looked into by the Central Bureau of Investigation.

[Translation]

#### Helicopter Crash

2980. SHRI THAWAR CHAND GEHLOT : Will the Minister of DEFENCE be pleased to state:

(a) the number of army helicopters crashed and those damaged by foreign missiles in the country during 1995-96, 1996-97 till July 15, 1997; separately;

(b) the number of soldiers injured and killed therein; and

(c) the quantum and nature of assistance and other facilities provided so far to those injured and killed in these crashes ?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI N.V.N. SOMU) : (a) to (c) During the years 1995-96, 1996-97 and 1997-98 (till 15th July 1997) 1, 1 and 2 Army helicopters respectively, crashed in which 3 soldiers were killed. No one was injured. No helicopter has been damaged by foreign missiles. In addition to the compensation from Group Insurance Scheme, the service personnel are given an ex-gratia grant of rupees one lakh.

[English]

#### North Koyal Canal Project in Bihar

2981. SHRI VIRENDRA KUMAR SINGH : Will the Minister of WATER RESOURCES be pleased to state:

(a) whether the North Koyal Canal Project is the largest irrigation project of Bihar;

(b) whether the irrigation of Palamu Aruagabad, Chatra, Gaya, Nawada and Monghyr district depends on this project;

(c) whether work on this project lying pending;

(d) whether the Union Government propose to provide Central Assistance for the completion of this project; and

(e) if so, the details thereof ?

THE MINISTER OF STATE OF THE MINISTRY OF WATER RESOURCES (SHRI SIS RAM OLA) : (a) to (c) North Koel Project is one of the major ongoing irrigation projects of Bihar. On completion, it shall provide irrigation benefits to palamu, Aurangabad and Gaya Districts. The anticipated expenditure upto March, 1997 was Rs. 419.23 crores.

(d) to (e) The project has not been given clearance by the Planning Commission as the project report was sent back to the State Government in June, 1996 due to non-compliance of the observations of the Technical Advisory Committee.

#### Upper Tunga Project

2982. DR. M. JAGANNATH :

SHRI G.A. CHARAN REDDY :

SHRIMATI LAKSHMI PANABAKA :

SHRI R. SAMBASIVA RAO :

DR. T. SUBBARAMI REDDY :

SHRI K.H. MUNIYAPPA :

Will the Minister of WATER RESOURCES be pleased to state:

(a) whether in spite of opposition by the Andhra Pradesh Government, the Karnataka Government continues to construct the Upper Tunga Project;

(b) if so, the efforts made by the Andhra Government to stop construction of said project by Karnataka;

(c) whether the Union Government have also opposed the Karnataka's move to construct the Upper Tunga Project; and

(d) if so, the details thereof and present position in this regard ?

THE MINISTER OF STATE OF THE MINISTRY OF WATER RESOURCES (SHRI SIS RAM OLA) : (a) to (d) Upper Tunga Project in Krishna Basin of Karnataka has not been given Investment Clearance by the Union Government. The State of Andhra Pradesh has filed a suit in the Supreme Court of India under Article 131 of the Constitution in the matter of violation of decision of Krishna Water Dispute Tribunal against the States of Karnataka and Maharashtra & Union of India.

#### Merger of AAI with IAAI

2983. SHRI KODIKUNNIL SURESH : Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Committee appointed by the

Government have come out with the report regarding the merger of AAI with IAAI; and

(b) if so, the details thereof and the manner in which the seniority is going to be counted between AAI and IAAI employees ?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRIMATI JAYANTHI NATARAJAN) : (a) and (b) The Government had not appointed any Committee. However Airports Authority of India (AAI) had set up an Expert Committee under the Chairmanship of Justice J.D. Jain (Retd.). This Committee has submitted its report which broadly deals with the principles of integration of cadres, scales of pay, conditions of service and inter-seniority amongst the employees of National Airports Division and International Airports Division of Airports Authority of India (AAI). The report is under examination of AAI.

#### Task Force for North East Sector

2984. SHRI SONTOSH MOHAN DEV :  
DR. T. SUBBARAMI REDDY :

Will the Minister of TOURISM be pleased to state :

(a) whether the task force on development of tourism in North East has called for removal restrictions on the tourists;

(b) if so, whether this task force was constituted by the Department of Tourism to recommend the improvement in the North Eastern sector;

(c) the steps are being taken to improve the tourism in the North Eastern States;

(d) whether these States have been lying as isolated region;

(e) whether any concrete programme in this regard has been worked out; and

(f) if so, the details thereof ?

THE MINISTER OF TOURISM AND MINISTER FOR PARLIAMENTARY AFFAIRS (SHRI SRIKANTA JENA) : (a) to (f) The Task Force set up by the Department of Tourism has recommended to consider removal of entry restrictions on the tourists. The other recommendations include emphasis on Infrastructure and Human Resource Development and wide publicity of Tourist. Attractions of the region. The Task Force has identified a number of projects including construction of tourist complexes, wayside

amenities etc. for the development of tourism of the region and a number of them have been prioritised for Central Financial Assistance during 1997-98.

#### Replacment of Indian Artefacts

2985. SHRI L. RAMANA : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether attention of the Government has been drawn to the newsitem appearing in the Asian Age dated July 2, 1997 entitled "British Museum told to replace Indian Artefacts"; and

(b) if so, the facts thereof and the reaction of British Government thereto ?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI S.R. BOMMAI) : (a) Yes, Sir.

(b) An exhibition entitled 'Enduring Image' from British Museum will have a wide range of art-objects belonging to various ancient world civilizations on view in the National Museum from 13th October, 1997 onwards for about two months. While examining the list of exhibits proposed to be displayed, it was felt that the Indian Section was rather under-represented, not truly commensurate with the great civilization that it is. Accordingly, suggestions were made to the British Museum to enhance the Indian Section by changing some of the exhibits and adding new ones more representative of our civilization. The suggestion has been received favourably, some changes have already been made and some are likely to be made before the final list of exhibits is agreed.

#### Daily Flight for Metro Cities

2986. SHRI RAJENDRASINH RANA : Will the Minister of CIVIL AVIATION be pleased to state :

(a) the number of cities connected with the metro cities by daily flight services;

(b) whether the Government propose to connect the cities with daily flights to metro cities which are not having this facility at present; and

(c) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION AND THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRIMATI JAYANTHI NATARAJAN) : (a) Twenty four cities are connected with daily flights to/from metro cities.

(b) and (c) In view of resource constraint of the Indian

Airlines, Private operators are being encouraged to add more stations in their networks, subject to viability.

### Extension of Calcutta-Chennai National Highway

2987. SHRI N.K. PREM-CHANDRAN :  
SHRI N.N. KRISHNA-DAS :  
SHRI RAMESH CHENNITHALA :

Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the Government propose to extend the Calcutta-Chennai National Highway upto Thiruvananthapuram in Kerala;

(b) if so, the details thereof;

(c) whether Kerala will be included in the corridor formed with an intention to develop the National Highways; and

(d) if so, the details thereof ?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN) : (a) and (b) Thiruvananthapuram is already connected with Chennai through National Highway Nos. 45, 7 and 47.

(c) and (d) Though the main thrust for development of National Highways during the 9th Plan will be for four high density corridors linking Delhi-Calcutta, Chennai & Mumbai, the other National Highways including these passing through Kerala will also be developed during the 9th Plan keeping in view the traffic intensity, overall priority of work and the availability of funds.

### Helicopter shot down by Militants in Assam

2988. SHRI N. RAMAKRISHNA REDDY : Will the Minister of DEFENCE be pleased to state :

(a) the name of the militant group that shot down the helicopter carrying Major General Kashev Singh near Kohima in Assam;

(b) whether some rocket was used to shot down the helicopter; and

(c) the sources of rockets and other arms that have come in the possession of the militants in Assam ?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI N.V.N. SOMU) : (a) and (b) According to the information received from Army HQs the helicopter

crashed due to inclement weather and not on account of shooting down by any militant group.

(c) The militants in Assam are reported to be getting arms from various sources, including other militant groups operating in the region.

### Tourist From Australia

2989. SHRI CHANDRABHUSHAN SINGH : Will the Minister of TOURISM be pleased to state :

(a) whether it is a fact that the Ministry has got its office at Sydney headed by a Director;

(b) the total monthly expenditure incurred by the Ministry to run the said office at Sydney; and

(c) the total number of tourists visited India from Australia during the last three years ?

THE MINISTER OF TOURISM AND THE MINISTER OF PARLIAMENTARY AFFAIRS (SHRI SRIKANTA JENA): (a) The Central Department of Tourism has its Regional Office for Australasia Region at Sydney. It is headed by a Regional Director.

(b) The monthly expenditure incurred on running of the office at Sydney for the year 1996-97 is as follows :

Month	(Rs. in lakhs)
Apr 96	6.94
May 96	7.43
June 96	5.06
July 96	7.46
Aug 96	7.96
Sept 96	7.30
Oct 96	7.00
Nov 96	7.33
Dec 96	7.23
Jan 97	5.86
Feb 97	6.14
Mar 97	8.56

(c) Tourist arrivals from Australia during the last three years are as under :

year	Tourist Arrival from Australia
1994	33,142
1995	36,150
1996	48,755

### Funds for National Highways

2990. SHRI S. AJAY KUMAR : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether any allocation has been made under C.R.F. to States for the year 1997-98; and

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

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN) : (a) No, Sir.

(b) Does not arise.

[Translation]

### Report on BHU

2991. SHRI S.P. JAISWAL : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether the Government have received any report 'Kulpati Ke Karname' from Students Union of BHU;

(b) if so, the main points therein; and

(c) the reaction of the Government thereto ?

THE MINISTER OF STATE IN THE DEPARTMENT OF EDUCATION IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI MUHI RAM SAIKIA) : (a) to (c) The report under question has been received very recently and is under examination.

[English]

### Vayudoot Service

2992. SHRI K.P. SINGH DEO : Will the Minister of CIVIL AVIATION be pleased to state :

(a) the State where Vayudoot service is under operation;

(b) the important cities and towns in those States connected by the Vayudoot services;

(c) whether the Government have a proposal to extend Vayudoot service to Orissa;

(d) if so, whether the Government have a proposal to connect Anugul, Talcher and Dhenkanal under the Vayudoot map; and

(e) if so, the steps taken in that direction ?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRIMATI JAYANTHI NATARAJAN) : (a) to (e) Vayudoot is not

operating in any State, since it was merged with Indian Airlines in 1993 as a separate division by name "Short Haul Operations Department" (SHOD). SHOD operates flights to Calcutta in West Bengal, Aizwal in Mizoram, Guwahati & Lilabari in Assam, Cochin/Trivandrum in Kerala and Agatti in Lakshadweep.

SHOD has, at present, no plans to extend its services. However, private operators are being encouraged to add more stations in their networks, subject to viability.

[Translation]

### Shershah Suri National Highway

2993. SHRI R.L.P. VERMA : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the historical Shershah Suri National Highway is in dilapidated condition;

(b) if not, the expenditure incurred thereon particularly on Bihar-Bengal Section during 1992-1997; and

(c) if a fixed amount has been shown each year under maintenance head, whether the Government would get an enquiry conducted by the CBI into the expenditure incurred ?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN) : (a) and (b) National Highway No.2 is being maintained in traffic-worthy condition within available resources. Funds are allocated to the State in lumpsum and work-wise distribution thereof is left to the State depending upon the priority, progress of work and to take care requirements of critical sections as per field conditions. The expenditure incurred during 1992-97 is given in the enclosed Statement,

(c) Does not arise.

### Statement

*Expenditure incurred during 1992-97 for Development and Maintenance of National Highways in Bihar and West Bengal*

Year	Bihar	West Bengal		
	Develop- ment work	Main- tenance works	Develop- ment works	Main- tenance works
	(Rs. in lakhs)		(Rs. in lakhs)	
1	2	3	4	5
1992-93	1385	1072.66	2230	1071.51

1	2	3	4	5
1993-94	1920	1276.45	3500	1760.45
1994-95	2221	1472.53	3987	1744.02
1995-96	1980*	1763.95	3310	1731.33
1996-97	1583.35*	2193.95	3608	3081.68

\* In addition 43 kms length between Barwadda and Barakar on National Highway No.2 in Bihar is being widened to 4-lanes by National Highway Authority of India with ADB financial assistance

[English]

### Investigation in Espionage Case

2994. SHRI B.L. SHANKAR : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether attention of the Government has been drawn to news-item captioned, "Scientist alleges research espionage" appearing in the 'Indian Express' (Express Newline) dated July 12,1997;

(b) if so, the details thereof;

(c) whether any investigation has been conducted in this regard;

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

(e) the steps taken by the Government to check the recurrence of such cases ?

THE MINISTER OF STATE OF THE MINISTRY OF WATER RESOURCES (SHRI SIS RAM OLA) : (a) Yes, Sir.

(b) It was reported in the Indian Express (Express Newline) dated 12th July, 1997 that one of the Assistant Research Officers of Central Soil and Materials Research Station, New Delhi, an attached office of the Ministry of Water Resources, had lodged a police complaint in Hauz Khas Police Station of New Delhi for theft of his paper viz. "S curve for computing true Cv and Isolation of Secondary Consolidation" which was sent for publication in the ASTM journal (American Society for Testing Materials). The said paper was returned by the ASTM with review comments to the said official by airmail to his official address at CSMRS. However, the officer reported that he did not receive the same.

(c) and (d) No, Sir, No investigation was deemed necessary as there was no evidence of any theft having

occurred and the original paper being available in CSMRS computer, ASTM was requested to send another copy of the review comments.

(e) Necessary steps have been taken to ensure that the letter box is kept under lock and key and all the mail are put in the letter box. Only staff of Receipt & Issue Section are authorised to open the letter box so as to ensure that dak is delivered to the respective officers/ staff.

[Translation]

### Production of L.P.G.

2995. SHRI PANKAJ CHOWDHARY : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Public Sector Oil companies have proposed to double their production of L.P.G. during the Ninth Five Year Plan to meet the increasing demand of L.P.G. in the country; and

(b) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU) : (a) and (b) According to the projections of the IXth Plan Sub Groups Reports on Refining and Demand projections, for PSU oil companies and their joint ventures companies the LPG production is planned to be increased from 3.021 Million Metric Tonnes in 1997-98 to 5.048 Million Metric Tonnes in 2001-02.

### Violation of University Statute

2996. DR. BALIRAM : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether the Government are aware that the Vice Chancellor of BHU has conferred upon himself the degree of honorary professor of surgery in the meeting of academic council chaired by himself;

(b) whether this is not in violation of University Act and University Statute; and

(c) if so, the action being taken against the Vice-Chancellor ?

THE MINISTER OF STATE IN THE DEPARTMENT OF EDUCATION IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI MUHI RAM SAIKIA) : (a) to (c) The information is being collected from the Banaras Hindu University and shall be laid on the Table of the House.

[English]

### Cauvery Water Dispute

2997. SHRI CHITTA BASU :  
SHRI V.V. RAGHAVAN :

Will the Minister of WATER RESOURCES be pleased to state :

(a) whether the Union Government recently conducted a Joint meeting of the Chief Ministers of Tamil Nadu and Karnataka to settle the Cauvery water dispute between the two States; and

(b) if so, the outcome thereof ?

THE MINISTER OF STATE OF THE MINISTRY OF WATER RESOURCES (SHRI SIS RAM OLA) : (a) No, Sir.

(b) Does not arise.

### New Apron at Bangalore Airport

2998. SHRI K.C. KONDAIAH : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the new apron has become functional at Bangalore Airport; and

(b) if so, whether the National Airports Authority has installed lights to illuminate the bays to make it functional during night times also ?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRIMATI JAYANTHI NATARAJAN) : (a) and (b) No, Sir. The work is being undertaken by Hindustan Aeronautics Ltd. (HAL). The work for illumination has recently been awarded by Airports Authority of India (AAI). The target date of completion is December, 1997.

[Translation]

### Neglect of Hindi

2999. DR. A.K. PATEL : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether the Government are aware that Hindi is being neglected in the convent schools of the country;

(b) if so, the reasons therefor;

(c) whether the Government are contemplating to make teaching of Hindi compulsory in these schools;

(d) if so, by when; and

(e) if not the reasons therefor ?

THE MINISTER OF STATE IN THE DEPARTMENT OF EDUCATION IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI MUHI RAM SAIKIA) : (a) to (e) The Central Government has all along recommended to the State Governments/UT Administrations that effective implementation of the provisions of the Three Language Formula as enunciated in the National Policy on Education (NPE), 1968 and endorsed by the NPE, 1986 in all the schools including convent schools and public schools should be ensured. The formula at the secondary stage provides for teaching of a modern Indian language, preferably one of the Southern languages, apart from Hindi and English in the Hindi speaking States and of Hindi alongwith regional language and English in the non-Hindi speaking States. The general policy of the Central Government is that the mother-tongue should be the medium of instruction at the primary stage. The Three Language Formula is already applicable in schools affiliated to Council for the Indian School Certificate Examinations (CISCE) and Central Board of Secondary Education. (CBSE).

However, School Education is looked after primarily by the State Governments and the role of the Central Government in the matter of implementation of the Three Language Formula is only recommendatory.

### Sports Institutes

3000. SHRI DATTA MEGHE : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the number of sports institutes set up in Maharashtra;

(b) whether the Government have received any complaints regarding irregularities, lack of instructors and funds;

(c) if so, the details thereof alongwith the steps taken by the Government in this regard;

(d) whether the Government propose to set up some more sports institutes in the State; and

(e) if so, the details thereof ?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI S.R. BOMMAI) : (a) Government of India has not set up any sports institute in Maharashtra.

(b) and (c) Do not arise.

(d) No, Sir.



(e) Does not arise.

[English]

### Literacy Drive

3001. SHRI MAHENDRA SINGH BHATI :  
SHRI AMAR PAL SINGH :

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

(a) the details of the Central assistance given to States during 1994-95, 1995-96 and 1996-97 for promotion of literacy under various schemes, State-wise;

(b) whether the Government propose to release more funds during 1997-98 for the growth of literacy in the States; and

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

THE MINISTER OF STATE IN THE DEPARTMENT OF EDUCATION IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI MUHI RAM SAIKIA) : (a) The funds are released to the various Organisations, Zilla Saksharata Samitis and to the States as approved for various schemes/literacy campaigns for promotion of literacy. A statement showing state-wise break-up of funds released during 94-95, 95-96 & 96-97 is enclosed.

(b) and (c) An amount of Rs. 127 crores has been allocated for various schemes for the year 1997-98. No state-wise allocation of funds is made for the adult education programme.

### Statement

#### Funds Released to States for Adult Education

(Rupees in Lakhs)

S. No.	State/U.T.	1994-95	1995-96	1996-97
1	2	3	4	5
1.	Andhra Pradesh	1370.68	884.21	1081.06
2.	Arunachal Pradesh	71.56	25.63	20.72
3.	Assam	1159.04	361.09	194.29
4.	Bihar	1628.87	1977.84	1062.52
5.	Goa	11.59	5.95	3.32
6.	Gujarat	884.50	262.98	458.78
7.	Haryana	243.01	175.31	57.12
8.	Himachal Pradesh	109.51	26.43	49.18

1	2	3	4	5
9.	Jammu & Kashmir	190.40	132.70	50.47
10.	Karnataka	1041.84	319.58	350.16
11.	Kerala	57.32	7.00	537.97
12.	Madhya Pradesh	2821.52	977.67	548.58
13.	Maharashtra	1024.55	1153.63	432.83
14.	Manipur	72.67	17.62	20.63
15.	Meghalaya	29.08	127.74	112.45
16.	Mizoram	16.42	2.29	0.57
17.	Nagaland	39.73	47.81	56.90
18.	Orissa	606.36	801.36	310.13
19.	Punjab	277.61	370.34	135.00
20.	Rajasthan	1745.00	1681.76	1304.62
21.	Sikkim	11.22	-	11.22
22.	Tamil Nadu	1594.58	1212.48	261.21
23.	Tripura	6.77	0.10	4.73
24.	Uttar Pradesh	2805.58	1888.01	943.27
25.	West Bengal	1583.69	308.40	728.11
26.	Chandigarh	25.62	20.12	41.37
27.	Delhi	120.77	322.58	158.57
28.	Pondicherry	-	-	-
29.	Daman & Diu	0.56	0.50	-
30.	Andaman & Nicobar	12.15	8.12	12.56
31.	Dadra Nagar & Haveli	0.83	-	-
32.	Lakshdweep	7.41	1.62	4.32
Total		19,570.08	13,120.87	8,952.66

[Translation]

### Profit By I.T.D.C.

3002. SHRI PARASRAM BHARDWAJ : Will the Minister of TOURISM be pleased to state :

(a) whether recently the I.T.D.C. achieved a turn over of 300 crore rupees in 1996-97 thus earning a net profit of 50 crore rupees;

(b) the names of hotels run by the I.T.D.C. from which it earned profit alongwith the amount of profit separately;

(c) whether the I.T.D.C. give some part of profits to its employees; and

(d) if so, the ratio prescribed in this regard alongwith the procedure followed in this respect ?

THE MINISTER OF TOURISM AND MINISTER OF PARLIAMENTARY AFFAIRS (SHRI SRIKANTA JENA) : (a) As per provisional results for the year 1996-97, ITDC achieved a record turnover of Rs. 314.54 crores and earned a profit before tax of Rs. 74.34 crores.

(b) Requisite information is given in the enclosed Statement.

(c) and (d) As per the agreement reached with the Trade Unions, 1% of the turnover of each unit is contributed to the Welfare Fund. In addition, the workers are also entitled to Bonus as per provisions of Payment of Bonus Act.

#### Statement

S. No.	Name of The Unit	1996-97 (Provmen) Net Profit (Rs. in Lakhs)
1.	Ashok Hotel, New Delhi	1879.05
2.	Hotel Samrat, New Delhi	253.18
3.	Qutab Hotel, New Delhi	402.67
4.	Hotel Kanishka, New Delhi	643.50
5.	Hotel Janpath, New Delhi	104.38
6.	Lodhi Hotel, New Delhi	201.15
7.	Ashok Yatri Niwas, New Delhi	37.08
8.	Hotel Ashok, Bangalore	333.89
9.	Kovalam Ashok Beach Resort	334.80
10.	Hotel Airport Ashok, Calcutta	85.88
11.	Hotel Patliputra Ashok, Patna	10.43
12.	Laxmi Vilas Palace Hotel, Udaipur	130.31
13.	Lalitha Mahal Palace Hotel, Mysore	245.48
14.	Temple Bay Ashok Beach Resort, Mamahapuram	30.62
15.	Hotel Hassan Ashok, Hassan	38.50
16.	Hotel Bodhgaya Ashok, Bodhgaya	20.05
17.	Hotel Mudurai Ashok, Madurai	0.25
Total :		4751.22

[English]

#### Missing of an Air Force Officer

3003. SHRI P. NAMGYAL : Will the Minister of DEFENCE be pleased to state :

(a) whether it is a fact that an Air Force Officer Fit. Leut No. 20083 LGS was reported missing on May 10, 1997 from Thane Railway station while taking from Devlali Air

Force station to Mumbai Naval Hospital under the escort of one Squadron Leader and one Ft. Leut. of the same air base;

(b) whether the missing officer had the knowledge of involvement in some big scandals of some senior officers of the said station and concocted a story to liquidate the missing officer; and

(c) if replies to (a) and (b) above are in the affirmative, whether an enquiry through the CBI be conducted to probe the whole matter and to locate the missing officer, and if not, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI N.V.N. SOMU) : (a) Yes, Sir.

(b) No, Sir.

(c) In the case of service personnel absenting or deserting service, FIR is lodged which was done in this case also. All efforts are being made to locate the officer for appropriate follow up action. In addition a departmental Inquiry has also been ordered.

#### Opening of Technical Institutes

3004. SHRI CHHATAR SINGH DARBAR : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether the Government propose to open I.T.Is and Polytechnics in rural areas of Madhya Pradesh during 1997-98;

(b) if so, the details thereof; and

(c) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE DEPARTMENT OF EDUCATION IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI MUHI RAM SAIKIA) : (a) to (c) Industrial Training Institutes (ITIs) and Polytechnics are set up by the State Governments.

#### Unrecognised Institutes

3005. PROF. P.J. KURIEN : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the number of technical and non-technical institutes running in the country without recognition from All India Council of Technical Education and University Grants Commission;

(b) the details thereof and since when these are functioning; and

(c) the steps taken in this regard ?

THE MINISTER OF STATE IN THE DEPARTMENT OF EDUCATION IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI MUHI RAM SAIKIA) : (a) to (c) All India Council for Technical Education (AICTE) is not maintaining record of Technical Institutions which have not approached it for approval. The U.G.C. has noticed 20 fake Universities functioning in violation of the UGC Act, 1956. Along with the Association of Indian Universities and the MRTPC, the UGC is keeping a watch on the existence of fake Universities. A Special Cell has been set-up in the UGC to warn public about such institutions and to take necessary steps to curb them.

#### Yoga Education

3006. KUMARI UMA BHARATI :  
SHRI JAYSINH CHAUHAN :

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

(a) whether any decision has been taken for introducing Yoga education in all Government and recognised schools of National Capital Territory of Delhi for the alround development of students;

(b) if so, the details thereof;

(c) the number of schools in Delhi giving yoga education at present and the number of schools likely to start yoga education in future;

(d) whether any Deputy Director will be nominated separately for this purpose; and

(e) if so, the criteria laid down for nominating Deputy Director ?

THE MINISTER OF STATE IN THE DEPARTMENT OF EDUCATION IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI MUHI RAM SAIKIA) : (a) to (c) The Govt. of NCT of Delhi have informed that a scheme is already in existence for providing Yoga Education in all schools of Delhi. For this purpose, there are 740 posts of Yoga Teachers including Yoga Coaches and one Project Officer under the Directorate of Education.

(d) and (e) No, Sir. Yoga Education is monitored by a Deputy Director (Physical Education).

#### Archana Airways Inquiry Report

3007. SHRIMATI LAKSHMI PANABAKA :  
DR. T. SUBBARAMI REDDY :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the Government have examined the report of the Court of enquiry appointed to investigate the accident of Archana Airlines 1-14 Aircraft etc. on July 11, 1996;

(b) whether all the recommendations made by the enquiry committee have been accepted; and

(c) how many of these recommendations have been implemented so far and by what time all the recommendations of the Committee will be implemented ?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRIMATI JAYANTHI NATARAJAN) : (a) and (b) Yes, Sir.

(c) Out of 21 recommendations made by the Court of Inquiry, 4 have since been implemented and the remaining are in the process of implementation.

#### Crash of IAF Aircrafts

3008. SHRI SANTOSH KUMAR GANGWAR :  
SHRI JAI PRAKASH AGARWAL :  
SHRI JAYSINH CHAUHAN :  
SHRI K. PARASURAMAN :  
SHRI SANAT MEHTA :  
SHRI MADHAVRAO SCINDIA :  
SHRI CHHATAR SINGH DARBAR :  
DR. MURLI MANOHAR JOSHI :  
SHRI SATYAJITSINH DULIPSINH GAEKWAD :

Will the Minister of DEFENCE be pleased to state :

(a) the details of IAF aircrafts lost in craches, shot down and grounded during each of the last three years and the current year so far alongwith the reasons therefor;

(b) the steps taken to minimise the IAF aircraft accidents and to augment the fleet during the above period and to acquire AJT indicating the cost involved therein;

(c) whether a high level committee had been constituted last year to recommend steps to avoid air crashes;

(d) if so, the time by which the report of the committee was to submitted and action taken thereon; and

(e) the number of pilots lost their life and estimated loss held due to accidents ?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI N.V.N. SOMU) : (a) to (e) The number of aircraft lost in crashes during the period from 1994-95,

1995-96, 1996-97, 1997-98 and till date are 25, 28, 20 and 5 respectively. 30 Pilots have lost their lives in these accidents. The loss suffered by IAF on account of these accidents is approx. Rs. 654.38 crores (excluding loss of aircraft in 2 recent accidents). The main causes of these crashes are human Error, Technical Defects and Bird Strike. However, there has been no incident of any aircraft being short down or grounded.

2. To contain air accidents on an immediate basis, air support and attack patterns have been reviewed. Steps have also been taken by the Ministry of Agriculture and the Ministry of Urban Affairs & Employment and the State Governments concerned for modernisation of slaughter houses/carcass utilisation centres and for sanitisation of areas around airfields to reduce bird activities.

3. The Committee on Fighter Aircraft Accident constituted under the Chairmanship of Scientific Adviser to the Raksha Mantri, Dr. Abdul Kalam to analyse the causes of these accidents and to bring out remedial measures to avoid their recurrence, is likely to submit its report shortly.

4. It would not be in our security interest to indicate the number of aircraft inducted and the cost involved therein. As regards the induction of AJT, commercial negotiations with short-listed vendors are continuing.

(b) *Amount spent on these Kendras during last 3 years*

S. Name of kendras No.	1994-95	1995-96	1996-97	Total
1. Alipur	4,23,784.70	5,06,379.00	5,55,132.50	14,85,296.20
2. Mehrauli	1,75,829.02	1,25,448.18	2,02,314.00	05,03,591.20
3. Nangloi	3,22,515.00	3,28,981.00	3,58,866.00	10,10,362.00
Total	9,22,128.72	9,60,808.18	11,16,312.50	29,99,249.40

(c) *The amount sanctioned during the current financial year 1997-98.*

S.No.	Kendra	Amount
1.	Alipur	3,95,921/-
2.	Mehrauli	3,66,881/-
3.	Nangloi	3,02,177/-
	Total	10,64,979/-

#### Shortage of Petroleum Product in U.P.

3010. SHRI AMAR PAL SINGH : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

#### Nehru Yuvak Kendras in Delhi

3009. SHRI JAI PRAKASH AGARWAL : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the place-wise number of Nehru Yuvak Kendras functioning in Delhi and the areas covered by these Kendras;

(b) the total amount spent during the last three years till date on these Kendras; and

(c) the amount sanctioned for each of the Kendras during the current financial year ?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI S.R. BOMMAI) :

(a) Place-wise Nehru Yuva Kendras Functioning in Delhi	Area covered
1. Nehru Yuva Kendra at Alipur, Delhi	Alipur Block
2. Nehru Yuva Kendra at Mehrauli, New Delhi	Mehrauli and Najafgarh Blocks
3. Nehru Yuva Kendra at Nangloi, New Delhi.	Nangloi Block

(a) the quantity of petrol, diesel and kerosene supplied to Uttar Pradesh during the last six months;

(b) whether the Government propose to meet the shortage of these items in the State;

(c) if so, the details thereof; and

(d) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU) :  
(a) 219188 MTs of Petrol, 2436539 MTs of Diesel and 576927 MTs of kerosene was supplied to the State of Uttar Pradesh from January to June, 1997.

(b) to (d) The full demand of petrol and diesel is being

met and there are no reports of any shortages of petrol, diesel and kerosene in the State of Uttar Pradesh.

### Training Programmes

3011. SHRI HANNAN MOLLAH : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether training programmes are being organised using sports complexes built during Asian Games 1982;

(b) if so, the number of such programmes being organised in a month; and

(c) the details of such events during the past five years, monthwise ?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI S.R. BOMMAI) : (a) Yes, Sir. The Sports Authority of India organises training programmes which continue throughout the year.

(b) and (c) The details of these programmes are given in enclosed Statement.

### Statement

#### Details of Programmes Organised in a Month

#### I (A) Regular Coaching & Training Programmes

Stadium	No. of Programmes	Sports Disciplines
1	2	3
(i) I.G. Stadium	10	Badminton, Cricket, Boxing, Volleyball, Table-Tennis, Gymnastics, Wrestling, Judo, Cycling & Weightlifting.

1	2	3
(ii) JN Stadium	12	Athletics, Boxing, Basketball, Cricket, Football, Gymnastics, Hockey, Judo, Lawn-Tennis, Table Tennis, Volleyball & Weight-lifting.
(iii) National Stadium	12	Athletics, Basketball, Cricket, Judo, Table Tennis, Boxing, Hockey, Volleyball, Lawn-Tennis, Kho-Kho, Kabaddi & Swimming.
(iv) Talkatora Swimming Pool	01	Shooting.
(v) Dr. Karni Singh Shooting Ranges	01	Shooting.

#### (b) Pay and Play Programmes

(i) IG Stadium	02	Badminton & Multi-gym.
(ii) JN Stadium	05	Billiards, Athletics, Wt. lifting, Table-Tennis & Multi-gym.
(iii) National Stadium	03	Swimming, Lawn Tennis & Multi-Gym.
(iv) Talkatora Swimming Pool	03	Swimming, Table-Tennis & Multi-gym.

#### II Monthwise Details of Coaching Camps held during the last five years

#### (a) Dr. Karni Singh Shooting Ranges

##### 1992-93

- |   |                       |
|---|-----------------------|
| (i) National Coaching Camp (Rifle & Pistol) | 18th-30th April, 92   |
| (ii) Practice for Barcelona Olympics        | 7th July, 1992 onward |
| (iii) Coaching Camps in Trap & Skeet        | 01-30th Jan, 1993     |

##### 1993-94

- |   |                             |
|---|-----------------------------|
| (i) National Coaching Camp (Rifle & Pistol) | 15th-29th May, 1993         |
| (ii) Assessment Shooting Camp               | 24th June to 8th July, 1993 |
| (iii) National Shooting Camp (Rifle/pistol) | 12th March-1st April, 1994. |

(iv) Trap & Skeet Camp

4th March-4th April, 1994.

#### 1994-95

- (i) Coaching camp in Rifle/Pistol and Trap/Skeet
- (ii) Coaching Camp for Rifle/Pistol
- (iii) Coaching Camp for Rifle/Pistol
- (iv) Shooting Camp by DSRA
- (v) Shooting Coaching Camp (Air Rifle/Pistol)
- (vi) Shooting Coaching Camp by Punjab Rifle Assocn.
- (vii) Rifle/Pistol Coaching Camp

12th-28th May, 1994  
 12th-20th July, 1994  
 12th-26th Sep '94  
 24th Dec '94 – 1st Jan, 1995.  
 1st Feb – 18th Feb '95  
 9th-12th Feb, 1995  
 10th March – 8th April 1995

#### 1995-96

- (i) Trap Coaching Camp
- (ii) Rifle & Pistol Coaching Camp
- (iii) Trap & Skeet Coaching Camp
- (iv) Training for Young Shooters

8th Aug – 10th Oct, 95  
 4th Nov-18th Nov '95  
 18th Oct – 18th Nov '95  
 24th – 25th Feb '96

#### 1996-97

- (i) Training of National Trap team
- (ii) National Coaching Camp (Rifle/Pistol)
- (iii) Jr. National Shooting Coaching Camp
- (iv) National Shooting Coaching Camp (Trap)
- (v) National Shooting Coaching Camp (Pistol)
- (vi) National Coaching Camp (Trap)
- (vii) Shooting Coaching Camp by Karnataka State
- (viii) Assessment Coaching Camp for National Squad Shooters
- (ix) National Coaching Camp (Trap)
- (x) National Coaching Camp (Trap & Skeet)
- (xi) Coaching Camp in Rifle/Pistol

23rd Feb – 6th April '96  
 27th May – 18th June '96  
 21st May – 29th May '96  
 18th May – 30th May '96  
 21st – 29th May, 96  
 19th July – 31st July, 96  
 31st July – 4th Aug ' 96  
 6th – 8th Sep, 1996  
 27th Oct-22nd Nov '96.  
 18th Dec '96 – 1st March, 1997  
 28th Feb – 8th March '97

#### (b) Talkatora Swimming Pool

1992-93 Nil  
 1993-94 Nil

#### 1994-95

- (i) National Swimming Coaching Camp
- (ii) Coaching Camp for Delhi State
- (iii) KVS Coaching Camp

9th May – 15th June '94  
 31st May – 25th June '94  
 16th Sep – 13th Oct '94

#### 1995-96

- (i) National Swimming Coaching Camp

10th March – 10th April, 1996

#### 1996-97

- (i) KVS Coaching Camp

20th May – 8th June '96  
 9th Sep – 12th Sep ' 96  
 6th – 25th May, 1997.

### Drop Out Rate

3012. SHRI BIJOY HANDIQUE : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether attention of the Government has been drawn to a report compiled by Delhi University's Centre for Science Education and Communication on the sudden rise in drop out rate;

(b) if so, the reasons therefor; and

(c) the steps proposed to be taken on the report's recommendations ?

THE MINISTER OF STATE IN THE DEPARTMENT OF EDUCATION IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI MUHI RAM SAIKIA) : (a) to (c) The information is being collected and will be laid on the Table of the House.

### Promotion in IRCC

3013. SHRI CHITRASEN SINKU : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether information has been collected on Unstarred Question No. 2505 dated December, 9, 1996;

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

(c) the future of SC/ST employees if IRCC is wound up; and

(d) the reasons for not absorbing as (c) above in National Highway Authorities of India under the same Ministry ?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN) : (a) and (b) Information is being collected and will be laid on the Table of the House.

(c) and (d) The posts in the National Highways Authority of India are filled up on the basis of deputation/selection for which employees of the IRCC are also considered.

[Translation]

### Facilities to Soldiers

3014. SHRI SOHAN VEER SINGH : Will the Minister of DEFENCE be pleased to state :

(a) whether the facilities and allowances being

provided to soldiers after their recruitment and retirement are not adequate keeping in view their services;

(b) if so, whether the Government are contemplating to take steps for making improvement in it; and

(c) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI N.V.N. SOMU) : (a) to (c) The facilities and allowances being provided to soldiers after their recruitment are considered adequate. In addition to their normal pay and allowances, the soldiers are given certain facilities such as free ration, canteen facilities and housing, electricity and water at subsidised rates. They are also entitled to Field or Modified Field Area Allowance, Counter insurgency allowance and High Altitude Allowance in certain specified areas. Soldiers are also given liberalised leave as compared to the civilian employees.

2. After their retirement, Soldiers are entitled to the pensionary benefits. They are also being provided reservations/concessions for employment in Government jobs, financial assistance for setting up of self-employment ventures, medical treatment in Military Hospitals, canteen facilities, priority quota for admission of children in professional institutions and accommodation in Sainik Aramgrah/holiday homes.

3. However, conditions have changed in certain respects since the existing allowance and facilities were made effective in 1986. The Fifth Pay Commission has examined these aspects and has given its recommendations. The Government have also decided to accept most of the recommendations of the Fifth Pay Commission and have even improved upon the Commission's recommendations in some respects.

### Oil Reserves

3015. SHRI RAJENDRA AGNIHOTRI : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) the States in the country where oil reserves are found and the quantum of oil therein; and

(b) the average quantum of oil extracted each month and the total quantum of oil extracted so far during the last three years ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU) : (a) The proven oil reserves are found in the following States and in quantities indicated below :-

(figs in MMT)

Name of the State	Reserves
Gujarat	102.82
Assam + Arunachal Pradesh	130.86
Nagaland	1.11
Andhra Pradesh	0.38
Tamil Nadu	2.94
Rajasthan	2.19
(Heavy Oil)	
West Coast Offshore	312.30
East Coast Offshore	21.93

(b) The current monthly rate of production of oil is about 0.253 MMT and 2.403 MMT in OIL and ONGC respectively and 0.147 MMT from the fields operated by Private/Joint Venture.

The production of crude oil during the last three years was as under :-

	Production of Oil
1994-95	32.24 MMT
1995-96	35.147 MMT
1996-97	32.88 MMT

[English]

**Physical Education**

3016. SHRI MANGAL RAM PREMI : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether a meeting of the States Sports' Ministers was held recently in Delhi to discuss the ways and means to promote the sports and integrate physical education in schools and colleges; and

(b) if so, the outcome thereof and the action taken on the points discussed in the meeting ?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI S.R. BOMMALI) : (a) and (b) Yes, Sir. A meeting of the states Sports Ministers was held in Delhi on 12.2.1997 in which the various issues relating to sports & youth were discussed. Besides other, integration of sports and physical education in the educational curriculum was also come up for the discussion.

It may be mentioned that the Central Advisory Board of Education (CABE) has recommended to have sports and

physical education as a compulsory subject in schools and colleges. The Central Govt. have accordingly advised all the State/UT Govt. to implement the recommendations of CABE.

[Translation]

**Irrigation Projects in Bihar**

3017. SHRI MAHABIR LAL BISHVAKARMA : Will the Minister of WATER RESOURCES be pleased to state :

(a) the number of incomplete irrigation projects in Chhota Nagpur of Bihar;

(b) the details thereof and the expenditure incurred thereon;

(c) the time by which these projects are likely to be completed; and

(d) if not, the reasons therefor ?

THE MINISTER OF STATE OF THE MINISTRY OF WATER RESOURCES (SHRI SIS RAM OLA) : (a) and (b) A Statement is attached.

(c) and (d) The completion of projects will depend upon the priority attached to it by the State Government.

**Statement**

(Rs. in crores)

Sl. No.	Name of the Project	Expenditure upto March, 1996
1	2	3
<b>I. MAJOR ONGOING PROJECTS</b>		
1.	North Koel Reservoir*	399.44
2.	Subernarekha*	653.83
3.	Tilaiya Diversion*	19.91
4.	Auranga Reservoir	19.59
5.	Punasi Reservoir*	40.32
6.	Gandak Ph. II*	69.81
<b>II. MEDIUM ONGOING PROJECTS</b>		
1.	Batane	29.75
2.	Bhairira	13.89
3.	Basuki*	0.16
4.	Dhansinghtoli*	13.48
5.	Gunani	26.85



1	2	3
6.	Jharihara	1.96
7.	Katri*	21.78
8.	Kansjore	21.20
9.	Kans	12.67
10.	Keso	5.9€
11.	Latrata	87.84
12.	Natki	13.20
13.	Panch Khera	5.10
14.	Ramrekha*	4.51
15.	Sakrigali	8.81
16.	Surangi	11.85
17.	Sonua	22.78
18.	Suru	5.53
19.	Saliya*	0.11
20.	Satpotka*	0.15
21.	Torai	19.69
22.	Upper Shank	11.94

\*Projects not approved by Planning Commission.

[English]

#### Multi Purpose River Dam Project

3018. SHRI ISWAR PRASANNA HAZARIKA : Will the Minister of WATER RESOURCES be pleased to state :

- the present states of the multipurpose River Dam Project in Assam-Arunachal border, Subansiri and Siang;
- whether any proposal with regard to these projects acceptable to concerned States is under consideration of the Union Government;
- if so, the details thereof;
- the time frame for completion of the projects; and
- the anticipated benefits in terms of moderation of floods and generation of power ?

THE MINISTER OF STATE OF THE MINISTRY OF WATER RESOURCES (SHRI SIS RAM OLA) : (a) to (c) The detailed project reports (DPR) were prepared by Brahmaputra Board for Subansiri and Siang (Dehang) projects with installed capacity of 4800 MW and 20,000 MW respectively. Due to strong reservation of Government of Arunachal Pradesh because of large scale submergence

including important townships like Doporijo, Dumborijo and Tameng in respect of Subansiri and Yingkiong, Pugging in respect of Siang project, the investigation at three alternative sites for construction of moderately high dams has been taken up by Bramaputra Board for Subansiri and Dehang projects.

(d) Survey and investigation at these new sites for Subansiri and Dehang Projects are scheduled to be completed in a period of three years.

(e) the benefits likely to be accrued from these project at alternate sites are given below.

		Power
For Siang Project	i) Pugging	11,000 MW
	ii) at Mega	700 MW
	iii) at Rotung	1700 MW
For Subansiri Project	i) at Menga	2,500 MW
	ii) at Tamen	2,000 MW
	iii) at Gerumukh	2,800 MW

It was envisaged under the original planning that after constructing of Dehang and Subansiri dam projects, a flood moderation would be of about one metre at Pandu (Guwahati).

[Translation]

#### L.P.G. Connections

3019. SHRI MUNNI LAL : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

- the criteria for the release of new L.P.G. connections to dealers by various oil corporations in the country;
- the number of new connections sanctioned to dealers during the last three years;
- whether the Government are aware that LPG distributors commissioned before 1991 and having more than 5000 connections are permitted to release/issue more LPG connections to consumers rather than the new LPG distributors;
- if so, whether most of the LPG distributors in reserved category are also discriminated by the oil corporations to release the LPG connections; and
- if so, the steps taken by the Government to make the L.P.G. distributors viable commissioned after 1991 ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU) :

(a) Due to product constraint, LPG connections are released in a phased manner, keeping in view the annual enrolment plan and slack available with the distributor and the waiting list. Following preferential/priority criteria are currently being followed for release of connections at present;

1. Hilly areas
2. Taj Trapezium
3. Tatkal Scheme
4. Customers registered prior to 1.1.1991.
5. M.P. Priority Connections
6. Distributors operating below the viability level.
7. Release 1000 connections to newly commissioned distributorships in two instalments in the first year of commissioning.
8. Balance LPG connections are released through distributors operating above viability limit in accordance with norms developed by each oil company, based on principle that old distributors with less refill sale and large waiting list get more connections.

(b) The number of new connections released to the distributors of Public Sector Oil Companies during the last three years is given below :

Year	No. of connections released (in lakhs)
1994-95	22.9
1995-96	20.5
1996-97	23.4

(c) As per the direction of the Government to clear waiting list prior to 1.1.1991, the distributors are releasing LPG connections on demand to the applicants registered before 1.1.1991. The distributors commissioned before 1.1.1991 will be having more people in the waiting list generated before 1.1.1991 on account of location etc., it may not be possible to transfer these connections to new distributors. Therefore, it is possible that such distributors are releasing more connections than those which are newly commissioned.

(d) and (e) No discrimination is made against the distributors of reserved category vis-a-vis other categories in allocation of new LPG connections. The Oil Companies take adequate care to ensure that the distributors operating

below the ceiling limit, especially those operating below the viability limit, including those from the reserved category get maximum number of new connections compared to those operating above viable limit.

#### Tribal Heroes

3020. SHRI VIJAY KUMAR KHANDELWAL : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether the Government propose to establish any foundation on the pattern of Ambedkar Foundation to identify the Tribal Heroes who fought for freedom struggle while celebrating the fiftieth anniversary of our independence;

(b) if so, the details thereof; and

(c) if not the reasons therefor ?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI S.R. BOMMALI) : (a) to (c) There is no proposal, as such, to establish any foundation on the pattern of Ambedkar Foundation to identify the Tribal Heroes who fought for freedom struggle during the Golden Jubilee Celebration of India's Independence.

[English]

#### Krishna Water Dispute Tribunal Award

3021. SHRI K.S. RAYADU :  
SHRI L. RAMANA :  
SHRI T. GOPAL KRISHNA :  
SHRI R. SAMBASIVA RAO :

Will the Minister of WATER RESOURCES be pleased to state :

(a) whether the Government of Andhra Pradesh has urged the Union Government to review the sanctions for Tunga and other Projects in violation of Krishna Water Disputes Tribunal Award;

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

(c) the measures taken/proposed to be taken to ensure full inflow of water in the drought-prone Rayalseema region ?

THE MINISTER OF STATE OF THE MINISTRY OF WATER RESOURCES (SHRI SIS RAM OLA) : (a) to (c) Andhra Pradesh has urged the Union Government to review sanctions/clearances granted to upper Tunga and other projects of Krishna basin in Karnataka and also restraining

the latter from proceeding with their construction. However, the Union Government has not given investment clearance to any such project.

[Translation]

#### Grants to Sports Authority of India

3022. DR. LAXMINARAYAN PANDEY : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the amount provided in the form of grants or otherwise to the Sports Authority of India during the last three years; and

(b) the manner in which the amount so provided is monitored ?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI S.R. BOMMAI) : (a) During the last three years, the Sports Authority of India (SAI) has been provided the following amount in the form of Grants or otherwise:

Sl.No.	Year	Amount
1.	1994-95	Rs. 42,62,98,000/-
2.	1995-96	Rs. 41,26,00,000/-
3.	1996-97	Rs. 47,81,23,000/-

(b) the Accounts of the Sports Authority of India are audited by the Comptroller and Auditor General of India and its Annual Report and Audited Accounts are laid on the tables of both the Houses of Parliament. As such, the amount provided to SAI is properly monitored by a competent authority.

[English]

#### Bypass on N.H.-17

3023. SHRI CHURCHILL ALEMAO : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) the status of the work at present of bypass at Verna on National Highway-17 in Goa;

(b) the name of the party to whom the work has been awarded with the estimated cost; and

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

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN) : (a) The work of bypass at Verna on National Highway 17 in Goa stands sanctioned for Rs. 313.34 Lacs.

(b) The tenders have been called and the lowest tender received is of M/s Peter B. Colaco & Sons.

(c) The date by which the work is likely to be completed is 31.7.1999.

[Translation]

#### Literacy Drive in Villages

3024. SHRI PAWAN DIWAN : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the works being executed for promoting education and literacy in villages;

(b) whether the Government are satisfied that the above works are going on satisfactorily; and

(c) if not, the reasons therefor and the reaction of the Government thereto ?

THE MINISTER OF STATE IN THE DEPARTMENT OF EDUCATION IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI MUHI RAM SAIKIA) : (a) The Total Literacy Campaigns which is the principal strategy of the National Literacy Mission is at eradication of illiteracy of the entire targetted non-literate population in whole country without any distinction between urban and rural areas. Keeping in view the fact that rural literacy rate is 44.45% a specific scheme of Rural Functional Literacy Project is being implemented in the North Eastern States, Sikkim and Jammu & Kashmir where the campaign mode approach cannot be adopted on account of logistic reasons. As many as 65 projects are in operation under this scheme.

(b) and (c) Department of Education conducted a status-cum-impact Evaluation of the Total Literacy Campaigns which revealed the strengths and weaknesses of the programme. On the basis of the recommendations of the committee measures have been taken to strengthen and improve literacy programmes. The steps, inter alia, include involving of Panchayati Raj Institutions more intimately in implementation of literacy campaigns and revitalising the monitoring mechanism to ensure effective implementation of Adult Education programme with a view to achieving the national goal of eradication of illiteracy in the country.

#### Cut in Pay Scales of Historians

3025. SHRI MANOJ KUMAR SINHA : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether the Indian Council of Historical Research proposes to slash the salaries of some historians;

(b) if so, the reasons therefor;

(c) the total number of historians whose salaries are to be slashed and whether they include such historians who have since retired; and

(d) if so, the action proposed to be against such retirees ?

THE MINISTER OF STATE IN THE DEPARTMENT OF EDUCATION IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI MUHI RAM SAIKIA) : (a) and (b) The Indian Council of Historical Research, on discovering that the scales of pay granted in 1992 to some of its officials were not in conformity with the scales prescribed by the Government, withdrew such scales and replaced them with appropriate new scales

(c) and (d) the decision to revert to the approved scale of pay covers 11 persons only, 3 of whom have since retired. No recoveries of the amounts drawn is being made.

[English]

#### Defence Personnels in Pak Jails

3026. SHRI B.K. GADHVI :  
SHRI VIJAY GOEL :

Will the Minister of DEFENCE be pleased to refer to the reply given to Unstarred Question No. 3384 on March 17, 1997 and state the steps taken by the Government to seek release of the defence personnel languishing in jails during the last three years ?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI N.V.N. SOMU) : The Government have taken up the matter with the Government of Pakistan. The matter was also raised during Indo-Pak Foreign Ministers' meeting in April, 1997.

#### LPG Petrol/Diesel Dealers

3027. SHRI SUKHBIR SINGH BADAL : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the number of advertisements issued by the Government for the appointment of LPG/Petrol/Diesel dealers during the last three years; and

(b) the details thereof, State-wise and the present status of each case ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU) : (a) and (b) As reported by the Oil Marketing Companies, 1448 petrol/diesel retail outlet dealerships and 1141 LPG distributorships were advertised by them in different parts of the country during the last three years i.e. 1994-95 to

1996-97. Out of them, selections have been made in respect of 342 retail outlet dealerships and 156 LPG distributorships. The remaining proposals are pending for selection and will be taken up as soon as the selection process is reactivated.

#### Quality of Food in Indian Airlines Flights

3028. SHRI R. DEVADASS : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the quality of food being served in breakfast, lunch and dinner during Indian airlines flights is going down day by day as experienced by the passengers during the last three years;

(b) if so, the reasons therefor; and

(c) the time by which the quality of food will be improved as per the standards of International Airlines ?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRIMATI JAYANTHI NATARAJAN) : (a) No, Sir.

(b) and (c) Do not arise.

[Translation]

#### SCAM

3029. SHRI RAM TAHAL CHAUDHARY : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether fraud is being committed in the name of women and child welfare;

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

(c) whether any enquiry has been conducted in this regard; and

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

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI S.R. BOMMAI) : (a) to (d) No, Sir. However in some cases complaints from various sources are received by the Government from time to time against the functioning of the NGOs working in the field of women and child development. In such cases the matter is got enquired into through the concerned State Government as well as the Government's own agencies. In cases where enquiries revealed misuse of funds by NGOs, further grants are

stopped, and action is initiated to recover funds. The concerned NGOs are also black listed.

whose grants have been stopped as well as those against whom action has been initiated to recover funds during the

A list showing the names of NGOs black-listed and

last 3 years is enclosed as a Statement.

#### Statement

Year	S.No.	Name of the Institutions
1	2	3
1994-95	1.	Amar Seva Samity, Ram Nagar (Rajasthan).
	2.	Dayanand Education Society, Rohtak.
	3.	Mahila Jagruti Mandal, Panchkula.
	4.	Mahila Avam Uthan Samity, Old Panchkula.
	5.	Mahila Mandal, Vill. Rohana, Dt. Sonapat.
	6.	Ganga Seva Samity, Kaithal (Haryana).
	7.	Mahila Shikshan Samity, Rohtak.
	8.	Vikas Seva Samity, Rewari.
	9.	Participants for Development, Kernal.
	10.	Jan Seva Samiti, Vill. Isrena, Sonapat.
	11.	Nari Mahila Kalyan Sabha, Karnal.
	12.	Harijan Sabha, Kaithal.
	13.	Adarsh Seva Society, Karnal.
	14.	Jeevan Jyoti Samity, Sirsa.
	15.	Jan Kalyan Samity, Solan (H.P.).
	16.	Jagadeshwari Samaj Kalyan Mandal, Mandi.
	17.	Narikalyan Sehakari Samity, Mandi.
	18.	Eram Education Society, Nagpur (Maharashtra).
	19.	Rajendra Shiksha Avam Samaj Kalyan Sanstha, Sitamarhi (Bihar).
	20.	Kangra Samaj Kalyan Sabha, Dharamsala.
	21.	Sant Kabir Shiksha Samity, Gwalior.
	22.	Pariwar Avam Shishu Kalyan Association, Dt. mandi (H.P.)
	23.	Sanyogita Vidya Prasarak Shikshan Sanstha, Yavatmal District (Maharashtra).
	24.	Taj Welfare Society, Godchiroli (Mah.).
	25.	Savitribhai Dhule Shikshan Sanstha, Thane.
	26.	Sevadal Socio-Economic Welfare Society, Trivandrum.
	27.	Children Welfare Centre, Trivandrum.
	28.	Sarojini Mahila Mandal, Guntur.
	29.	Karnataka Rural Welfare Society, Arasikara.
	30.	Shashi Shanthadurga Vidhyavardhaka Sangha, North Kanara.
	31.	Kalpatharu Rural Welfare Society, Araskara. Neelaganga Seva Kendra, Gulbarga Distt
	32.	Darpan Education Society, Ahir Mohalla, Jahangirabad, Bhopal.
	33.	Sandipini Mahila Evam Bal Kalyan Samiti, 89-Gandhi Colony, Morena.
	34.	Shri Shanti Shishu Mandir Samiti, 89-Gandhi Colony, Morena.
	35.	Jan Kalyan Samity, Distt. Solan (H.P.).
	36.	Jagadeshwari Samaj Kalyan Mandal, Mandi (H.P.).

1	2	3
1995-96	<ol style="list-style-type: none"> <li>1.</li> <li>2.</li> <li>3.</li> <li>4.</li> <li>5.</li> <li>6.</li> <li>7.</li> <li>8.</li> <li>9.</li> <li>10.</li> <li>11.</li> <li>12.</li> <li>13.</li> <li>14.</li> </ol>	<p>Bahudesiya Prashikshan Kendra at Sarvodya Gram Kanholi, Distt. Muzaffarpur.</p> <p>Mahila Vikas Seva Sansthan, Vill/Mohalla Marni Purusuray, Distt. Nalanda.</p> <p>Ramashankar Shahi Arthik Samajik Evam Sanskritic Uthan Sansthan, Muzaffarpur.</p> <p>Mahasen Shiksha Prasar Samiti, Morena Talkies, Shankar Bazar, Morena.</p> <p>Trishalla Mahila Kalyan Samity, Mahila Tyagi Vatri Ashram, Sonagiri, Datiya.</p> <p>Pragati Mahila Kala Samiti, Badi Khermai, Gate No. 2, Jabalpur (M.P.).</p> <p>Ashraya Valley Trust, Mandya (Karnataka).</p> <p>River Valley Organisation, S.R. Patna, Mandya.</p> <p>The Brahamapur Guruaribam Kikai Women Welfare Association, P.O. Brahamapur Guriaribam Kikai, Imphal.</p> <p>Gita Shiksha Prashikshan Sansthan, Ranjeet Nagar, Opp. D-Block, Bharatpur.</p> <p>Krishna Bal Vikas Shikshna Samiti, Gangapur City, Swaimadhopur.</p> <p>Jeevan Pragati Sansthan, Housing Board, H.No. 94, Sector-9, Distt. Hanumangarh.</p> <p>Help Care Society, SFS Flats, Hauz Khas, N. Delhi.</p> <p>Jeevan Pragati Sansthan, Sri Ganganagar (Raj).</p>
1996-97	<ol style="list-style-type: none"> <li>1.</li> <li>2.</li> <li>3.</li> <li>4.</li> <li>5.</li> <li>6.</li> <li>7.</li> <li>8.</li> <li>9.</li> <li>10.</li> <li>11.</li> <li>12.</li> <li>13.</li> <li>14.</li> <li>15.</li> <li>16.</li> <li>17.</li> <li>18.</li> <li>19.</li> <li>20.</li> <li>21.</li> <li>22.</li> <li>23.</li> <li>24.</li> <li>25.</li> </ol>	<p>Navodaya Samaj Kalyan Vikas Samity, Alwar (Raj).</p> <p>Shaheed Abdul Hameed Education Society, Ward No. 12, Darwah, Yavatmal Distt. (Mah.)</p> <p>People's Council of India, Chhathu Bhawan, South Mandiri, Patna (Bihar).</p> <p>Pragati Munger, Vill. Madopur, P.O. Basudeopur, P.S. &amp; Dt. Munger (Bihar).</p> <p>Laxmi Narayan Mahila Vikas Sansthan, Vill. &amp; PO Alinagar, P.S. Bahera, Distt. Darbhanga (Bihar).</p> <p>A.S.H.I., Chandra Nilayam Bhavan, Nala Road, Kadam Kuan, Patna (Bihar).</p> <p>Lalit Koshi Sewa Ashram, Moh Jai Prakash Nagar, P.O. &amp; Distt. Khajaria (Bihar).</p> <p>Mahabhodi Gyanodaya Sansthan Sarwahara, P.O. Sarwahara, Distt. Gaya (Bihar).</p> <p>B.G.M.S., Karnataka State Branch Vibhitipura, Bangalore (Karnataka).</p> <p>Success Shivan Kala Mandir, H.No. 1367/B, Ramling Khind, Galli Belgaum (Karnataka).</p> <p>Devadasi &amp; Physically Handicapped Welfare Association, Korwar, Tq. Singagi, Distt. Bijapur (Kar.).</p> <p>Sanskritika Seva Sangha, Bagaikot, Distt. Bijapur (Kar).</p> <p>River Valley Organisation Trust, B-12/46, Roopa Shree, Srirangapatanam, Mandhya Distt (Kar).</p> <p>Sh. Mahavir Children School Samity, Ratkana Colony, Bikaner (Rajasthan).</p> <p>Sharvjanik Vikas Sewa Sansthan, Behind New Hospital, Hindan City, Madhopur (Raj.).</p> <p>Shri Ravindra Nath Tagore Vidyalaya Samiti, 10-Ravatsar, Distt. Sri Ganga Nagar (Raj.).</p> <p>Maharashtra Adhunik Kishan Shikshan Sansthan, Chanderpur.</p> <p>Dr. Baba Sahib Ambedkar Shikshan Parasarak Mandal, Distt. Yavatmal.</p> <p>Sandhi Niketan Shikshan Sansthan, Nanded Distt.</p> <p>M.P. New Father Angel School, Indore.</p> <p>M.P. Nutan Education Society, Bhopal.</p> <p>Nutan Educational Soceity, Bhopal.</p> <p>Girja Shankar (G.S.), Shikshan Samity, Bhopal (M.P.)</p> <p>Adivasi Vikas Avam Shikshan Partisthan, Distt. Sarguja (M.P.).</p> <p>All India Women's Conference, Alleppy, Kerala Branch.</p>

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26. Integrated Rural Community Development Society, Ravindra Nagar, Cuddappu, Distt. (Andhra Pradesh).
27. Yuvak Vikas Trust, Ahmedabad.
28. Rashtriya Prerna Samaj Kalyan Mandal, Distt. Nagpur.

#### Cases of Fake Air Tickets

3030. SHRI MANIBHAI RAMJIBHAI CHAUDHARI : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether cases of fake air tickets have come to notice;

(b) if so, whether travel agents have been arrested in connection with fake tickets during the last three months; and

(c) if so, the action taken against them and the number of fake tickets seized from them ?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRIMATI JAYANTHI NATARAJAN) : (a) to (c) The Information is being collected and will be laid on the Table of the House.

#### Construction of More Rooms

3031. SHRI SHATRUGHAN PRASAD SINGH : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether the primary school has also been shifted to the main building of the Kendriya Vidyalaya of Danapur Cantt. in Patna;

(b) if so, whether due to shifting of both the Primary and Secondary Vidyalayas in the same building, teaching work is being carried out in two shifts resulting in the reduction in the teaching duration of more than one hour;

(c) if so, whether the Government propose to construct more rooms in this Vidyalaya; and

(d) if so, the details thereof ?

THE MINISTER OF STATE IN THE DEPARTMENT OF EDUCATION IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI MUHI RAM SAIKIA) : (a) and (b) Yes, Sir. The Primary classes have been shifted to the main building and the Vidyalaya is functioning in double shift. The duration of each shift is so adjusted that the studies of students can run smoothly.

(c) and (d) Kendriya Vidyalaya Sangathan has already sanctioned construction of additional accomodation for

Rs. 101.62 lakhs and released Rs. 90.00 lakhs so far.

[English]

#### Polytechnic Institute in Orissa

3032. SHRI SRIBALLAV PANIGRAHI : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether the Government have received any request for establishment of Mahanandi Polytechnic Institute at Jharsuguda, Orissa;

(b) if so, the details thereof; and

(c) when the request was received and by when a decision is likely to be taken for establishment of the Institute ?

THE MINISTER OF STATE IN THE DEPARTMENT OF EDUCATION IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI MUHI RAM SAIKIA) : (a) to (c) A proposal has been received for establishment of Mahanandi Polytechnic Institute at Jharsuguda, Orissa for approval of the All India Council for Technical Education (AICTE) during the year 1997-98. A letter of viability has been issued to the Institute by the AICTE to submit necessary documents to the Council.

#### Air Tickets to Prominent Persons

3033. SHRI P.S. GADHAVI :  
SHRI SHANTILAL PARSOTAMDAS PATEL :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether Air India and Indian Airlines have issued complementary air tickets to some prominent persons during the last one year.

(b) if so, the details of such persons, the routes for which such tickets were issued alongwith the price involved therein;

(c) whether the Government have also given complementary air tickets for carrying travel related magazines; and

(d) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRIMATI JAYANTHI NATARAJAN) : (a) and (b) yes, Sir. Details of tickets issued by Air India and Indian Airlines for various sectors on their networks are as under :-

Air India :- April 96 to 15.7.97 : 267

Indian Airlines :- July 96 to June 97 : 1101

The record of value of these tickets is not being maintained.

(c) and (d) Publicity material of the Ministry of Tourism is carried free of cost on Air India flights, subject to availability of capacity.

#### **Martial Song of INA**

3034. SHRI R.B. RAI : Will the Minister of DEFENCE be pleased to state :

(a) whether the famous martial song of the INA 'Kadam Kadam Badayeja' whose music was composed by Capt. Ramsingh Thakuri has been classified as Marching song in the Indian Army; and

(b) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI N.V.N. SOMU) : (a) and (b) The martial patriotic song 'Kadam Kadam Badayeja' has been adopted as the Army Song and was first performed in the Military Band concert at the Subroto Auditorium from 23rd to 26th November, 1996. It also featured as a March tune for the Army Day Parade on 15th January, 1997 and the Republic Day Parade on 26th January, 1997.

#### **Boat Tragedy in Barapani, Shillong**

3035. SHRI THOMAS HANSDA : Will the Minister of DEFENCE be pleased to state :

(a) whether the Government's attention has been drawn to news item captioned "Negligence Costs Army 8 lakh" appearing in the 'Hindustan Times' dated July 2, 1997;

(b) if so, whether the Government propose to provide necessary safety measures in all the lakes, boat clubs, etc. under the control of Army, so as to avert such accidents in future;

(c) if so, the details thereof;

(d) whether the Government propose to fix responsibility for the tragic accidental cases and to take action

against the persons responsible for the accident; and

(e) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI N.V.N. SOMU) : (a) Yes, Sir.

(b) to (e) A Court of Inquiry was held by Headquarters Eastern Air Command to inquire into the accident. The Court of Inquiry has held that "No person or organisation be blamed for the accident." However, in view of the adverse verdict held by the National Consumer Dispute Redressal Commission, in addition to existing safety measures and guidelines for safe operation of boats used for training, instructions have been issued by the Army Authorities for strict adherence by all to prevent recurrence of such accidents.

[Translation]

#### **Sports Complex**

3036. SHRI BUDHSEN PATEL : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether the Union Government have formulated any scheme to provide central assistance for the construction of sports complex in the capitals of the States;

(b) if so, the States where such complex has been constructed or which is under construction and the assistance provided by the Union Government to each State;

(c) whether the Government propose to provide additional central assistance to the sports complex being constructed in Bhopal;

(d) the schemes formulated by the Government to provide basic facilities for the sports in the country;

(e) the details of basic facilities provided in the States with the central assistance so far and the number of States to which the central assistance is proposed to be provided during this year and the extent thereof; and

(f) the number of sports complexes for which central assistance has been provided to Madhya Pradesh so far and the total amount provided for this purpose and the number of stadia constructed thereby and the number of stadia which are under construction and the central assistance proposed to be provided for their completion ?

THE MINISTER OF HUMAN RESOURCE DEVELOP-



MENT (SHRI S.R. BOMMAI) : (a) Yes, Sir. Under the Department's Scheme of Grants for creation of Sports Infrastructure. Central assistance is provided for construction of State Sports Training complexes in the capitals of the States.

(b) The list of States where State Sports Training Complexes (SSTC) have been constructed or are under construction alongwith details of assistance provided so far is given in the Statement-I.

(c) No, Sir. A maximum grant of Rs. 2.00 crores is sanctioned for a State Sports Training Complex. For the Bhopal Complex, an amount of Rs. 1.75 crores, out of Rs. 2.00 crores approved, has already been released and the balance grant shall be released on receipt of Utilisation Certificate/Progress Report in respect of previous grant.

(d) The schemes formulated by the Union Government to provide basic facilities for the sports in the country are (i) the Scheme of Grants for Creation of Sports Infrastructure and (ii) the Scheme of Grants to Rural Schools.

(e) Under the Scheme of Grants for Creation of Sports Infrastructure, States are given grants on matching contribution basis for creation of basic facilities like playfield, indoor/outdoor stadium, swimming pool, skating rink, cycle velodrome and sports hostel. Under the Scheme

of Grants to Rural Schools, grants are given for development of playfield and purchase of non-consumable sports equipment upto a maximum of Rs. 1.00 lakh. The details of central grants given to the States/UTs under the two schemes during the years 1994-95, 1995-96 and 1996-97 are furnished in the enclosed Statements II and III.

There is a total allocation of Rs. 9.00 crores under the two Schemes (Rs. 8.60 crores for the main Scheme of infrastructure and Rs. 0.40 crore for the Scheme for Rural School) during the current year for disbursement to States/UTs Administration. There is no Statewise allocation earmarked.

(f) As mentioned in the reply to part (a) above, only one State Sports Training Complex in each State is assisted by the Union Government. The amount of Central grant released for the State Sports Training Complex at Bhopal is indicated in the reply to part (c). The details of Sports Project Development Area (SPDA) Centres, also called Sports Complexes, assisted by the Union Govt. in Madhya Pradesh, with amounts released for each of them, are given in the enclosed Statement IV. In addition, the details of stadia approved and the quantum of Central assistance sanctioned and released against each, during 1994-95, 1995-96, 1996-97 and till date are given in the enclosed Statement V.

#### Statement-I

*Statement showing the States where State Sports Training Complexes have been constructed or are under construction and the amount of Central assistance sanctioned, released and yet to be released against each.*

Sl No.	Location of the State Sports Training Complex	Amount approved (in lakhs)	Amount released (in lakhs)	Amount Yet to be released (in lakhs)
1.	Madras, Tamil Nadu	Rs. 200.00	Rs. 100.00	Rs. 100.00
2.	Lucknow, Uttar Pradesh	Rs. 200.00	Rs. 195.00	Rs. 5.00
3.	Bhubaneshwar, Orissa	Rs. 180.00	Rs. 180.00	-
4.	Kohima, Nagaland	Rs. 200.00	Rs. 130.00	Rs. 70.00
5.	Khuman, Lampak, Imphal, Manipur	Rs. 131.00	Rs. 131.00	-
6.	Jaipur, Rajasthan	Rs. 190.00	Rs. 190.00	-
7.	Badharghat, Agartala, Tripura	Rs. 129.00	Rs. 129.00	-
8.	Shimla, Himachal Pradesh	Rs. 181.00	Rs. 171.00	Rs. 10.00
9.	Faridabad, Haryana	Rs. 200.00	Rs. 175.00	Rs. 25.00
10.	Bhopal, Madhya Pradesh	Rs. 200.00	Rs. 175.00	Rs. 25.00
11.	Pune, Maharashtra	Rs. 200.00	Rs. 200.00	-
Grand Total :		Rs. 2011.00	Rs. 1776.00	Rs. 235.00

## Statement-II

## Grants Given for creation of Sports Infrastructure

(All amounts in Rupees)

Sl. No.	State/UT	1994-95	1995-96	1996-97
1.	Andhra Pradesh	Nil	12,50,000	21,50,000
2.	Arunachal Pradesh	10,86,000	20,65,000	Nil
3.	Assam	Nil	46,20,000	8,00,000
4.	Bihar	Nil	25,92,400	Nil
5.	Goa	19,00,000	Nil	Nil
6.	Gujarat	Nil	5,17,242	43,200
7.	Haryana	97,50,000	38,88,000	98,33,400
8.	Himachal Pradesh	45,50,000	1,86,000	89,10,400
9.	Jammu and Kashmir	Nil	Nil	Nil
10.	Karnataka	15,74,250	64,34,300	8,36,37,058
11.	Kerala	16,59,800	6,00,100	19,13,400
12.	Madhya Pradesh	85,00,000	70,00,000	Nil
13.	Maharashtra	10,00,000	1,17,90,500	18,00,000
14.	Manipur	87,50,000	Nil	43,50,000
15.	Meghalaya	Nil	Nil	Nil
16.	Mizoram	Nil	1,07,74,500	86,19,600
17.	Nagaland	75,00,000	25,00,000	Nil
18.	Orissa	45,000	4,95,000	90,00,000
19.	Punjab	Nil	Nil	2,50,000
20.	Rajasthan	Nil	8,25,000	12,30,000
21.	Sikkim	13,15,918	Nil	2,48,454
22.	Tamil Nadu	54,770	3,32,925	35,15,575
23.	Tripura	64,50,000	Nil	14,50,000
24.	Uttar Pradesh	1,31,45,512	54,39,488	8,00,000
25.	West Bengal	4,95,000	5,86,490	35,00,000
<b>Union Territories</b>				
1.	Andaman & Nicobar Islands	Nil	Nil	Nil
2.	Chandigarh	Nil	1,75,500	1,75,500
3.	Dadra & Nagar Haveli	Nil	Nil	Nil
4.	Daman & Diu	Nil	Nil	Nil
5.	Delhi	Nil	Nil	12,50,000
6.	Pondichery	Nil	Nil	Nil
7.	Lakshadweep	Nil	Nil	Nil

## Statement-III

Central grant released to States/UTs during the years 1994-95, 1995-96 and 1996-97 under the Scheme of Grants to Rural Schools

(All amounts in Rupees)

Sl. No.	State/UT	1994-95	1995-96	1996-97
1.	Andhra Pradesh	11,87,041	3,51,499	3,81,173
2.	Arunachal Pradesh	1,00,000	21,600	-
3.	Assam	-	9,41,596	-
4.	Bihar	6,77,323	7,85,967	-
5.	Goa	-	99,100	-
6.	Gujarat	-	2,00,000	99,346
7.	Haryana	99,965	63,420	1,00,000
8.	Himachal Pradesh	5,79,527	11,44,634	1,00,000
9.	Jammu and Kashmir	1,63,245	-	1,53,455
10.	Karnataka	5,22,008	2,95,755	1,00,000
11.	Kerala	84,925	-	-
12.	Madhya Pradesh	1,00,000	95,934	-
13.	Maharashtra	2,96,910	1,00,000	-
14.	Manipur	10,98,853	6,16,673	34,949
15.	Meghalaya	-	-	-
16.	Mizoram	-	-	-
17.	Nagaland	9,00,000	1,00,000	-
18.	Orissa	12,67,110	1,98,226	7,57,409
19.	Punjab	-	1,00,000	1,00,000
20.	Rajasthan	-	1,49,595	-
21.	Sikkim	-	-	-
22.	Tamil Nadu	2,52,311	1,30,700	-
23.	Tripura	94,095	7,54,289	73,175
24.	Uttar Pradesh	1,99,515	1,73,570	2,93,709
25.	West Bengal	2,35,271	1,29,080	-
<b>Union Territories</b>				
1.	Andaman & Nicobar Islands	-	-	2,58,198
2.	Chandigarh	-	-	-
3.	Dadra & Nagar Haveli	-	-	-
4.	Daman & Diu	-	-	-
5.	Delhi	-	-	-
6.	Pondichery	-	-	96,086
7.	Lakshadweep	-	-	-
Grand Total		78,58,099	6461,638	25,47,800

## Statement-IV

Sports Projects Development Area (SPDA) Centres sanctioned for M.P. under the Scheme of Grants for Creation of Sports Infrastructure

Sl. No.	Location of the project.	Amount approved (in lakhs)	Amount released (in lakhs)	Remarks.
1.	SPDA Centre at Dhar.	10.00	10.00	
2.	SPDA Centre at Jabalpur.	29.50	29.50	
3.	SPDA Centre at Raipur.	23.00	13.00	
4.	SPDA Centre at Sehore.	32.00	32.00	
5.	SPDA Centre at Gwalior.	15.00	15.00	

## Statement-V

Statement showing the details of stadia sanctioned for M.P. and the quantum of assistance sanctioned against each during the years 1994-95, 1995-96 and 1996-97 under the Scheme of Grants for Creation of Sports Infrastructure

Sl. No.	Name of the project and location	Amount approved (in lakhs)	Amount released (in lakhs)	Remarks.
1.	Mini Stadium at Balod, Durg Dist.	18.00	-	PR is awaited
2.	Multipurpose Indoor Games Hall at Burhanpur, East Nimar Dist.	19.975	-	PR is awaited
3.	Stadium at Morena.	12.00	2.50	Amount of Rs. 9.50 lakh shall be released on receipt of UC/PR.
4.	Sports Stadium (Chhatrasal Sports Stadium) at Pichhore, Shivpuri Dist.	6.00	-	PR is awaited

[English]

## Sports Complexes

3037. SHRI VIJAY PATEL : Will the Minister of

HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the number of sports complexes existing at present in Gujarat;

(b) whether the Government propose to construct some more sports complexes in the state; and

(c) if so, the financial assistance the Union Government have earmarked for the development of sports there ?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI S.R. BOMMAI) : (a) As per information furnished by the State Government of Gujarat, there is a Sport Complex at Gandhinagar which stands converted into a SAI Western Regional Centre. Besides, the State Government have constructed District Sports Complexes at Bhavnagar Nadiad, Limbdi, Devgarh Beria and Patan.

(b) No, Sir.

(c) Does not arise

#### Tourism Projects in Maharashtra

3038 SHRI NARAYAN ATHAWALAY : Will the Minister of TOURISM be pleased to state :

(a) the present status of ongoing tourism proposals in Maharashtra project-wise as on June 30, 1997;

(b) whether the Government have received proposals seeking financial assistance for promotion of Tourism in Konkan and Goa belt;

(c) if so, the details thereof;

(d) the action taken thereon ?

THE MINISTER OF TOURISM AND MINISTER OF PARLIAMENTARY AFFAIRS (SHRI SRIKANTA JENA) : (a) As per the information available the present status of tourism project in Maharashtra which are under implementation by the State Government with Central financial assistance is as given below :-

S.No.	Project	Status
1.	Tourist Complex at Ganapatipule	Clearances obtained.
2.	Tourist Complex at Mahabaleshwar	Clearances obtained.
3.	Beach cottages at Harihareshwar	Clearances being obtained.
4.	Lake View Resort at Bhandardara	Clearances being obtained.

S.No.	Project	Status
5.	Tourist Complex at Fardapur	Clearances being obtained.
6.	Tourist Complex at Kunkeshwar & Dajipur	Clearances being obtained.
7.	Tourist Complex at Gaganbavda	Land identified.
8.	Wayside facilities at Kudal	Land yet to be identified.
9.	Tourist Complex at Vijaydurg	Land identified.
10.	Tourist Complex at Washim	Tenders being called.
11.	SEL show at Shaniwarwada, Pune	Work in progress.
12.	Purchase of Caravans	Being processed.
13.	Konkan houses at Harihareshwar and Ganapatipule	Work yet to be start.
14.	Tourist Complex-cum-Craft Centre at Village Pinguli	Work yet to start.

(b) to (d) In Consultation with the State Government, the Department of Tourism has prioritised a few projects in Konkan-Goa belt for Central Financial Assistance during 1997-98. These include Expansion of Tourist Resort at Ganapatipule, construction of toilet facilities at Raigad and Sindhudurg and preparation of a feasibility report for Sindhudurg Speical Tourism Area.

#### Investment in Civil Aviation Sector

3039. SHRI ANNASAHIB M.K. PATIL : Will the Minister of CIVIL AVIATION be pleased to state :

(a) the estimates of fresh investment in civil aviation sector both from foreign companies and domestic private sector companies during the current year;

(b) the major private sector investment proposals cleared recently or under active consideration of the Government; and

(c) the present status of the proposal regarding establishing new International Airport near Mumbai to meet the demand perceptions/growth in international traffic ?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRIMATI JAYANTHI NATARAJAN) : (a) and (b) The proposals involving foreign/private participation cleared by Government are enclosed a Statement I, II and III. On the airport

side, a proposal for construction of a new international Airport at Devanhalli, Bangalore is under consideration.

(c) The State Government of Maharashtra has been informed of the necessity for conducting prefeasibility

studies of all suitable sites in and around Mumbai if a new airport of international standards is sought to be developed. The matter is under consideration of the State Government.

#### Statement-I

##### Approval given to the Private Airlines for Aircraft Induction (As on 28.7.1997)

Name of Private Scheduled Operators	Fleet as on August 1994 (Seating capacity)	Additional Aircraft permitted after demonopolisation in March 94	Date of meeting of Aircraft Acquisition Committee
1. Archana Airways	3 L-410 (19)	2 Dash-8-200 (48) ! 2 Dash-8-300 (48) ! 4 Dornier-328 (In lieu of 4 Dash-8) 3 L-410-UVP-E9 (Inducted one L-410 (In lieu of 4. Do-328)	15.11.94 28.12.95
2. East West Airlines	7 B-737-200 (126) 3 F-27 (44)	4 B-737-400 (1 replacement, 3 maintenance)	17.05.95
3. Jet Airways	4 B-737-200 (114) 2 B-737-400 (164)	2 B-737-300/400 (inducted) 2 B-737-300/400 (Inducted) 2 B-737-300/400 (Inducted) 3 B-737-300/400	06.04.95 16.06.95 12.06.95 29.08.96
4. Modiluft	4 B-737-200 (107)	2 B-737-400 (Inducted) 2 B-737-400	01.04.95 16.06.95
5. NEPC	4-F-27-500 (50)	1 KingAir (C-90) (Inducted) 2 F-27-500 (Inducted) 2 F-27-500 (Inducted)	01.04.95 06.04.95 16.08.95
6. Sahara India	1 B-737-200 (126)	2 B-737-400 (Inducted) 1 B-737-300 5 ATR 42-500 1 B-737-200 (as 5th a/c) (Inducted) 3 Ecureuil AS 355 N 1 Daluphin AS 365	23.09.94 28.12.95 29.08.96
7. Skyline NEPC (Previously Damania Airways)	4 B-737-200 (126)	1 B-737-200 (Inducted) 1 B-737-200 3 Airbus A-310	15.11.94 12.06.96 29.08.96

#### Statement-II

##### Approval given to the Non-Scheduled Private Air Operators for Aircraft Induction (As on 1.5.1997)

S. No.	Name of Private Scheduled Operators	Fleet as on August 1994 (Seating capacity)	Additional Aircraft permitted by the AAC since September, 1994	Date of meeting of Aircraft Acquisition Committee
1	2	3	4	5
1.	Ace Airways Pvt. Ltd. (Formerly Delhi-Gulf Airways)	1 Ecureuil 1 Allouette-III	2 SA 315 Lama Heli.	10.11.95

1	2	3	4	5
2.	Aerial Services Pvt. Ltd.	2 Beech 400	-	-
3.	Blue Dart Aviation Ltd.	-	-	-
4.	Eastern Airways Ltd.	-	1 HS-125 (Imported)	01.04.95
5.	East India Hotels Ltd.	-	1 HS-125 (Imported)	01.04.95
6.	Elbee Airlines	-	4 F-27/500 (Imported)	10.04.95
7.	Gujarat Airways	-	2 Beech 1900 D (Imported)	07.02.95
			1 Beech 1900 D	12.06.96
			3 L-410	10.11.95
8.	India International Airways	1 HS-125	3 Shorts-360	31.10.94
		2 Bell-206	3 Bell Jet	14.02.95
			2 Bell 206 B	14.02.95
			2 Bell 206 B	29.08.96
9.	Jagson Airlines	3 DO-128	2 DO-228	19.10.94
			1 DO-328	15.11.94
10.	K.C.V. Airways Ltd.	-	2 DO-228	30.12.94
11.	Megapode Airlines	1 HS-125	-	-
12.	Mesco Airlines	-	1 MI-172)	23.09.94
			1 Dauphin)	
			1 MI-172 ]	30.12.94
			3 Ecureuil]	
			1 Cessna T 525	17.05.95
			5 MI-172	16.06.95
			5 MI-172	29.08.96
13	Raymonds Ltd.	-	1 HS-125	01.04.95 (revalidated on 24.10.96) 29.01.96
			1 (Eurocopter 355)	16.06.95
			1 (Eurocopter 358)	
			1 Cessna Citation II	26.06.96
			2 Bell 206 L-3 (in replacement for (1 Eurocopter 358)	29.08.96
14.	Saraya Aviation	1 Beech Baron	1 Beech Baron B-58	23.09.94
15.	Span Air Pvt. Ltd.	-	1 Bell 2060	20.07.95
			1 Bell 407	24.10.96
16.	Span Aviation (I) Ltd.	-	4 Beechcraft Super (King 200 A)	
			1 Beechcraft Super King 200 A)	13.12.96
			-Executive)	
			1 Beechcraft C-90 King Air-Executive)	18.02.97
17.	Tata Tea Ltd.	-	-	-
18.	Trans Bharat Aviation	2 Beech 99	1 Beech craft 3200	16.08.95
19.	U.B. Air	1 Bell 47 G	-	-
20.	Udan Academy	2 Cessna 172	4 Shorts 360	13.12.96
		1 Cessna 152		
21.	U.P. Air	-	3 Dash-8	31.10.94
22.	VIF Airways	-	2 DO-328	20.07.95
			4 Beechcraft 1900D	

**Statement-III***Companies in which foreign/NRI Equity has been approved*

Sl.No.	Name of the Company	Percentage of foreign/NRI equity
1.	M/s. Airways (India) Ltd.	20% foreign equity by Gulf Air 20% foreign equity by Kuwait Air 60% NRI equity
2.	M/s. Lufthansa Cargo India** Pvt. Ltd.	95% NRI/OCB equity (57% NRI by Hinduja Group) (38% by Lufthansa AG, Germany)
3.	TCG Aviation Pvt. Ltd.	100% NRI/OCB equity by TCG Aviation, (Mauritius)
4.	Elbee Airlines	55.84% NRI/OCB by CSLB Aviation Holding (Mauritius) Ltd.
5.	M/s Trans India Airlines Pvt. Ltd.	50% NRI/OCB equity
6.	M/s Assured Airways Ltd.	50% NRI Investment by M/s Ajit Raghav and Associates
7.	M/s Deccan Airlines	51% NRI equity investment
8.	M/s Maharashi International Business Development Ltd.	100 NRI equity investment

\* Equity from foreign airlines is to be disinvested within 6 months of the Cabinet decision prohibiting any investment of equity by foreign airlines in domestic airlines.

\*\* The Company does not operate on domestic sectors.

**ONGC's Survey**

3040. SHRI RAMESH CHENNITHALA : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) whether ONGC has conducted any survey of the Kerala Coast during the last three years;

(b) if so, the outcome thereof;

(c) whether the effort was abandoned later; and

(d) if so, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU) :

(a) and (b) Yes, Sir. During 1994-97, a total of 23541 LKm of 2D and 9956 LKm of 3D seismic surveys were carried out in Kerala Konkan offshore. These seismic surveys covering mainly deep water areas, are under various stages of interpretation. Interpretation of the seismic data acquired during 1994-97 alongwith the earlier acquired data led to the identification of several potential prospects. During 1997-98 four exploratory locations have been lined up for drilling.

(c) and (d) No, Sir. During IXth Five Year Plan period 9000 LKm of 2D Seismic survey has been identified.

**Power Generating Project**

3041. SHRI N.N. KRISHNADAS :  
SHRI P.C. THOMAS :

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) the present status of power generating project being set up by Cochin Refineries;

(b) whether there are any obstacles in this project;

(c) if so, the details thereof;

(d) whether this project is getting support or aid from foreign companies or agencies; and

(e) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU) :

(a) to (c) Government has accorded 1st Stage clearance to Cochin Refineries Limited (CRL) for preparation of a Detailed Feasibility Report (DFR) for setting up of a 500 M.W. Power generating project. The DFR is to be submitted to the Government with in a period of 9 months.

(d) and (e) The project is proposed to be set up as a Joint Venture. Details regarding financing, etc. of the

project would be known only when the DFR is submitted by CRL.

### Corruption Cases

3042. DR. MURLI MANOHAR JOSHI : Will the Minister of DEFENCE be pleased to state :

(a) the number of cases relating to corruption, dishonesty and assets disproportionate to the income of defence/civil servants investigated by the vigilance department of the Ministry in 1995-96;

(b) the number of officers involved in the above cases, grade-wise;

(c) the number of complaints received for corruption and dishonesty in the 1995-96 and the action taken thereon;

(d) whether the vigilance initiate action suo moto against the staff suspected to be dishonest and corrupt;

(e) if so, whether the Ministry have made any review of the functioning of powers of the vigilance section under their control; and

(f) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI N.V.N. SOMU) : (a) The number of cases relating to corruption, dishonesty and assets disproportionate to the income of defence/civil servants investigated by the vigilance department of the Ministry in 1995-96 is 100.

(b) The number of officers involved in the above cases is as under :

Civilian	Service Officer
Group 'A' - 45	Officers - 38
Group 'B' - 22	JCOs - 4
Group 'C' - 27	ORs/Sailors/ - 9 Airmen
Group 'D' - Nil	

(c) The number of complaints received for corruption and dishonesty in the year 1995-96 is 268. These complaints were got investigated through vigilance cells of the concerned organisations and appropriate punitive action was taken in such cases where the allegations were substantiated.

(d) Yes, Sir. The Vigilance Section/Cells initiate suo moto action against the staff suspected to be dishonest and corrupt.

(e) and (f) The functioning of the Vigilance Section/

Cells is reviewed by the Ministry from time to time on the basis of quarterly reports/returns and meetings of the CVOs with the Heads of Vigilance Cells. The Vigilance setup has been functioning satisfactorily and the existing instructions meet the requirement.

[Translation]

### Supply of Less Quantity of Petrol

3043. SHRIMATI SUBHAWATI DEVI : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) whether the Government have received any complaint regarding petrol pump in Benipur distt., Darbhanga in Bihar supplying less quantity of petrol and charging more money than the actual price; and

(b) if so, the reasons for not cancelling its license ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU) : (a) and (b) A complaint was received against M/s. Sunder Service Station, Benipur, Darbhanga for over-charging. During investigation, it was found that the dealer had charged additional one paise compared to the approved rate. In line with the Marketing Discipline Guidelines (MDG), sales and supplies were suspended for 15 days and a fine of Rs. 2000/- was imposed on the dealer alongwith a warning letter. As this was the first instance of over-charging by the dealer, the licence was not cancelled. Dealerships are liable for termination under the MDG for the third offence.

[English]

### Standard of NCC Cadets

3044. SHRI DHIRENDRA AGARWAL : Will the Minister of DEFENCE be pleased to state :

(a) whether any steps have been taken to raise the standard of National Cadet Corps Cadets to commensurate with the requirement of armed forces;

(b) if so, the details thereof;

(c) whether the strength of girl cadets is being raised, if so, the details thereof; and

(d) the steps being taken to review the activities of N.C.C., and bring about necessary changes in N.C.C. training ?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI N.V.N. SOMU) : (a) and (b) National Cadet Corps (NCC) is essentially a vountary movement aimed at developing desirable phvsical and mental qualities



among the youth to make them useful citizens capable of providing leadership in all walks of life including the Armed Forces. NCC is not intended to serve as a feeder organisation for recruitment to the Armed Forces.

(c) and (d) a committee has been constituted to conduct a comprehensive review of the working of the NCC and to suggest ways and means to improve and expand its functioning. The committee will also, inter alia, examine the feasibility of increasing the strength of NCC girl cadets.

#### Condition of National Highways

3045. SHRI JANG BAHADUR SINGH PATEL : Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether attention of the Government has been drawn to the newsitem captioned "Rajmargon ki durdasa mein dhan ki kami nahin, laparavahi ka haath" appearing in the *Dainik Jagran* dated May 13, 1997;

(b) if so, the facts thereof; and

(c) the reaction of the Government thereto ?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN) : (a) to (c) The Government is aware of the issues raised in the newsitem referred to in the question. To remedy these problems several measures like simplification of procedures for land acquisition, early environmental clearance and proper project appraisal have recently been taken. With these measures, it is expected that the implementation of projects would be smooth and fast.

#### River Water Distribution

3046. DR. ASIM BALA : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether any new schedule has been made for river water distribution between India and Bangladesh during dry season;

(b) if so, the details thereof;

(c) whether the expert of the River Commission has given any suggestion regarding distribution of river water between India and Bangladesh recently; and

(d) if so, the details thereof ?

THE MINISTER OF STATE OF THE MINISTRY OF WATER RESOURCES (SHRI SIS RAM OLA) : (a) No, Sir.

(b) Does not arise.

(c) No, Sir.

(d) Does not arise.

#### Defence Modernisation Programme

3047. SHRI SUBRAHMANYAM NELAVALA : Will the Minister of DEFENCE be pleased to state :

(a) whether delay in plan formulation and tight-fisted funding have installed India's ambitious defence modernisation programme;

(b) whether during the seventh and eighth plan period, the funding of ambitious defence modernisation programmes was not undertaken;

(c) if so, whether there is no mention of modernisation of defence programmes, during Ninth Plan period also;

(d) if so, whether the Government propose to prepare modernisation programme during the Ninth Plan to make our defence forces stronger; and

(e) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI N.V.N. SOMU) : (a) India's defence modernisation effort is an on-going process within the parameters of available resources and defence priorities.

(b) to (e) Funds are made available for prioritised defence modernisation programme from within the allocated budget for this purpose. Within the financial parameters anticipated, projections for the prioritised modernisation programmes for the 9th Plan period have been drawn up. It will not be in the interest of national security to divulge the details of defence modernisation programmes.

#### Integrated Anti-Missile Defence Programme

3048. SHRI TARIT BARAN TOPDAR :  
SHRI ANIL BASU :

Will the Minister of DEFENCE be pleased to state :

(a) whether the Government have any plan for an Integrated anti-missile defence programme;

(b) if so, the details thereof; and

(c) the reasons for not planning the programme earlier in view of missile developments ?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI N.V.N. SOMU) : (a) to (c) Government have received a proposal for development of this system. It is not in national security interest to give further details at this juncture.

### Recognised Private Institutions

3049. SHRI P.R.S. VENKATESAN : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

- (a) the present number of private institutions which are recognised by AICTE;
- (b) whether some private institutions have admitted more students than their capacity by violating Government norms;
- (c) if so, the action proposed to be taken against them;
- (d) whether the Government propose to take any effective steps to prevent irregularities in these private institutions; and
- (e) if so, the details thereof ?

THE MINISTER OF STATE IN THE DEPARTMENT OF EDUCATION IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI MUHI RAM SAIKIA) : (a) to (e) All India Council for Technical Education (AICTE) has recognised 942 private technical institutions offering Degree/Diploma programmes in Engineering and Technology/Pharmacy. Admissions to these institutions are made in accordance with AICTE Regulations. No irregularity in these institutions has come to the notice of the AICTE.

### Utilisation of Water in Israel

3050. VAIDYA DAU DAYAL JOSHI : Will the Minister of WATER RESOURCES be pleased to state :

- (a) whether the Central and State officers visited Israel during the last three years for formulating a plan for proper utilisation of every drop of water in the country as is utilised in Israel;
- (b) if so, the expenditure incurred thereon;
- (c) the details about water utilisation in Israel;
- (d) details of the plan formulated;
- (e) Areas of the country where the plan based on Israeli experience has been implemented; and
- (f) details of future plan ?

THE MINISTER OF STATE OF THE MINISTRY OF WATER RESOURCES (SHRI SIS RAM OLA) : (a) to (f) A Team of six officers of Government of Gujarat visited Israel during January, 1995 on familiarisation visit to Israel in connection with "Water Resources Planning" for the State of Gujarat for which consultancy services have been

provided by M/s. Tahal Consulting Engineers Ltd., Israel. Under the agreement signed between Government of Gujarat and M/s. Tahal Consulting Engineers Ltd., Israel, the entire expenditure on the visit of the above Team was borne by the Israeli consultants. The Israel expertise is related to economic use of water through drip sprinkler Irrigation, artificial recharge of ground water, water conservation, etc.

[Translation]

### Tasho Shelpa Glacier

3051. SHRI DINESH CHANDRA YADAV : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

- (a) whether the Government's attention has been drawn towards the newsitem published in 'Hindustan' dated 14th July 1997 under the caption "Tasho Shelpa glacier ke pinghline se atank";
- (b) if so, the details thereof;
- (c) whether large scale destruction is likely to be caused in Sahrasa, Madhepura, Supaul districts of Bihar with the flow of 8 crore cubic metre water due to melting of glacier; and
- (d) if so, the preventive measures taken by the Government in this regard ?

THE MINISTER OF STATE OF THE MINISTRY OF WATER RESOURCES (SHRI SIS RAM OLA) : (a) Yes, Sir.

(b) The effect of glacier burst have been studied by the Government of Bihar as well as Central Water Commission. The glacier burst flood is likely to arrive at Koshi barrage (indo-Nepal border) in about 12 hours time and the flood peak has been assessed to be in the range of 3000 to 4000 cubic metres per second, with assumption of linear breach in a time span of 2 to 4 hours.

(c) and (d) The additional peak discharge due to bursting of the glacier having 8 crore cubic metre of water is in the range of 4000 cumecs. The destruction that may be caused in Sahrasa, Madhepura and Supaul Districts of Bihar is to be assessed by the Government of Bihar for taking necessary preventive measures.

[English]

### Gas Cylinder

3052. SHRI SHYAM LAL BANSHIWAL : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

- (a) the number of incidents of burst of gas cylinders reported in Delhi during 1996 and 1997 so far;
- (b) the number of casualties in these incidents; and
- (c) the precautionary measures taken by Government to avoid recurrence of such accidents ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU) :

(a) According to the public sector Oil Companies, no report of burst of LP Gas Cylinders has been reported in Delhi during 1996 and 1997 (upto 30.6.97)

- (b) and (c) Do not arise in view of (a) above.

[Translation]

#### Regional Offices of KVS

3053. SHRIMATI BHAVNA CHIKHALIA :  
SHRIMATI PURNIMA VERMA :

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

- (a) whether Union Government propose to set up some more regional offices of Kendriya Vidyalaya Sangathan;
- (b) if so, the details thereof; location-wise; and
- (c) the time by which these office are likely to be set up ?

THE MINISTER OF STATE IN THE DEPARTMENT OF EDUCATION IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI MUHI RAM SAIKIA) : (a) No, Sir.

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

#### Setting up of Tubewells in H.P.

3054. SHRI K.D. SULTANPURI : Will the Minister of WATER RESOURCES be pleased to state :

- (a) the funds earmarked to Himachal Pradesh to meet the requirement of tubewells, irrigation and drinking water; and
- (b) the names of places where the State Government has urged the Union Government for the installation of tube wells ?

THE MINISTER OF STATE OF THE MINISTRY OF WATER RESOURCES (SHRI SIS RAM OLA) : (a) Funds earmarked to Himachal Pradesh during 1996-97 for major and medium, minor irrigation including tubewells and drinking water are given below :

	Approved outlay (Rs. in lakhs)
Major & Medium	321.70 (Revised)
Minor Irrigation (including tubewells)	3676.07 (Revised)
Drinking water	10632.60

(b) No such request has been received from State Government.

#### Making Practical Optional

3055. PROF. OMPAL SINGH NIDAR :  
KUMARI UMA BHARATI :

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

- (a) whether there is any proposal to make the subjects optional involving dissection of animals for the study purposes in schools;
- (b) if so, the details thereof; and
- (c) the time by which a final decision is likely to be taken in this regard ?

THE MINISTER OF STATE FOR EDUCATION IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI MUHI RAM SAIKIA) : (a) to (c) In pursuance of the judgement of the Hon'ble High Court of Delhi in CWP No. 1391/96 dated 19.5.97, Government have already issued instructions on 23.5.97 to Central Board of Secondary Education (CBSE) and National Council of Educational Research & Training (NCERT) to make dissection of animals optional to students of Senior Secondary stage and the existing syllabus be modified by the NCERT and CBSE jointly to include alternate activities and experiments.

[English]

#### Supply of Bitumen

3056. SHRI GIRDHARI LAL BHARGAVA :  
SHRIMATI VASUNDHARA RAJE :  
SHRI B.K. GADHVI :

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

- (a) the criteria fixed for allotment of Bitumen to the various States;
- (b) whether demand from the States for supply of bitumen has been received;

(c) if so, the quantity of bitumen demanded by each State during the current year and last year and the quantity supplied to these States;

(d) the production of bitumen in Koyali and Mathura refineries during each of last two years; and

(e) the steps taken by the Government to import remaining quantity of bitumen from other countries ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU) :

(a) The Central Government approves allotment of bitumen based on the demand projected by various States.

(b) Yes, Sir.

(c) The details of quantity of bitumen demanded by each State during the current year and the last year alongwith the quantities supplied are enclosed as a Statement.

(d) the bitumen production at Koyali and Mathura refineries during the last two years is as under :-

Year	Production (Fig. in TMT)	
	Koyali	Mathura
1995-96	313	394
1996-97	363	430

(e) There are no imports of bitumen since full demand of the States are met from the indigenous availability.

#### Statement

(Fig. in TMT)

States	Bitumen Demand Recd. From States by IBC.		Actual Quantity Supplied	
	1996-97	1997-98	1996-97	1997-98
	1	2	3	4
Andaman & Nicobar	3.0	3.0	1.1	0.8
Arunachal Pradesh	6.0	4.0	5.5	0.1
Assam	29.0	48.8	21.5	6.1
Bihar	108.0	111.0	49.2	14.1
Manipur	7.0	0.5	2.6	0.0
Meghalaya	8.0	10.0	5.7	1.9
Mizoram	4.0	2.8	5.5	0.6
Nagaland	2.0	1.9	0.0	0.1

	1	2	3	4	5
Orissa		49.0	52.0	57.0	7.6
Sikkim		2.0	2.0	2.5	0.0
Tripura		5.0	8.0	4.2	1.4
West Bengal		76.0	100.0	80.5	35.2
Central Sector		32.0	60.0	35.9	7.5
Andhra Pradesh		110.0	120.0	125.5	42.6
Karnataka		150.0	165.0	105.0	20.7
Kerala		80.0	136.0	77.5	30.7
Pondicherry		2.5	2.5	2.7	0.5
Tamil Nadu		185.0	173.0	138.4	43.7
Central Sector		8.0	4.0	10.5	2.4
Dadar and N. Haveli		2.0	3.2	0.7	0.1
Daman & Diu		1.5	1.5	0.8	0.1
Goa		17.0	19.5	14.0	2.0
Gujarat		284.0	552.0	238.8	69.2
Madhya Pradesh		110.0	82.0	114.6	15.7
Maharashtra		475.0	566.0	409.7	125.6
Central Sector		9.0	6.0	6.0	0.3
Chandigarh		4.0	4.0	0.7	2.3
Delhi		35.0	35.0	27.6	3.1
Haryana		136.0	130.0	100.7	16.1
Himachal Pradesh		17.0	35.0	19.4	2.9
Jammu & Kashmir		20.0	20.2	15.1	4.5
Punjab		210.0	250.0	176.8	41.2
Rajasthan		300.0	288.3	176.5	42.7
Uttar Pradesh		203.0	250.0	213.3	76.3
Central Sector		29.0	60.0	31.0	10.9

#### Plane Service between Hyderabad-Vijayawada-Triupati

3057. SHRI P. UPENDRA : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether there was a hopping plane service between Hyderabad-Vijayawada-Triupati and Madras by Indian Airlines;

(b) whether the same was discontinued some time ago causing inconvenience to the travelling public; and

(c) whether the Government propose to reoperate a service in this sector through alliance air after the fifty-seater aircraft are procured; and

(d) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRIMATI JAYANTHI NATARAJAN) : (a) Yes, Sir.

(b) Indian Airlines discontinued operation of services on Hyderabad-Vijayawada-Tirupathi-Madras sector with effect from 15th April, 1989.

(c) and (d) No firm decision either with regard to purchase of the 50-seater aircraft or the routes to be operated by it has been taken so far.

#### Cauvery River Authority

3058. SHRI PRITHVIRAJ D. CHAVAN : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether the Union Government have taken any decision to set up the Cauvery River Authority to resolve the dispute between Karnataka and Tamil Nadu;

(b) if so, the time by when it is likely to be set up;

(c) whether this scheme have been rejected by Karnataka; and

(d) if so, whether the Government propose to persuade the State to accept the scheme in the interest of both the States ?

THE MINISTER OF STATE OF THE MINISTRY OF WATER RESOURCES (SHRI SIS RAM OLA) : (a) to (d) The Central Government has set up Cauvery Water Disputes Tribunal for adjudication of the dispute under Section 4 of the Inter State Water Disputes Act' 1956. The Tribunal has given an Interim order on 25.6.91.

In pursuance of the orders of the Hon'ble Supreme Court, the draft scheme envisaging "Cauvery River Authority" was formulated by the Central Government under Section 6A of the Inter State Water Disputes Act 1956 for implementation of the Interim Order dated 25.6.1991 of the Cauvery Water Disputes Tribunal (CWDT) and sent to the Party States for their comments on 30.5.1997.

The Governments to Tamil Nadu and Union Territory of Pondicherry have agreed to the draft scheme with some changes and the Government of Kerala has requested for some more time to give their comments. However, Government of Karnataka have expressed strong opposition to the draft scheme and they have requested the Government of India, inter alia, to initiate action to settle the dispute through mutual discussions. Further, they have also requested the Central Government to simultaneously

take steps for early finalisation of the National Policy Guidelines for water allocation amongst States.

The scheme will be finalised strictly on merits after examining the comments of all the basin States. Thereafter a meeting with these States can be held to narrow down the differences to the extent possible. The finalised scheme will then be placed before the Cabinet for its approval, and after obtaining the approval of the cabinet, the same will be notified and will be laid before each House of the Parliament for a period of 30 days.

The Parliament will have a right to make modifications which may include a decision for not having such a scheme at all, and scheme will then come into effect only in the modified form.

#### Guidelines for Affiliation/Recognition

3059. KUMARI MAMATA BANERJEE : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether any guidelines have been issued to the State Governments and the different Universities regarding recognition and affiliation of colleges established by religion and linguistic minorities;

(b) if so, the details thereof;

(c) the number of such colleges which have been accorded recognition/affiliation during the last three years; and

(d) the number of pending applications for recognition affiliation in different States ?

THE MINISTER OF STATE IN THE DEPARTMENT OF EDUCATION IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI MUHI RAM SAIKIA) : (a) No, Sir.

(b) to (d) Do not arise.

#### Peaceful Stay in Firing Range

3060. SHRI BHIMRAO VISHNUJI BADADE : Will the Minister of DEFENCE be pleased to state :

(a) whether attention of the Government has been drawn to the newsitem captioned "Farm houses offer peaceful stay in firing range" appearing in 'Indian Express, dated July 11, 1997;

(b) if so, the facts reported therein;

(c) whether some areas in the Tilpat firing range of IAF in Faridabad has been encroached upon;

(d) if so, whether any inquiry has been conducted by the Government in this matter; and

(e) if so, the details thereof and action proposed to be taken against trespass ?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI N.V.N. SOMU) : (a) to (c) Yes, Sir. The Government are aware of the encroachment in the Tilpat Firing Range by M/s Leisure Valley Farms and Global Development & Finance Corporation (India) Ltd. and the matter has been taken up with the Civil/Revenue Authorities appropriately.

(d) and (e) No formal inquiry has been conducted in the matter. However, the following actions have been taken :-

- (i) An FIR was lodged with the Police Authorities;
- (ii) Demarcations made by the Revenue Authorities were shown in the encroachers.
- (iii) Public Notice was published in the local newspaper alerting the local people.
- (iv) A Caveat is under submission to the Faridabad Court so that petition of the encroachers for stay of their eviction is prevented.
- (v) The authorities concerned have been requested to take action against the encroachers and also not to register any sale deed in respect of the defence land in Tilpat Firing Range.

#### Runway of Patna Airport

3061. SHRI RAJIV PRATAP RUDY : Will the Minister of CIVIL AVIATION be pleased to state :

- (a) whether the runway length of Patna Airport is bare minimum for landing of A-320 aircraft;
- (b) if so, the details thereof;
- (c) whether short runway results in lower utilisation of seats in aircraft;
- (d) if so, the details thereof; and
- (e) the steps taken to improve it ?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRIMATI JAYANTHI NATARAJAN) : (a) and (b) A-320 aircraft can land at Patna Airport.

(c) to (e) Yes, Sir. Take-off weight is constrained due to inadequate take-off runway length available. The useable length is only 6409 ft. due to obstructions and the non-availability of basic strips. The matter was taken up with the State Govt. for reduction of the height of obstruction (Clock Tower) but there appears to be no possibility of the same. This has resulted in a shorter length of the runway being available for departing aircraft.

[Translation]

#### Indian Council of Social Science Research

3062. SHRI KASHI RAM RANA : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

- (a) whether the Chairman of the Indian Council of Social Science Research spends most of his time in Bangalore which has affected the working of the said Council;
- (b) if so, the reaction of the Government in this regard;
- (c) the date on which the present Chairman had resumed charge of the post and the number of visits he paid from Delhi to Bangalore and the amount spent on this purpose; and
- (d) the total amount spent on his stay and other expenses at Bangalore ?

THE MINISTER OF STATE IN THE DEPARTMENT OF EDUCATION IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI MUHI RAM SAIKIA) : (a) to (d) The Chairman of the Indian Council of Social Science Research assumed office on September 6, 1996. As this is an honorary position, the Chairman is stationed at Bangalore. This arrangement has not adversely affected the working of the Council. In accordance with the Memorandum of Association of the Council the Chairman has to come to Delhi to preside over the meetings of the Council and its Committees. A total of Rs. 2,05,765/- was spent on his travels to Delhi. The Council has informed that while it does not meet expenditure on his stay and other expenses at Bangalore, a sum of Rs. 23,657/- has been incurred by the Council to meet certain miscellaneous expenditure.

[English]

#### Institute of Environmental Planning and Technology

3063. SHRI MRUFYUNJAYA NAYAK : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether the Institute of Environmental Planning and Technology (IEPT), Indore is recognised by the Government;

(b) if so, whether inspite of heavy fees charged from the students the institute lacks basic facilities;

(c) if so, the reasons therefor;

(d) whether IEPT management has not recruited proper full-time faculty, if so, the reasons thereof; and

(e) the steps taken/proposed to be taken to provide basic facilities like drinking water, library, hostel etc. to the students ?

THE MINISTER OF STATE IN THE DEPARTMENT OF EDUCATION IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI MUHI RAM SAIKIA) : (a) to (e) The Institute of Environmental Planning and Technology (IEPT), Indore, Madhya Pradesh has not been approved by the All India Council for Technical Education (AICTE) for conduct of any Diploma or Post-Graduate Diploma in Management.

#### Air Strip for Sikkim

3064. SHRI BHIM PRASAD DAHAL : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the Civil Aviation Ministry has decided to sanction construction of an air strip for Sikkim; and

(b) if so, when a decision is likely to be taken in this regard ?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRIMATI JAYANTHI NATARAJAN) : (a) and (b) No, Sir. Due to hilly terrain, a suitable site for constructing an airport at a reasonable cost has not been identified so far.

#### Impact of Reforms on Education

3065. DR. Y.S. RAJASEKHAR REDDY : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether any comprehensive study has been undertaken or proposed to be undertaken by the Government regarding the impact of new economic policy in the education system in the country;

(b) if so, the details thereof; and

(c) the manner in which the Government propose to achieve the objectives laid down in the Education Policy?

THE MINISTER OF STATE IN THE DEPARTMENT OF EDUCATION IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI MUHI RAM SAIKIA) : (a) No, Sir.

(b) Does not arise.

(c) In order to achieve the objectives laid down the National Policy on Education (NPE) a comprehensive Programme of Action (POA) was prepared which spells out detailed guidelines for the effective implementation of the NPE. The revised NPE and POA were tabled in the House in May, 1992 and August, 1992 respectively. Emphasis is now on toning up its proper implementation.

#### Gas based Industries

3066. SHRI ANANT KUMAR HEGDE : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government propose to set up some gas based industries in various States;

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

(c) the details of proposals received from various State Governments in this regard, State-wise; and

(d) the steps taken or proposed to be taken by the Government to clear those proposals, State-wise ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU) : (a) and (b) There is no such proposal under consideration of the Government of India.

(c) and (d) The State Governments of Gujarat, Madhya Pradesh, Uttar Pradesh, Punjab, Mizoram, Tripura, Assam, Maharashtra and Rajasthan have requested for gas allocation for setting up power plants and other industries. The States of Tamil Nadu, Andhra Pradesh, Karnataka and Kerala have requested for establishing a Southern Gas Grid. However, the present and projected availability of gas is less than the commitments already made.

[Translation]

#### Sardar Sarovar Project

3067. SHRI CHANDRESH PATEL :  
SHRI RATILAL KALIDAS VERMA :

Will the Minister of WATER RESOURCES be pleased to state :

(a) whether any scheme to provide Rs. 100 crore to complete Sardar Sarovar Project is under consideration of the Government;

(b) if so, the details thereof;

(c) the time by which the amount is proposed to be provided; and

(d) whether any concrete programme have been formulated by the Union Government for timely completion of the project ?

THE MINISTER OF STATE OF THE MINISTRY OF WATER RESOURCES (SHRI SIS RAM OLA) : (a) to (c) Central loan assistance of Rs. 95 crores was approved for Sardar Sarovar Project in Gujarat under Accelerated Irrigation Benefits Programme during 1996-97. Out of this, an amount of Rs. 71.25 crores was released and the said amount was fully utilised by the State Government.

(d) State Governments of Gujarat, Maharashtra, Madhya Pradesh and Rajasthan are to contribute their share of funds from their budgets for scheduled completion of the project. In addition, Accelerated Irrigation Benefits Programme is being continued in 1997-98 also.

[English]

#### Sponsorship for Wills World Cup

3068. SHRI A. SAMPATH : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether Air India management paid \$35,000 as sponsorship for Wills World Cup arranging the same through an agent who is the relative/close family friend of the Commercial Director, Air India;

(b) if so, the details thereof;

(c) whether the terms and conditions of the said sponsorship, coming through a FAX message, was accepted in toto without negotiations;

(d) if so, the reasons therefor and action taken by the Government in this regard;

(e) whether Air India's finance permit such huge expenditure; and

(f) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRIMATI JAYANTHI NATARAJAN) : (a) and (b) Air India Mangement paid a sum of US \$35,000 to M/s. PILCOM as sponsorship fee. The terms of sponsorship were finalised after negotiations held directly with the Convener-Secretary of PILCOM.

(c) No, Sir.

(d) Does not arise.

(e) and (f) Board of Directors of Air India Limited had approved the proposal of sponsorship. Besides getting ticketed business of about Rs. 2.24 crores, Air India got wide publicity on the electronic media.

#### Permission to Collect Money for Calicut Airport

3069. SHRI MULLAPPALLY RAMACHANDRAN : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the Union Government have accorded permission to any agency/society to collect money from the Non-Resident Indians for the development of Calicut airport in Kerala;

(b) if so, the details thereof and the quantum of money thus collected from abroad by this agency/society;

(c) whether the Airport Authority of India has given permission to the society to construct/set up a luxurious V.I.P. type waiting room for the exclusive use of certain Non-Resident Indians; and

(d) if so, the areas of space allotted and fee/charge levied by the Airport Authority for such service ?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRIMATI JAYANTHI NATARAJAN) : (a) and (b) A proposal was received from the State Government of Kerala for extension of runway of Calicut airport for wide-bodied aircraft with the financial help of public, including non-resident Indians. The Malabar International Airport Development Society (MIADS), set up by the State Government of Kerala, undertook the responsibility of mobilising resources and providing the funds to Airports Authority of India as advance to be repaid out of the earnings of the airport. The Central Governemnt has given its no objection to the proposal. As per the agreement Rs. 60 crores is to be collected by MIADS and handedover to AAI in two instalments of Rs. 30 crores each. The details of money collected from abroad by the MIADS are not maintained by Airports Authority of India.

(c) and (d) Airports Authority of India has allotted, free of charges, a built up area of about 300 sq.ft. to the MIADS, who have furnished the area and manage its use.

#### Crude Oil

3070. SHRI KRISHAN LAL SHARMA : Will the Minister



of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the international price of crude oil is Rs. 6800 per mt. whereas indigeneous crude cost only Rs. 2500 per mt.

(b) if so, the average import of crude oil in the country and the loss incurred as a result of price difference;

(c) whether the Government have taken any measure to increase indigeneous crude production in the country; and

(d) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU) :

(a) and (b) Weighted average FOB rate of imported crude oil during 1996-97 is Rs. 5407/ MT. The price of indigeneous crude oil is Rs. 3608/MT. To meet the total estimated demand of petroleum products of 77.219 MMT, 33.9 MMT of crude oil and 19.5 MMT petroleum products were imported in 1996-97 after taking into consideration the availability of indigeneous crude oil. These imports were made to cover the gap between overall demand & supply from indigeneous sources.

(c) and (d) Steps are being taken to increase crude oil production in the country through application of improved technologies, development of new fields, additional development of existing fields and by inviting foreign and private capital in the upstream sector.

#### Welfare Schemes

3071. SHRI SURESH PRABHU : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the number of welfare schemes in operation relating to women, children and youth;

(b) since when these schemes are in operation;

(c) the funds allocated to these schemes during the current financial year; and

(d) the money spent on each of these schemes, scheme-wise and targets achieved in each case during each of the last three years ?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI S.R. BOMMAI) : (a) to (c) Statement-I in respect of welfare schemes relating to women and children is enclosed.

(d) Statement-II in respect of welfare schemes relating to women and children is enclosed. The information

relating to welfare schemes for youth is being collected and will be laid on the Table of the House.

#### Statement-I

Schemewise Financial Allocation for the year 1997-98

(Rs. in crores)

Sl. No.	Name of the Scheme/ Programme	BE (Plan)
1	2	3
I.	WOMEN & CHILD DEVELOPMENT	
A.	CHILD DEVELOPMENT Central Schemes (cs)	
1.	Creches/Day Care Centres for Children of Working/Ailing Mothers (1975-76)	7.50
2.	National Creche Fund (1992-93)	0.94
3.	Balsevika Tranning Progm. (1961-62)	0.45
4.	Traning of ICDS Functionaries (1975-76)	40.00
5.	National Institute of Public Cooperation & Child Development (NIPCCD) (1975-76)	3.00
6.	Early Childhood Educational (ECE) (1983)	0.50
7.	Balwadi Nutrition Programme (BNP) (1971-71)	6.05
<b>Total A (CS)</b>		<b>58.44</b>
B.	WOMEN DEVELOPMENT Central Schemes (cs)	
1.	Working Women Hostels (WWH) (1972-73)	7.75
2.	Setting up of Employment and Income Generating Training-cum-Production Centres for Women (NORAD) (1982-93)	18.00
3.	Support to Training-cum-Employment Programmes (STEP) (1986-87)	16.00
4.	Short Stay Homes (SSH) (1969-70)	2.75
5.	Education Works for Prevention of Atrocities Against Women (1985)	0.30
6.	Rural Women's Development & Empowerment Projects (IFAD) (1997-98)	19.30

1	2	3
7.	Programming, Monitoring & Evaluation Unit for Womens Programme (1986-87)	0.15
8.	National Resource Center for Women (NRCW) (1989-90)	2.00
9.	National Commission for Women (NCW) (1990)	2.00
10.	Rashtriya Mahila Kosh (RMK) (1992-93)	0.89
11.	Strengthening of Women's Bureau	0.05
12.	Commissioner for Women's Rights	0.01
13.	Mahila Samridhi Yojana (MSY) (1993)	40.00
14.	Condensed Courses of Education & Vocational Training (CC&VT) (1958)	9.00
15.	Socio Economic Programme (SEP) (1958)	15.99
16.	Awareness Generation Projects (AGP) (1986-87)	2.25
17.	GIA to Central Social Welfare Board (CSWB) (1953)	7.01
<b>Total B (CS)</b>		<b>143.45</b>
<b>C. OTHERS PROGRAMMES</b>		
1.	PREM & Innovative action-cum-Research Projects (1985-86)	0.25
2.	Maintenance Grants for Organisational Assistance to Vol. Organisation	0.20

1	2	3
3.	GIA to Vol. Orgs. in the field of WCD (1986-87)	0.20
4.	Information & Mass Edu. (1984-85)	1.25
<b>Total C.</b>		<b>1.90</b>
<b>Total (A+B+C)</b>		<b>203.79</b>
<b>D. CENTRALLY SPONSORED SCHEMES (CSS)</b>		
1.	Integrated Child Development Services (ICDS) (1975)	479.40
2.	Indira Mahila Yojana (IMY) (1995)	-
3.	World Bank Assisted ICDS Projects (1991)	214.50
<b>Total D (CSS)</b>		<b>693.90</b>
<b>Total (A+B+C+D)</b>		<b>897.69</b>
<b>II. FOOD &amp; NUTRITION BOARD</b>		
<b>Total (WCD) I + II</b>		<b>900.00</b>

Note : The Brackets indicate years of initiation of the scheme.

**Ministry of Health & Family Welfare :**

1.	Child Survival & Safe Motherhood (CSSM) Programme (1992-93)	300.00
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**Ministry of Labour**

1.	Grant-in-aid Scheme for providing skill training and creating awareness among women labour (1982-83)	19.50 Lakh
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**Statement-II**

*Department of Women and Child Development Schemewise Financial Targets & Achievements for the Period 1994-97*

(Rs. in Crores)

Sl. No.	Name of the Scheme/ Programme	1994-95		1995-96		1996-97	
		BE	Actl.	BE	Actl.	BE	Actl.
1	2	3	4	5	6	7	8
<b>I. WOMEN &amp; CHILD DEVELOPMENT</b>							
<b>A. CHILD DEVELOPMENT</b>							
<b>Central Schemes</b>							
1.	Creches/Day Care Centres for children of Working/Ailing Mothers	7.50	6.50	7.50	6.38	7.50	4.02

1	2	3	4	5	6	7	8
2.	National Creche Fund	0.01	0.01	0.01	0.01	0.01	—
3.	Balsevika Training Progm.	0.50	0.50	0.45	0.43	0.45	0.46
4.	Training of ICDS Functionaries	12.60	11.88	11.66	9.91	11.66	9.94
5.	National Institute of Public Co-operation & Child Development	2.86	2.86	3.00	2.29	3.00	2.80
6.	Early Childhood Education	0.50	0.50	0.50	0.49	0.50	0.55
7.	Balwadi Nutrition Progm.	6.05	5.87	6.05	3.95	6.05	2.01
	Total A (CS)	30.02	28.12	29.17	23.46	29.17	19.78
<b>B. WOMEN DEVELOPMENT</b>							
<b>Central Schemes</b>							
1.	Working Women Hostels	7.75	7.75	7.75	8.50	7.75	7.38
2.	Setting up of Employment and Income Generating Training-cum-Production Centres for Women (NORAD)	4.00	4.99	5.00	6.20	18.00	18.80
3.	Support to Training-cum-Employment Programmes (STEP)	15.00	15.98	16.00	17.24	16.00	16.97
4.	Short Stay Homes	2.74	2.14	2.75	2.74	2.75	2.61
5.	Education Work for Prevention of Atrocities Against Women	0.35	0.42	0.35	0.35	0.35	0.35
6.	Replication of WDP Proj. of Rajasthan	0.01	—	0.01	—	—	—
7.	Integrated Project for Development of Women/Rural Women's Development & Empowerment Project (IFAD)	0.01	—	0.01	—	0.01	0.94
8.	Programming, Monitoring & Evaluation Unit for Womens Programme	0.10	0.08	0.14	0.14	0.15	0.25
9.	National Resource Center for Women (NRCW)	0.01	—	1.00	0.01	1.00	—
10.	National Commission for Women (NCW)	2.00	1.03	2.00	2.00	2.00	0.50
11.	SAARC Decade of the Girl Child	0.01	—	0.01	—	0.01	—
12.	Rashtriya Mahila Kosh (RMK)	0.01	0.01	0.01	0.01	0.01	—
13.	Strengthening of Women's Bureau	0.01	—	0.15	—	0.15	—
14.	Commissioner for Women's Rights	0.01	—	0.01	—	0.01	—
15.	Women's Development Corporations	—	—	—	—	10.00	—
16.	Mahila Samridhi Yojana (MSY)	50.00	50.00	60.00	60.00	60.00	58.54
17.	Fourth World Conference	0.10	0.26	1.00	0.50	1.00	0.07
18.	Condensed Courses of Education & Vocational Training (CC&VT)	8.00	8.00	9.00	9.94	9.00	5.13
19.	Socio Economic Programme (SEP)	5.50	5.50	6.00	6.49	6.00	5.83

	2	3	4	5	6	7	8
20. Awareness Generation Projects (AGP)	2.00	2.00	2.00	2.25	2.22	2.25	2.07
21. GIA to Central Social Welfare Board (CSWB)	6.00	6.81	7.01	7.01	13.96	7.01	5.87
<b>Total B (CS)</b>	<b>103.61</b>	<b>104.97</b>	<b>120.45</b>	<b>130.30</b>	<b>143.45</b>	<b>125.31</b>	
<b>C. OTHERS PROGRAMMES</b>							
1. PREM & Innovative action-cum-Research projects	0.25	0.18	0.25	0.25	0.26	0.25	0.25
2. Maintenance Grants/Organisational Assistance to Vol. Organisations	0.20	0.28	0.20	0.20	0.25	0.20	0.22
3. GIA to Vol. Orgs. in the field of WCD	0.20	0.09	0.20	0.20	0.20	0.20	0.20
4. Information & Mass Edu.	1.25	1.25	1.25	1.25	1.25	1.25	1.15
<b>Total C.</b>	<b>1.90</b>	<b>1.80</b>	<b>1.90</b>	<b>1.96</b>	<b>1.96</b>	<b>1.90</b>	<b>1.92</b>
<b>Total G(A+B+C)</b>	<b>135.53</b>	<b>134.89</b>	<b>151.52</b>	<b>155.72</b>	<b>174.52</b>	<b>147.01</b>	
<b>D. CENTRALLY SPONSORED SCHEMES</b>							
1. Integrated Child Development Services (ICDS)	434.00	434.99	512.00	568.45	515.94	526.28	
2. Indira Mahila Yojana				-included in ICDS-			
3. World Bank Assisted ICDS Projects	90.00	90.00	64.00	90.00	154.30	154.30	
<b>Total D</b>	<b>524.00</b>	<b>524.99</b>	<b>576.00</b>	<b>658.45</b>	<b>670.24</b>	<b>680.58</b>	
<b>Total H (G+D)</b>	<b>659.53</b>	<b>659.88</b>	<b>727.52</b>	<b>814.17</b>	<b>844.76</b>	<b>827.59</b>	
<b>II. FOOD &amp; NUTRITION BOARD</b>	<b>2.47</b>	<b>1.30</b>	<b>2.48</b>	<b>1.87</b>	<b>2.31</b>	<b>1.46</b>	
<b>Total (WCD)</b>	<b>662.00</b>	<b>661.18</b>	<b>730.00</b>	<b>816.04</b>	<b>847.07</b>	<b>829.05</b>	

**Ministry of Health & Family Welfare :**

		Money Spent	
1 Child Survival & Safe Motherhood (CSSM) Programme	249.22	292.40	341.00

**Ministry of Labour**

1 Grant-in-aid Scheme for providing skill training and creating awareness among women labour	3.67 lakh	20.61 lakh	12.20 lakh
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**Proposal to Small Charter Plane Service**

3072. SHRI ASHOK PRADHAN : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether there is any proposal to launch small Charter Plane Service in Uttar Pradesh;

(b) if so, the cities likely to be included under the said service; and

(c) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRIMATI JAYANTHI NATARAJAN) : (a) No, Sir.

(b) and (c) Do not arise.

**Technical Institutions**

3073. SHRI VIJAY GOEL : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the number and names of technical institutions which have been approved by AICTE to function in the NCT Delhi, Ghaziabad (UP) and Gurgaon (Haryana) during the last five years, year-wise and city-wise;

(b) the conditions imposed by the all India Council for Technical Education while approving these institutions;

(c) the approved intake capacity of these institutions discipline/course-wise and institution-wise;

(d) the general fee-structure permitted to be followed by these institutions; and

(e) the mechanism to ensure that these institutions follow the stipulations of the Council in respect of the seating capacity, fee-structure, course contents and infrastructural facilities ?

THE MINISTER OF STATE IN THE DEPARTMENT OF EDUCATION IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI MUHI RAM SAIKIA) : (a) and (c) a Statement is enclosed

(b) There are general conditions imposed by All India Council for Technical Education (AICTE) while approving a technical institution. Besides conditions specific to an individual institute are also imposed based on the necessity.

(d) The fee structure is fixed by the State Level Committee for these institutions as per AICTE regulations No. GSR 476 (F) dated 20.5.94.

(e) The institutions are periodically visited by Expert Committees of the concerned Regional Committee of AICTE to verify compliance of the conditions.

#### Statement

*Technical Institutions Approved by AICTE in the NCT Delhi, Ghaziabad (UP) and Gurgaon (Haryana) during the last Five Years with Approved Intake capacity Discipline/course wise and Institution wise*

Ghaziabad (UP)	Gurgaon (Haryana)	NCT (Delhi)
1	2	3

#### 1993-94

Dr. K.N. Modi Instt. of  
Pharmaceutical Sciences &  
Research, Modinagar.  
B. Pharma – 60

Nil

Priyadarshinai College of Computer Sciences.  
– Computer Science and Engg. – 90  
– Electronics & Comm. Engg. – 60  
Guru Teg Bahadur Polytechnic Institute.  
– Computer Engg. – 30  
– Electronics Engg. – 30  
– Mechanical Engg. – 30  
Roa Tula Ram Polytechnic.  
– Architectural Assistantship – 30  
– Modern Office Practice – 30  
Tool Room Training Centre.  
– Post Dip. in Computer Applications – 30  
– Tool & Die Making – 30

#### 1994-95

Nil

Nil

Bhagwan Parshuram Vidyapeeth.  
– Computer Engg. – 40  
– Electronics & Comm. Engg. – 40  
– Medical Lab. Technology – 40  
B.S.F. Polytechnic.  
– Electronics & Commerical Engg. – 40  
FR. Agnel Polytechnic.  
– Computer Engg. – 60  
– Electronics & Elect. Comm. Engg. – 60  
– Modern Office Practice – 60

1	2	3
<b>1995-96</b>		
Dr. K.N. Modi Instt. of Engg. & Tech. - Computer - 60 Science & Engg. - Electronics Engg. - 60 - Chemical Engg. - 40	Nil	G.N.D. Co-Educational Polytechnic. - Computer Engg. - 30 - Electronics & Comm. Engg. - 30 - Mechanical Engg. - 30 Baba Haridas College of Pharmacy. - Pharmacy - 60 Bhagwan Parshuram Vidyapeeth. - Pharmacy - 60
<b>1996-97</b>		
Nil	Anupma College of Engg. - Computer Engg. - 60 - Electronics & Comm. Engg. - 40 - Instrumentation and Control - 40 Engg. Apeejay Engg. College - Computer Science & Engg. - 60 - Electronics & Comm. Engg. - 60 - Mech. Engg. - 40 Institute of Tech. & Management - Computer Engg. - 40 - Electronics & Comm. Engg. - 60 - Mechanical Engg. - 60 Rajiv Gandhi Instt. of Tech. & Management Education. - Computer Science Engg. - 40 - Electrical Engg. - 40 - Mech. Engg. - 60	Nil
<b>1997-98</b>		
Maharishi Instt. of Technology, Noida - Electronics & - 60 Comm Engg. - Computer Engg. - 60 - Electronics - 60 Instrumentation & Control Engg.	Nil	Nil

**Over Flow of Mundeswari River**

3074. SHRI P.R. DASMUNSI : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether the Government are aware that the over flow of Mundeswari river water of Hoogly district and due to non-excavation or dredging of silted low Damodar Basin in Howrah district almost every year thousands of hectares of agricultural land for cultivation get submerged causing miseries to thousands of marooned people;

(b) if so, the comprehensive proposal in consultation with State Government the Union Government are contemplating in Ninth Plan period to save Howrah district from flood; and

(c) the amount spent by West Bengal Government during Eighth Plan Period ?

THE MINISTER OF STATE OF THE MINISTRY OF WATER RESOURCES (SHRI SIS RAM OLA) : (a) Yes, Sir. Mundeswari channel of the Damodar river overflows during the flood season causing damages in the districts of Hooghly and Howrah. The flooding is not mainly because of non-excavation or dredging of silted bed of the Damodar basin, but due to combination of other factors as well. Flooding on the right bank lower down takes place because the area is not protected by the embankment in its entire length. Further more the areas being low, drainage congestion persists for a long period once these are flooded during the flood season. The high tides of river Hooghly may also effect the drainage of the Damodar river and cause drainage congestion in the lower basin.

(b) Planning Commission have cleared a scheme for this area namely "Lower Damodar Drainage Scheme in the districts of Hooghly and Howrah in June, 1989, at an estimated cost of Rs. 1440 lakhs." The State Government is required to make necessary budget provision acquire the land and proceed with the scheme. This scheme envisages construction of embankments besides deepening of river Rupnarayan near Punsuli for a length of 3.5 Km. On completion of this scheme, the area would get much needed relief from recurring floods. Ganga Flood Control Commission has also prepared a Comprehensive Plan for flood control for Damodar River System and sent to State Government for Necessary follow up action on the recommendations contained in the Comprehensive Plan.

(c) As per Draft Annual Plan (1997-98) the amount spent by West Bengal Government on the above mentioned scheme during VIII Plan Period is Rs. 110.03 lakhs and there is a provision of Rs. 136.00 lakhs for the year 1997-98.

**- Vocational Education**

3075. SHRI DWARKA NATH DAS : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether the Government propose to introduce vocational education in each and every secondary school in view of unusual increase of unemployment; and

(b) if so, the details thereof, including the steps proposed to be taken to introduce it in rural secondary schools?

THE MINISTER OF STATE IN THE DEPARTMENT OF EDUCATION IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI MUHI RAM SAIKIA) : (a) and (b) A Centrally Sponsored Scheme of Vocationalisation of Secondary Education with the primary objective of enhancing individual employability is being implemented through the State Governments/UTs at +2 level in the school system. The vocational education programme is expanded in new schools in both urban and rural areas on the basis of the proposals received each year from State Governments/UTs.

**Sick Private Airlines**

3076. SHRI RAM NAIK : Will the Minister of CIVIL AVIATION be pleased to state :

(a) the names of the sick private airlines for which Ministry is trying to secure funds;

(b) whether these airlines have defaulted in payments to the Public Sector Undertakings like Oil Companies, the Air Port Authority of India and the Customs;

(c) if so, the details thereof; airlines-wise and credit-wise; and

(d) the action taken by the concerned Ministries to recover the above arrears ?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRIMATI JAYANTHI NATARAJAN) : (a) Out of the 7 private scheduled airlines the following 4 are not operating at present.

1. M/s East West Airlines
2. M/s Modiluft
3. M/s NEPC Airlines
4. M/s. Skyline-NEPC

A committee has been set up on 25th June 1997 to examine and make recommendations on the reasons for

sickness in the private domestic airline industry.

(b) and (c) Yes, Sir. Details are given in the enclosed Statement.

(d) The Oil Companies are taking legal action to recover the dues from the private airlines.

All efforts are made by AAI to recover the dues. The

defaulting airlines are regularly reminded to clear the dues, failing which their security deposit is adjusted against the dues. Further the credit facility has also been withdrawn in some cases.

For recovery of IATT action is taken as per law against the airlines defaulting in payment of IATT. Even aircraft have been detained in the past for recovery of IATT dues.

#### Statement

#### *Outstanding dues (Rs. in crores) of Oil Companies Inland Air Travel Tax (IATT) and Airports Authority of India (AAI)*

S. No.	Name of Airlines	Dues of Oil Companies (As on 30-6-97)	IATT (Customs) (as on 1-7-97)	Dues AAI (as on 31-5-97)
1	2	3	4	5
1.	Modiluft	18.16	13.22	01.893
2.	Jet Airways	13.94	-	03.617
3.	Archana Airways	-	-	00.071
4.	Skyline-NEPC	20.56	14.49	01.742
5.	Sahara India	04.97	-	01.350
6.	UP Airways	-	01.72	00.287
7.	East West Airlines	02.62	06.11	13.686
8.	Tower Air	-	-	00.005
9.	NEPC Airlines	-	04.60	00.879
10.	VIF Airways	00.01	00.35	00.114
11.	Aerial Services	-	-	00.013
12.	Blue Dart Airlines	-	-	00.178
13.	Elbee Airlines	-	-	00.099
14.	Gujarat Airways	-	-	00.030
15.	Megapode Airlines	-	-	00.001
16.	Span Aviation	-	-	00.088
17.	Citilink Airlines	00.51	01.18	00.014
18.	Raj Aviation	00.38	00.91	00.022
19.	Continental Aviation	00.13	01.50	00.310
20.	India International Airways	-	-	00.015
21.	Trans Bharat Aviation	-	-	00.169
22.	Jagson Airlines	-	-	00.274
23.	Saraya Aviation	-	-	00.010
24.	KCV lines	-	-	00.036
25.	Eastern Airways	-	-	00.001
26.	MESCO	-	-	00.024
27.	ACE Airways	-	-	00.058



1	2	3	4	5
28.	Bengal Airways	-	-	00.015
29.	East India Hotels	-	-	00.004
30.	Air Asiatic Ltd.	-	01.46	-
31.	Goa Ways	-	00.04	-
32.	Vayudoot	-	05.71	-
Total		61.28	51.29	25.005

### M.C. Road in Kerala

3077. SHRI K.V. SURENDRA NATH : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) the kms. of National Highways in the country State-wise;

(b) whether the Kerala Government has submitted a proposal to the Union Government for taking over of M.C. Road which cut across the State for the development as a National Highway; and

(c) if so, the steps taken to give sanction for the above ?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN) : (a) A statement giving details is enclosed.

(b) Yes, Sir.

(c) Due to continued resource crunch, the proposal could not be approved.

### Statement

*Total Length of National Highway in the Country, State-wise*

S.No.	Name of States	Total Length (Km)
1	2	3
1.	Andhra Pradesh	2888
2.	Arunachal Pradesh	330
3.	Assam	2296
4.	Bihar	2547
5.	Chandigarh	24
6.	Delhi	72
7.	Goa	229
8.	Gujarat	1631
9.	Haryana	698
10.	Himachal Pradesh	854

1	2	3
11.	Jammu and Kashmir	648
12.	Karnataka	1996
13.	Kerala	940
14.	Madhya Pradesh	2946
15.	Maharashtra	2918
16.	Manipur	431
17.	Meghalaya	472
18.	Mizoram	551
19.	Nagaland	113
20.	Orissa	1649
21.	Pondicherry	23
22.	Punjab	892
23.	Rajasthan	2931
24.	Sikkim	62
25.	Tamil Nadu	1896
26.	Tripura	200
27.	Uttar Pradesh	2733
28.	West Bengal	1638
Total :		34,608

[Translation]

### Linking of Indore-Ujjain-Route to N.H.

3078. SHRI TARACHAND BHAGORA : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether there is any proposal to link the Indore-Ujjain-Ratlam-Banswada-Ahmedabad Road route with the new National Highway;

(b) if so, the time by when this work is likely to start; and

(c) if not, whether the Government propose to include it in the next five year plan ?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN) : (a) No, Sir.

- (b) Does not arise.  
(c) The Ninth Plan is yet to be finalised.

[English]

**International Airport at Nadargul**

3079. DR. T. SUBBARAMI REDDY :  
SHRIMATI LAKSHMI PANABAKA :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the proposed International Airport at Nadargul, 25 kilometers from the city of Hyderabad has been withdrawn in view of the refusal of the Defence Authorities to alienate the land at Hakimpet where it was initially proposed;

(b) whether the State Government was not ready for an alternative site;

(c) whether the State Government has now decided to search for an alternative site in case the Defence authorities refused to provide the land;

(d) if so, the details thereof; and

(e) the time by which the International Airport will be coming up in Hyderabad ?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRIMATI JAYANTHI NATARAJAN) : (a) to (e) Airports Authority of India (AAI) has no plan to construct an airport at Nadargul near Hyderabad. At present, there are limited international operations at Hyderabad and the existing airport is sufficient to meet the demand of the international traffic.

**Steps to make Indian Airlines Profitable**

3080. SHRI T. GOVINDAN : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the Government propose to take effective steps to make the Indian Airlines a profitable institution as it had been incurring huge losses in the past; and

(b) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION AND MINISTER OF STATE IN THE

MINISTRY OF PARLIAMENTARY AFFAIRS (SHRIMATI JAYANTHI NATARAJAN) : (a) and (b) The steps taken/ proposed to be taken by Indian Airlines to reduce its losses are as under :

- (i) Increase in productivity of Pilots and Engineers after introduction of Productivity Linked Incentive Schemes.
- (ii) Increase in international operations directly as well as in alliance with Air India and opening of new destinations and new links.
- (iii) Rationalisation of routes.
- (iv) Setting up of independent profit centres.
- (v) Improvement in quality of service.
- (vi) Dissemination of information about the strength of the Company.
- (vii) Implementation of the long-term Turn Around Strategy suggested by the Committee of experts headed by Dr. Kelkar, Secretary, Ministry of Petroleum & Natural Gas.
- (viii) Broad-basing of capital structure.
- (ix) Minimising the non-operational capital expenditure wherever feasible.

**Damage to Fatehpur Sikri**

3081. SHRI SANAT KUMAR MANDAL :  
SHRI I.D. SWAMI :

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

(a) whether attention of the Government has been invited to the newsitem captioned "Use of explosives for sandstone quarrying destroys monuments. ASI watches silently, Dont's cry just for Taj, Fatehpur Sikri is dying" appearing in the Indian Express, New Delhi dated July 13, 1997;

(b) if so, the facts thereof;

(c) the reaction of the Government thereto; and

(d) the reasons for the failure of the Archaeological survey of India (ASI) to check this irreparable damage to the historic monuments at Fatehpur Sikri ?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI S.R. BOMMALI) : (a) Yes, Sir. No specific damage to Centrally protected monuments has been

established as a result of explosives used for sandstone quarrying.

(b) to (d) Archaeological Survey of India has brought to the notice of the concerned authorities in the State to take necessary measures to stop quarrying in the vicinity of Centrally protected monuments. Relevant Notifications in this regard have been brought to the notice of the State Governments.

#### Unauthorised Gas Connections

3082. SHRI G.A. CHARAN REDDY : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) whether the State Vigilance Department of Andhra Pradesh have unearthed an inter-state racket involved in the business of unauthorised gas connection with the connivance of the LPG dealers of Government Oil Companies;

(b) if so, the total number of people involved in such rackets;

(c) the action taken against those who are the LPG dealers for Government Oil Companies;

(d) whether it has been reported that there has been large scale involvement of officials from the Oil companies for supply of gas connections unauthorisedly;

(e) if so, whether these gas connections have been regularised; and

(f) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU) :

(a) to (f) During the first week of June, 1997, Vigilance Cell of Civil Supplies Department, Andhra Pradesh had raided and arrested some persons at Vijayawada for alleged involvement in procuring forged/fake TVs of IOC/HPC/BPC. The forged/duplicate printing blocks for TVs of IOC/BPC/HPC along with rubber stamps of LPG distributorships of IOC/BPC/HPC were also confiscated. On further investigations, Vigilance had raided 23 distributorships in the State of Andhra Pradesh and suspended 12 distributorships who could have honoured such forged/fake TVs. On the basis of prima facie evidence, the authorities arrested nine managers of LPG distributorships. The officials of Andhra Pradesh advised State level coordinator of Andhra Pradesh to verify the details of termination vouchers which were alleged to be fake and supposed to be honoured by the distributors. The Civil Supplies officials of Andhra Pradesh have given time upto 15th August, 1997.

Based on the verification of the details of the alleged fake termination voucher, further action is to be taken as per Marketing Discipline Guidelines. There is no report of involvement of the officers of IOC, HPC and BPC in the supply of gas connection unauthorisedly, so far.

#### SCs/STs In ITDC

3083. SHRI BAJU BAN RIYAN : Will the Minister of TOURISM be pleased to state :

(a) whether there have been a huge shortfall in all the reserve categories of posts for the SCs/STs in the ITDC Ltd.;

(b) if so, the vacancies remained unfilled till the end of the recruitment year 1996;

(c) the efforts made to wipe out the backlog vacancies;

(d) whether the ITDC has conducted special recruitment drive; and

(e) if so, the details thereof ?

THE MINISTER OF TOURISM AND MINISTER OF PARLIAMENTARY AFFAIRS (SHRI SRIKANTA JENA) : (a) and (b) The categorywise details of reserved posts remaining unfilled at the end of recruitment year 1996 are given as under :

Group of posts	Shortfall at the end of recruitment year 1996	
	SC	ST
A	38	25
C	08	65
D	—	07
Total :	46	97

(c) to (e) With a view to filling up backlog of reserved posts, a special recruitment drive exclusively for SCs/STs has been made by releasing advertisement in news-papers/ notification to Employment Exchange for 24 posts (13 SCs and 11 STs) in Group A and 32 posts (09 SCs and 23 STs) in Group C and D. In addition an advertisement for five posts (02 SCs and 03 STs) in Group A has also been released alongwith general candidates. The recruitment action is in progress.

[Translation]

#### Sardar Sarovar Award

3084. SHRI MANIKRAO HODLYA GAVIT : Will the

Minister of WATER RESOURCES be pleased to state :

(a) the details of the funds provided under Sardar Sarovar Award by the Union Government to Maharashtra for the rehabilitation of the displaced persons since establishment of Sardar Sarovar Award till-date, year-wise;

(b) whether the State Government are incurring expenditure from the State Fund/exchequer for the rehabilitation of these families; and

(c) the criteria proposed to be adopted for the utilisation of the funds provided under Sardar Sarovar Award by the Union Government ?

THE MINISTER OF STATE OF THE MINISTRY OF WATER RESOURCES (SHRI SIS RAM OLA) : (a) There is no provision in the Narmada Water Disputes Tribunal Award for financial assistance by the Union Government to participating States for the rehabilitation of the displaced persons of Sardar Sarovar Project.

(b) and (c) As per the Award of Narmada Water Disputes Tribunal, Gujarat shall pay to Madhya Pradesh and Maharashtra all costs, charges and expenses required to be incurred by them for rehabilitation of oustees and oustee families in their respective territories. Further, all costs incurred by Gujarat on acquisition of land and rehabilitation of oustees in respect of Sardar Sarovar shall be charged to Sardar Sarovar Project Unit-II. Dam and Appurtenant Works.

#### Construction of Yatri Bhawan, M.P.

3085. SHRI CHANDRA VERMA : Will the Minister of TOURISM be pleased to state :

(a) whether the Union Governments had provided funds to the State Government four-five years back for the construction of Yatri Bhawan in Nemawar, District Dewas (Madhya Pradesh);

(b) the amount of funds provided and the name of agency by which this Bhawan was to be constructed and the period under which this construction was to be completed;

(c) the present position of this construction, whether the construction work of the said Bhawan has since been completed;

(d) if not, the reasons therefor; and

(e) whether any enquiry would be conducted regarding the negligence shown in the construction of the said Bhawan ?

THE MINISTER OF TOURISM AND MINISTER OF PARLIAMENTARY AFFAIRS (SHRI SRIKANTA JENA) : (a) and (b) During 1991-92, the Department of Tourism of Government of India sanctioned financial assistance of Rs. 11.75 lakhs to the Government of Madhya Pradesh for the construction of a Yatri Niwas at Nemawar. The Yatri Niwas was to be constructed by the State Tourism Development Corporation of Madhya Pradesh.

(c) to (e) State Govt. of Madhya Pradesh has informed that the project has not started due to non-receipt of clearance from Archaeological Survey of India.

[English]

#### Expenditure of Foreign Tours by I.T.D.C.

3086. SHRI AJAY CHAKRABORTY : Will the Minister of TOURISM be pleased to state :

(a) the details of expenditure incurred by India Tourism Development Corporation on foreign tours of its executives under various pretexts during the last three years; and

(b) the manner in which the ITDC was benefited by the foreign tours of its executives during last three years ?

THE MINISTER OF TOURISM AND MINISTER OF PARLIAMENTARY AFFAIRS (SHRI SRIKANTA JENA) : (a) The details of expenditure incurred on foreign tours by ITDC during the last three years are given below :

Year	Expenditure Incurred (Rs. in lacs)
1994-95	54.33
1995-96	47.27
1996-97	47.93 (Provisional)

(b) Foreign tours by the officials of ITDC are undertaken for sales promotion, business activities, training of human resource etc. which inturn generate business for the Corporation and enhances the skill/knowledge of the executives.

#### SC/ST in I.T.D.C.

3087. SHRIMATI GEETA MUKHERJEE : Will the Minister of TOURISM be pleased to state :

(a) whether reservations for SC/ST/OBCs on executive posts of General Manager and above levels in ITDC are being made and filled up as per the directives of the Government in this regard;

(b) if so, the total cumulative strength of General Managers and above levels in ITDC as on date vis-a-vis the reserved positions for SC/ST/OBCs;

(c) the names and designation of such officials of general categories who are officiating against reserved vacancies of GM and above levels; and

(d) the steps taken to fill up the reserved vacancies by reverting officiating general category persons ?

THE MINISTER OF TOURISM AND MINISTER OF PARLIAMENTARY AFFAIRS (SHRI SRIKANTA JENA) : (a) and (b) The Govt. Directives on Reservations for and Employment of SCs/STs and OBCs are being followed in ITDC. The present cumulative strength of executives from the level of General Managers but below the Board level is 37 of which 4 are from SC category.

(c) and (d) In view of operational needs the following three officers of general category have been given officiating recently against the reserved vacancies of General Managers :

1. Ms Kusum Malik, General Manager
2. Shri Rajiv Makin, General Manager
3. Shri P. Ramachandaran, Executive Chef. Gr. I

It is a temporary arrangement to facilitate smooth operations in the units. Necessary action for filling up the reserved posts on regular basis would be initiated in due course.

#### Development of Konark

3088. SHRI RANJIB BISWAL : Will the Minister of TOURISM be pleased to state :

(a) whether the Government propose to develop konark as an International Tourist spot;

(b) if so, the infrastructural facilities proposed to be provided for tourists at Konark;

(c) whether any Master Plan has been drawn up for the purpose; and

(d) if so, the details thereof ?

THE MINISTER OF TOURISM AND MINISTER OF PARLIAMENTARY AFFAIRS (SHRI SRIKANTA JENA) : (a) and (b) Identification and development of tourist spots is a continuous process and is primarily the responsibility of the State Governments. The Department of Tourism, Government of India, extends financial assistance to the States/Union Territory Governments, on the basis of

specific project proposals received from them, their merits, inter-se-priority and availability of funds.

(c) No, Sir.

(d) Does not arise.

#### Construction of Houses and Flats In Cantonments

3089. SHRI YELLAIAH NANDI : Will the Minister of DEFENCE be pleased to state :

(a) the details of Floor Space Index with regard to construction of Houses and Flats as prevalent in various Defence cantonments in India, cantonment-wise;

(b) whether there is any proposal by the Government to liberalise the FSI rules to solve the serious housing problems in several cantonments;

(c) if so, the details thereof; and

(d) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI N.V.N. SOMU) : (a) Out of 62 Cantonments all over India, Floor Space Index (FSI) with regard to construction of houses have been laid down in the building bye-laws of 18 Cantonments the details of which are given in the *Statement* enclosed. No Floor Space Index restrictions have been imposed in the buildings bye-laws of the remaining 44 Cantonments Boards.

(b) to (d) A proposal to increase the Floor Space Index (FSI) by the Ministry has not received favourable response from the Army authorities, the Ministry of Environment & Forests and various Social Environmental Forums.

#### Statement

The details of Floor Space Index with regard to construction of houses and flats as prevalent in various Cantonments are as under :-

#### (A) SOUTHERN COMMAND

Aurangabad	GOC-in-C, Southern Command had imposed the following FSI restrictions in all these Cantonments in the year 1984:-
Ahmedabad	
Ahmednagar	
Ajmer	Under Section 181(A) of the Cantonments Act,
Belgaum	
Cannanore	(a) In the Civil area notified under Section 434 of the Cantonments Act and bazar area notified under Rule 2(b) of the Cantonments Land Administration
Dehu Road	
Deolali	Rules 1937-
Kamptee	1

Kirkee	(b) In areas other than	
Nasirabad	(a) above	0.5
Pune		
Secunderabad		
St. Thomas Mt		
Wellington		

(b) In respect of following Boards FSI has been incorporated in their Building-Bye-laws.

#### CENTRAL COMMAND

Pachmarhi	(a) in civil area notified under Section 43(A) of the Cantonments Act	1
	(b) In Bungalow areas	0.5

#### EASTERN COMMAND

Jalpahar	(a) In notified Civil are	1
	(b) outside notified Civil area	0.5
Shillong	In respect of whole of the Cantonment area	-0.5

(c) No FSI restrictions have been imposed in the Building Bye-laws of the remaining 44 Cantonment Boards.

[Translation]

#### ADB Assistance

3090. SHRI BHAGWAN SHANKAR RAWAT : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether any proposal of Asian Development Bank for conservation and development of 'Taj protected area' and providing community facilities is under consideration of the Government;

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

(c) whether any technical study has been conducted in this regard;

(d) if so, the details thereof; and

(e) if not, the time by which it is likely to be conducted ?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI S.R. BOMMAI) : (a) to (e) According to the information provided by the Department of Economic Affairs, Ministry of Finance, Asian Development Bank has provided technical assistance amount of US \$ 6,00,000 for comprehensive assessment of the current environmental

situation in Agra, Mathura and Ferozabad Districts, and to formulate a project for sustainable development of these districts. The project will have particular reference to environmental protection, energy conservation and economic and social impact. Asian Development Bank has appointed consultants under the technical assistance. Further course of action with reference to Asian Development Bank related loan assistance will depend on the reports arising out of the above technical assistance.

[English]

#### N.H. Chennai-Madurai

3091. SHRI A.G.S. RAM BABU : Will the Minister of SURFACE TRANSPORT be pleased to state the present status of four lane National Highway between Chennai-Madurai ?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN) : Four lane pavement width exists from Km. 0/0 to 67/0 (Chennai-Pukkathurai) on N.H.-45. Further Government of India has proposal for 4-laning of NH-45 from Km. 67/0 to 122/0 (Pukkathurai-Tindivanam) on B.O.T. basis and proposals for prequalification of suitable firms for the same have already been invited. In addition, 4-lanning of NH-45 from Km. 122/0 to 325/0 (Tindivanam-Trichy Bypass end) and from Trichy By-pass to Madurai through the State M.D.R. Route have been proposed to be taken up in two packages respectively under World Bank-III loan Assistance.

#### Bypass in Karnal

3092. SHRI I.D. SWAMI : Will the Minister of SURFACE TRANSPORT be pleased to refer to the reply given to Unstarred Question No. 224 dated February 24, 1997 regarding Bypass in Karnal and state :

(a) whether the said bypass has become a sector road consequent to the coming up HUDA colonies on both sides of the bypass;

(b) whether the said bypass has become congested and accident prone;

(c) if so, the steps taken to construct an overbridge over the GT Road or over the bypass for smooth flow of traffic which is increasing day in and day out; and

(d) if not, the reasons therefor ?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN) : (a) Karnal bypass exists but is not part of sector roads of HUDA.

(b) Congestion shall be reduced after completion of

4-laning of bypass which is in progress.

(c) and (d) At present there is no proposal to construct an over bridge over G.T. Road or on the bypass. However, flow of traffic in this stretch shall be smooth after completion of four laning works.

[Translation]

#### Release of Amount

3093. SHRI BHANU PRATAP SINGH VERMA : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the amount sought by the Uttar Pradesh Government from the Union Government under the Integrated Child development Scheme;

(b) whether the amount sought has been released; and

(c) if not, the reasons therefor ?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI S.R. BOMMAI) : (a) and (b) The Government of Uttar Pradesh have not made any specific request for funds from Central Government under Integrated Child Development Services (ICDS) Scheme. However, the Central Government have sanctioned and released an amount of Rs. 21.59 crore as first instalments to the Government of Uttar Pradesh during 1997-98 for implementation of ICDS Scheme.

(c) Does not arise.

[English]

#### Indo-Bangla Agreement for Sharing of Water

3094. SHRI AMAR ROY PRADHAN : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether any agreement was signed between India and Bangladesh for sharing of water of Teesta river in West Bengal; and

(b) if so, the details thereof ?

THE MINISTER OF STATE OF THE MINISTRY OF WATER RESOURCES (SHRI SIS RAM OLA) : (a) No, sir.

(b) Does not arise.

[Translation]

#### B.Ed. Course

3095. SHRI JAYSINH CHAUHAN : Will the Minister

of HUMAN RESOURCE DEVELOPMENT be pleased to refer to the reply given to USQ No. 5763 on May 12, 1997 and state :

(a) whether the B.Ed. Course in some colleges of the referred Universities has been banned;

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

(c) the academic session from which the Correspondence B.Ed. Course is proposed to be started;

(d) whether some colleges have two years B.Ed. Course and some other colleges have one year B.Ed. Course;

(e) if so, the college-wise details of these Universities offering one year and two years B.Ed. Course; and

(f) the reasons for this variation in the duration of the course and the steps taken or proposed to be taken to make the B.Ed. course uniform ?

THE MINISTER OF STATE IN THE DEPARTMENT OF EDUCATION IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI MUHI RAM SAIKIA) : (a) No, Sir.

(b) Does not arise.

(c) In consultation with the University Grants Commission and Indira Gandhi National Open University, the National Council for Teacher Education (NCTE) has issued guidelines to universities offering B.Ed. correspondence courses. The universities would be in a position to offer B.Ed. correspondence courses in accordance with these guidelines after obtaining NCTE's approval.

(d) The NCTE guidelines on B.Ed. correspondence courses provide for a course duration of 2 years only.

(e) Does not arise.

(f)\* Does not arise.

[English]

#### Guest Houses in Andhra Pradesh

3096. SHRI DHARMABIKSHAM : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) the places in Andhra Pradesh where Guest House/Travellers Bungalows are controlled by the Government in Andhra Pradesh;

(b) whether there is any proposal to improve them;

(c) if so, the details thereof; and

(d) the locations of new proposed Guest Houses ?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN) : (a) The various Guest Houses/ Travellers Bungalows controlled by the Government in the State of Andhra Pradesh are spread throughout the state. These are controlled by various state Government Departments.

(b) to (d) This Ministry is concerned with the development and maintenance of National Highways. No proposals of the state of Andhra Pradesh are under consideration either for improvement or construction of new Guest Houses on the National Highways.

#### Badanalla Medium Irrigation Project

3097. SHRI GIRIDHAR GAMANG : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether the Badanalla medium irrigation project of Orissa has not been completed for execution; and

(b) if so, the funds provided year-wise and component-wise since the commencement of the project ?

THE MINISTER OF STATE OF THE MINISTRY OF WATER RESOURCES (SHRI SIS RAM OLA) : (a) and (b) The Badanalla Medium Irrigation Project was started by the Government of Orissa in 1981-92. The latest estimated cost of the Project is Rs. 91.74 crores. The anticipated expenditure incurred on the project is Rs. 82.93 crores as per break up given below :-

	Rs. in Crores
Expenditure incurred upto 3/92	43.77
Expenditure incurred during 1992-93	7.85
Expenditure incurred during 1993-94	8.25
Expenditure incurred during 1994-95 (anticipated)	8.00
Expenditure incurred during 1995-96 (anticipated)	6.06
Outlay for 1996-97	9.00
	82.93

#### Brahmaputra Board

3098. SHRI UDDHAB BARMAN : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether Brahmaputra Board have formulated any master plans for the scientific water management in Assam and other North-East States;

(b) if so, the present status of these Master Plans;

(c) whether the expenditure involved in the implementation of the Master Plans has been updated;

(d) if so, the details thereof; and

(e) the measures taken/proposed to be taken in mobilise the resources for implementation of these Plans ?

THE MINISTER OF STATE OF THE MINISTRY OF WATER RESOURCES (SHRI SIS RAM OLA) : (a) Yes, Sir.

(b) The Brahmaputra Board has drawn up Master Plan Part I for the mainstem of the Brahmaputra river, Master Plan Part II for the river Barak and its tributaries and the Master Plan Part III covering 38 tributaries of the Brahmaputra and 8 rivers of Tripura. The Master Plans Part I and Part II has been approved by the Union Government. Other Master Plans were circulated to different concerned North Eastern States for their views and comments and on the basis of their comments modifications of Master Plans have been taken up by the Board.

(c) to (e) No, Sir. The estimated amounts as derived against various items of the Master Plans are indicative. The exact expenditure to this effect will be worked out at the implementation stage.

[Translation]

#### Flood Control in Gujarat

3099. SHRI RATILAL KALIDAS VERMA : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether Members of Parliament, Government of Gujarat and various other institutions have been demanding for the last many years to the Union Government for the construction of a protection wall for protecting Saroda, Amlipara, Rawasa Villages etc, which are located on both sides of Ahmedabad and Sabarmati river which gets submerged during floods in Sabarmati river;

(b) if so, the details thereof;

(c) the time by when the protection wall is proposed to be constructed; and

(d) the details of the survey conducted to construct the wall and the estimated expenditure likely to be incurred on it ?

THE MINISTER OF STATE OF THE MINISTRY OF WATER RESOURCES (SHRI SIS RAM OLA) : (a) No, Sir.

(b) to (d) Do not arise.



[English]

### Flood Control Works on Brahmaputra

3100. DR. ARUN KUMAR SARMA : Will the Minister of WATER RESOURCES be pleased to state :

(a) the break up of allocation of funds for various flood control works on Brahmaputra from the 500 crores declared in the Prime Minister's package of October, 1996;

(b) the proposed percentage of reduction of Brahmaputra flood through Pagaladia Dam Project; and

(c) the total allocation for protection of Majuli Island and Brahmaputra basin ?

THE MINISTER OF STATE OF THE MINISTRY OF WATER RESOURCES (SHRI SIS RAM OLA) : (a) The proposed allocation of funds from the sum of Rs. 500 crore declared by the Prime Minister in October, 1996 for North-Eastern States are as follows :-

(i) Rs. 225 crores may be provided to the Brahmaputra Board to execute partially Pagladiya Dam Project and fully execute the Harang Drainage Project.

(ii) 10-15% of the Rs. 500 crore is to be allocated to other North- Eastern States other than the Assam State to carry out flood control measures and the balance amount goes to the Assam State for the execution of short term measures in the flood moderation works in their territory.

(b) After implementation of the Pagladiya Dam Project it is expected to yield flood control benefit to the tune of about Rs. 14 crore per annum besides providing assured irrigation to about 54,000 ha. of land. It will also be able to protect the only rail link to the North-East and National Highway-31 which carry vital supplies and passenger traffic to the North-Eastern States.

(c) A sum of Rs. 60.65 lakh and Rs 24.10 lakh have been provided for river modelling of the river Brahmaputra at Majuli, segment of Majuli Island and for preparation of exclusive Master Plan for the Island respectively by Brahmaputra Board.

### Route from Orissa to North East

3101. SHRI SUNIL KHAN : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether National Highway 2 or National Highway 6 passes through Baharamuri nearer to Jharagram

in the district of Midnapur extend upto Raniganj via Bankura or Durgapur;

(b) if so, the distance from Orissa to North East will be the shortest route for communication and the time by which it will be completed; and

(c) if not, the reasons therefor ?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN) : (a) No, Sir.

(b) and (c) Do not arise.

### Recognised Shankracharyas

3102. SHRI NAND KUMAR SAI : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the total number of recognised Shankracharyas in the country at present;

(b) whether all these Shankracharyas are enjoying equal Government facilities;

(c) if so, the details thereof; and

(d) if not, the reasons therefor ?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI S.R. BOMMAI) : (a) to (d) The information is being collected and will be laid on the Table of the House.

### Irrigation Facilities to Farmers

3103. SHRIMATI JAYAWANTI NAVIN CHANDRA MEHTA : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether the Government have recently launched new scheme to provide irrigation facilities to small and marginal farmers living below the poverty line; and

(b) if so, the details thereof ?

THE MINISTER OF STATE OF THE MINISTRY OF WATER RESOURCES (SHRI SIS RAM OLA) : (a) Yes, Sir.

(b) The Ministry of Rural Areas and Employment launched a new Centrally Sponsored Scheme namely Ganga Kalyan Yojana as a Sub-scheme of Integrated Rural Development Programme (IRDP) during 1996-97. The salient features of the scheme are as follows :-

(i) to provide irrigation through exploitation of ground water (borewell & tubewells) to individu-

- als and groups of beneficiaries of small and marginal farmers living below the poverty line;
- (ii) the individuals/groups are to be assisted through subsidy by Government and term credit by financial institutions;
- (iii) under the scheme 80% funds are to be borne by the Central Government and 20% by the State Governments;
- (iv) the funds are allocated among the States on the basis of poverty ratios and among the districts on the basis of recommendations of the State Governments;
- (v) atleast 50% of the funds have been earmarked for Scheduled Castes (SCs) and Scheduled Tribes (STs)
- (vi) under the scheme, 75% subsidy is allowed for SCs STs and physically disabled groups, and 50% for the others. The Monetary ceiling on the subsidy per group is Rs. 40,000/- in case of individual beneficiaries, subsidy is Rs. 5,000/- per acre of land under the scheme subject to a ceiling of Rs. 12,500/- per beneficiary. The gap between the project cost and admissible subsidy has to be bridged with term credit by financial institutions or SC ST/BC Finance and Development Corporation;
- (vii) the scheme is implemented by District Rural Development Authorities (DRDAs)/Zila Parishads (ZPs);
- (viii) the scheme has become an independent scheme with effect from 1-4-1997;
- (ix) during 1996-97, Rs 90.82 crores has been released under the scheme and the allocation of funds for 1997-98 is Rs 200.00 crores.

[Translation]

#### Russian Assistance to India

3104 SHRI PRABHU DAYAL KATHERIA Will the Minister of DEFENCE be pleased to state

- (a) whether Russia has sanctioned a loan worth 83.50 crore dollars as assistance to India in 1992 for the purchase of the Russian military equipments;
- (b) if so whether India has not utilised an amount of 35 crore dollars out of the above so far;
- (c) if so the reasons therefor.

- (d) whether the Government have formulated any scheme for the use of remaining loan amount;
- (e) if so, the details thereof; and
- (f) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI N.V.N. SOMU) : (a) and (b) On September 17, 1992 the Government of India and the Government of Russia signed an agreement under which the Russia extended a state credit for defence supplies to India equivalent to US dollars 830 million (83 crores). A part of this credit is still unutilised.

(c) to (f) The utilisation of the credit to finance projects under implementation and for the purchase of equipment from Russia for the Armed Forces of India is an on-going process based on India's defence priorities, a careful examination of the specific requirements of the Indian Armed Forces and regular consultations with the Russian Government to ascertain the possibility of meeting these requirements from Russia with a view to achieving the most optimal utilisation of available resources.

[English]

#### Appointment of Teachers

3105. SHRI PRADIP BHATTACHARYA : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state

- (a) whether the NDMC had invited applications for the post of Assistant Teachers recently;
- (b) if so the number of persons invited for the said post for written examination;
- (c) whether the Government are aware that irregularities are prevailing in the final selection for the said post, and
- (d) if so, whether the Government propose to investigate the matter through some independent agency and if so by when and if not the reasons therefor ?

THE MINISTER OF STATE IN THE DEPARTMENT OF EDUCATION IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI MUHI RAM SAIKIA) : (a) to (d) The New Delhi Municipal Council have intimated that applications for the post of Assistant Teachers were invited through open advertisement in August, 1996. In all 18,049 eligible candidates were invited for written examination. No irregularities have been reported to New Delhi Municipal Council

### Flights on Agartala-Calcutta-Delhi Route

3106. SHRI BADAL CHOUDHURY : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether there is any plan to introduce direct regular flights on Agartala-Calcutta-Delhi route;

(b) if so, by which time such flights are likely to be operated;

(c) if not, the alternative plan for direct air link between Agartala and Delhi;

(d) whether the Government also propose to introduce flights of small passenger aircraft to link Kamalpur and Kailashahar airports of Tripura with the State Headquarters of North-Eastern States and Calcutta; and

(e) if so, the time by which such flights are likely to be operated ?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRIMATI JAYANTHI NATARAJAN) : (a) No, Sir.

(b) Does not arise.

(c) to (e) Indian Airlines/Alliance Air, at present, has no plans to introduce new services. However, passengers desirous of travelling between Agartala and Delhi can avail themselves of convenient connections via Calcutta on six days of the week. Private operators are also being encouraged to add more stations, including North-Eastern States, on their networks, subject to viability.

### Bhima Kund Multipurpose Project

3107. SHRI MURALIDHAR JENA : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether the Bhima Kund Multipurpose project of Orissa has been neglected;

(b) if not, the present status of this project;

(c) when the project report on it was received along with the details of the report and the cost involved in it;

(d) whether this project report was returned to the State Government;

(e) if so, when and the reasons therefor;

(f) whether the project report on stage-II has also

been received;

(g) if so, the details thereof; and

(h) the steps proposed to be taken to finalise the project expeditiously ?

THE MINISTER OF STATE OF THE MINISTRY OF WATER RESOURCES (SHRI SIS RAM OLA) : (a) to (e) The Government of Orissa proposes to take up Bhima Kund Multipurpose Project in two stages. The Stage I envisages construction of a dam across river Baitarani at Neopara and a power house at dam site with installed Capacity of 3x16 MW and second power house at Baigudi with installed capacity of 3x115 MW. The Project will also provide flood benefits to an area of 1400 sq. km. in Baitarni Delta.

The Project report of Bhima Kund Multipurpose Project Stage-I estimated to cost Rs. 188.59 crores was received in the Central Water Commission in August, 1974. The State Government was required to sort out various techno-economic issues. As the State Government did not sort out these techno-economic issues, the project was sent back to the State Government on 5.10.1983. The State Government is required to submit modified report on the basis of the comments of the Central Water Commission

Project report on stage-II of the project has not been received in Central Water Commission from the State Government, so far.

(f) No, Sir.

(g) Does not arise.

(h) The State Government is required to submit modified report for techno-economic appraisal.

### Air India's Flight Schedule

3108. SHRI R SAMBASIVA RAO : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the Prime Minister had pulled up the Ministry of Civil Aviation and Senior Ministry Officials, including the then Secretary, for mismanagement of international carrier Air India's flight schedule;

(b) if so, whether the Prime Minister was critical of frequent cancellations and diversion of aircraft by Air India;

(c) if so, whether the Prime Minister had issued certain directions to ensure that such operations are planned properly, without disturbing other flights;

(d) if so, to what extent the Ministry has agreed to look into all complaints in this regard; and

(e) the remedial measures taken by them ?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRIMATI JAYANTHI NATARAJAN) : (a) to (e) No Sir, the question of P.M.'s pulling up the Ministry of Civil Aviation does not arise. The Ministry of Civil Aviation was asked to take appropriate measures to ensure that normal services of Air India are not disrupted to sustain the Air Lines' credibility and to ensure that the record of reliability of services by the airlines was built up.

Air India has since been directed to ensure that no cancellation of scheduled flights or withdrawal of capacity from routes/sectors is resorted to unless there be very compelling operational or technical reasons for doing so. Even in such circumstances, the management should keep the general public informed well in advance.

With regard to the Haj operations, Air India has been asked to plan the leasing of charter aircraft well in advance and, if possible, try to enter into a contract for the next 3 to 5 years.

### SC/ST In the Ministry

3107. SHRI KACHARU BHARU RAUT :  
SHRI N.J. RATHWA :

Will the Minister of TOURISM be pleased to state :

(a) the post-wise number of appointments made in the departments/undertakings under his Ministry during the last three years, till date;

(b) the post-wise number of those candidates belonging to SCs/STs out of the total number of appointments made;

(c) whether some posts reserved for SCs/STs are still lying vacant;

(d) if so, the post-wise details thereof;

(e) the steps taken or being taken to fill up the reserved vacant posts; and

(f) the time by which these vacant reserved posts are likely to be filled and the reasons for the delay in this regard ?

THE MINISTER OF TOURISM AND MINISTER OF PARLIAMENTARY AFFAIRS (SHRI SRIKANTA JENA) : (a) to (f) Requisite information is given in the enclosed Statement I and II.

### Statement-I

Statement laid on Table of the Sabha as Part of the Question No. 3109 Listed for 11.8.1997

#### Department of Tourism

Post-wise Appointments made in the Department of Tourism and the Candidates belonging to SCs/STs out of those.

S. No.	Name of Post	1994			1995			1996			1997		
		Total	SC	ST	Total	SC	ST	Total	SC	ST	Total	SC	ST
1	2	3	4	5	6	7	8	9	10	11	12	13	14
1.	Dy. Director General	-	-	-	-	-	-	1	-	-	-	-	-
2.	Director	1	-	-	1	-	-	-	-	-	-	-	-
3.	Assistant Director	-	-	-	2	1	-	1	1	-	-	-	1
4.	Accounts Officer	-	-	-	1	1	-	1	1	-	-	-	-
5.	Assistant	1	-	-	-	-	-	-	-	-	5	-	-
6.	Confidential Assistant	-	-	-	1	-	-	-	-	-	-	-	-
7.	Sr. Hindi Translator	1	-	-	-	-	-	-	-	-	-	-	-
8.	Jr. Hindi Translator	-	-	-	1	1	-	-	-	-	-	-	-
9.	Data Processing Assistant (Gr. A)	-	-	-	-	-	-	1	-	-	-	-	-
10.	Information Assistant	-	3	-	10	1	1	8	3	1	-	3	1

1	2	3	4	5	6	7	8	9	10	11	12	13	14
11. Jr. Stenographer		1	-	-	7	1	-	2	1	-	-	-	-
12. Lower Division Clerk		14	1	1	11	3	3	15	6	-	5	4	-
13. Data Entry Operator (Gr. A)		-	-	-	2	1	-	-	-	-	-	-	-
14. Staff Car Driver		1	-	-	-	-	-	-	-	-	-	-	-
15. Peon		3	2	-	2	-	1	2	1	-	4	1	-
16. Chowkidar		2	1	-	1	1	-	-	-	-	2	1	-
17. Safaiwala-cum-Farash)		2	2	-	1	1	-	-	-	-	-	-	-

*Posts Reserved for SCs/STs Lying Vacant*

	Total	SC	ST
1	2	3	4
1. Director	1	1	-
2. Assistant Director	1	-	1

	1	2	3	4
3. Assistant		3	2	1
4. Information Assistant		29	5	3
5. Jr. Stenographer		3	2	1
6. Lower Div. Clerk		2	1	1

**Statement-II**

*India Tourism Development Corporation*

Categorywise details of appointments made in the ITDC during the last three years with the break-up of SC/ST Candidates appointed are as follows :

Group of Posts	No. of Appointments made during the Last Three Calendar Years end of SC/ST								
	Total	SC	ST	Total	SC	ST	Total	SC	ST
A	2	-	-	27	5	-	15	1	-
B	1	1	-	-	-	-	-	-	-
C	67	19	7	47	16	4	23	7	1
D	58	14	16	49	13	2	90	34	11

Categorywise details of reserved posts for SCs and STs lying vacant as on 31 December, 1996 are as under :-

Group of posts	No. of SC/ST Posts lying vacant	
	SC	ST
A	38	25
B	-	-
C	8	65
D	-	7

With a view to filling up backlog vacancies. A special recruitment drive exclusively for SCs/STs has been made by releasing an advertisement/notification to Employment Exchange for filling up 24 posts (13 SCs and 11 STs) in Group A and 32 posts (09 SCs and 23 STs) in Group C and D. In addition another advertisement for five posts (02

SCs and 03STs) in Group A has been made alongwith general candidates. Action for recruitment is on and is likely to be completed by the end of December, 1997.

*Steps taken to Fill up Reserved Vacant Posts*

1. Director 1. Post The offer of appointment issued to the candidate.
2. Assistant Director 1. Post UPSC has completed the selection process by holding interviews.
3. Assistant 3 Posts SSC has nominated one SC and one ST candidate against one post each reserved for SC and ST candidates. One SC candidate is to be nominated by the

Department of Personnel &  
Training out of their Central  
(Surplus Staff) Cell.

4. Information Asstt. -8 (5SC Vacancies reported  
& 3ST)
5. Jr. Stenographer -3 (2SC to Staff Selection  
& 1ST)
6. Lower Division -2 (1SC Commission  
Clerk & 1ST)

Appointments on regular basis against all posts are made on the basis of selection and nomination by the UPSC/SSC or Employment Exchange.

12.01 hrs.

### PAPERS LAID ON THE TABLE

#### Twelfth Annual Report of Minorities Commission and Action Taken thereon

THE MINISTER OF WELFARE (SHRI BALWANT SINGH RAMOOWALIA) : I beg to lay on the Table :-

- (1) (i) A copy of the Twelfth Annual Report (Hindi and English versions) of the Minorities Commission for the period from the 1st April, 1989 to 31st March, 1990
  - (ii) A copy of an Explanatory Note (Hindi and English versions) in regard to the above report.
  - (iii) A copy of the memorandum (Hindi and English versions) of the Action taken on the above report.
- (2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library. See No. LT-2319/97]

SHRI G.M. BANATWALLA (Ponnani) : Sir, I would like to say something.

MR SPEAKER : You may say it after the Papers are laid on the Table.

SHRI G.M. BANATWALLA : I have given notice to speak on this point. I would speak only two sentences. The Minister has been pleased to present to us the Report of the Minorities Commission. Now Sir, the Report relates to the year 1989-90. Such a shocking delay of nearly seven years has taken place on a sensitive matter of great

importance ! The hon. Minister must assure the House that such delays would not take place.

[Translation]

KUMARI UMA BHARATI (Khajuraho) : Mr. Speaker, Sir, You did not allow me to speak but Shri Banatwalla is speaking.

[English]

MR. SPEAKER : Is it on this matter ?

SHRI G.M. BANATWALLA : Another matter is, not a single Report of the Minorities Commission has ever come for discussion in this House. Some arrangement must be made in that respect also.

MR. SPEAKER : Well, you are a very senior Member. Such matters go to the Committee and are not normally raised here.

SHRI G.M. BANATWALLA : I have drawn the attention of the House to such a serious thing.

MR. SPEAKER : It will go to the Committee.

#### Memorandum of Understanding between Bharat Electronics Ltd. and Deptt. of Defence Production and Supplies

[Translation]

THE MINISTER OF DEFENCE (SHRI MÜLAYAM SINGH YADAV) : Mr. Speaker, Sir I beg to lay on the Table a copy of the Memorandum of Understanding (Hindi and English versions) between the Bharat. Electronics Limited and the Department of Defence Production and Supplies, Ministry of Defence, for the year 1997-98.

[Placed in Library. See No. LT-2320/97]

#### Annual Report and Review by the Government of the Working of the Rashtriya Mahila Kosh, New Delhi for the year 1994-95 etc.

[English]

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI S.R. BOMMALI) : I beg to lay on the table:-

- (1) (i) A copy of the Annual Report (Hindi and English versions) of the Rashtriya Mahila Kosh, New Delhi, for the year 1994-95, alongwith the Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Rashtriya Mahila Kosh, New Delhi, for the year 1994-95.

- (2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library. *See No.* LT-2321/97]

- (3) (i) A copy of the Annual Report (Hindi and English versions) of the Sports Authority of India, New Delhi, for the year 1993-94, alongwith Audited Accounts.

- (ii) Statement (Hindi and English versions) regarding Review by the Government of the working of the Sports Authority of India, New Delhi, for the year 1993-94.

- (4) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (3) above.

[Placed in Library. *See No.* LT-2322/97]

- (5) (i) A copy of the Annual Report (Hindi and English versions) of the Sports Authority of India, New Delhi, for the year 1994-95, alongwith Audited Accounts.

- (ii) Statement (Hindi and English versions) regarding Review by the Government of the working of the Sports Authority of India, New Delhi, for the year 1994-95.

- (6) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (5) above.

[Placed in Library. *See No.* LT-2323/97]

**Central Motor Vehicles (Amendment) Rules Published under Motor Vehicles Act, 1988**

THE MINISTER OF SURFACE TRANSPORT (SHRI T. G. VENKATRAMAN) I beg to lay on the Table :-

- (1) A copy of the Central Motor Vehicles (Amendment) Rules, 1997 (Hindi and English versions) published in Notification No. G.S.R. 395 (E) in Gazette of India dated the 16th July, 1997, under sub-section (4) of section 212 of the Motor Vehicles Act, 1988.

[Placed in Library. *See No.* LT-2324/97]

**Annual Report and Review by the Government of the working of the North Eastern Regional Institute of Science & Technology, Itanagar, for the year 1995-96, etc.**

THE MINISTER OF STATE IN THE DEPARTMENT OF

EDUCATION IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI MUHI RAM SAIKIA) : I beg to lay on the Table :-

- (1) (i) A copy of the Annual Report (Hindi and English versions) of the North Eastern Regional Institute of Science and Technology, Itanagar, for the year 1995-96, alongwith Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the North Eastern Regional Institute of Science and Technology, Itanagar, for the year 1995-96.

- (2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library. *See No.* LT-2325/97]

- (3) (i) A copy of the Annual Report (Hindi and English versions) of the Board of Practical Training (Eastern Region), Calcutta, for the year 1995-96, alongwith Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Board of Practical Training (Eastern Region), Calcutta, for the year 1995-96.

- (4) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (3) above.

[Placed in Library. *See No.* LT-2326/97]

- (5) (i) A copy of the Annual Report (Hindi and English versions) of the Regional Engineering College, Tiruchirappalli, for the year 1995-96, alongwith Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Regional Engineering College, Tiruchirappalli, for the year 1995-96.

- (6) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (5) above.

[Placed in Library. *See No.* LT-2327/97]

- (7) (i) A copy of the Annual Report (Hindi and English versions) of the Regional Engi-

[Shri Muhi Ram Saikia]

neering College, Silchar, for the year 1995-96, alongwith Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Regional Engineering College, Silchar for the year 1995-96.
- (8) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (7) above.

[Placed in Library. See No. LT-2328/97]

- (9) A copy of the following Notifications (Hindi and English versions) under section 33 of the National Council for Teacher Education Act, 1993 :-

- (i) The National Council for Teacher Education (manner of filling casual vacancies among members of Regional Committee) Regulation 1996 published in Notification No. F-28-2/96-NCTE in Gazette of India dated the 5th April, 1997.
- (ii) The National Council for Teacher Education (Guidelines for B.Ed. through Correspondence for regular serving teachers) Amendments Regulations, 1997 published in Notification No. F-28-3/96-NCTE in Gazette of India dated the 10th May, 1997.
- (iii) The National Council for Teacher Education (determination of Conditions for recognition of institutions offering or intending to offer through correspondence education or distance education including open distance education, or any mode other than face to face instruction for any course leading to B.Ed. degree or its equivalent and permission to start any new course or training) Regulations, 1996 published in Notification No. F-28-9/96-NCTE in Gazette of India dated the 5th April, 1997.

[Placed in Library. See No. LT-2329/97]

- (10) (i) A copy of the Annual Report (Hindi and English versions) of the Visva-Bharati, Shantiniketan, for the year 1995-96.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Visva-Bharati, Shantiniketan, for the year 1995-96.

- (11) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (10) above.

[Placed in Library. See No. LT-2330/97]

12.03 hrs.

### NARCOTIC DRUGS AND PSYCHOTROPIC SUBSTANCES AMENDMENT BILL\*

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI SATPAL MAHARAJ) : On behalf of Shri P. Chidambaram, I beg to move for leave to introduce a Bill further to amend the Narcotic Drugs and Psychotropic Substances Act, 1985.

MR. SPEAKER : The question is :

"That leave be granted to introduce a Bill further to amend the Narcotic Drugs and Psychotropic Substances Act, 1985."

*The motion was adopted.*

SHRI SATPAL MAHARAJ : I introduce the Bill.

[Translation]

KUMARI UMĀ BHARATI (Khajuraho) : Mr. Speaker, Sir, I would like to express my views by referring to an old issue. Last month I had raise an issue in the House. Derogatory language was used in reply to that which was later expunged from the record. My request is that for some times, at least since my presence in the Parliament, I don't know the situation prevailing prior to that, but for the last seven-eight years some people have been elected to the Parliament who speak in an idiom, which should be avoided even in our normal talks outside.

Mr. Speaker Sir, as far as you can do, you expunge that from the record, but I specially request you, whether it is being recorded or not in the House, there should be provision for punishment or not for using derogatory or indecent language against anyone ? I believe that to expunge such remarks from the record is not enough because it encourages impertinence and the Member on whom such remarks have been passed himself found exasperated and it is also not true that one is not able enough to settle to scores himself. I have the capacity to settle scores inside the House and out side as well, but You are our patron here. Therefore, I request you whether

\* Published in the Gazette of India, Extraordinary, Part-II, Section 2, dated 11.8.1997.



it is recorded in future or not, If someone is using undignified and derogatory language in the House and somebody complains for the same to you, then there should be adequate provision here to punish him through you. It is my request to you that if a Member of the House uses derogatory language even outside the House, there should be a proper provision of punishment for that even.

Mr. Speaker Sir, due to exasperation, I could not attend the House for long. I have come to the House on your request and from the leadership of my party, when you allowed me to raise this matter in the House and you accepted to comment on it. That is why I have come to the House.

[English]

MR. SPEAKER : I think, you are making a valid point.

[Translation]

SHRI JASWANT SINGH (Chittorgarh) : Mr. Speaker Sir, I am of the opinion that whatever happens in the Parliament and the Hon. Members who come to the Parliament observe certain decorum. If sometimes such incidence occurs which is not dignified one then Hon'ble Speaker certainly takes care of the situation. So far as women's and dignity of women is concerned and if we take care of matters related to women, my opinion is that all the parties are fully aware about these matters and no one has any intention to hurt the sentiments of women Members deliberately. If their sentiments are hurt, Hon'ble Speaker takes action on that. I think that if you pass a comment on it then this sad episode will come to an end.

[English]

SHRI MANABENDRA SHAH (Tehri-Garhwal) : Mr. Speaker, Sir, the Uttar Pradesh Vidhan Sabha had passed a resolution unanimously on 12th August, 1991 recommending creation of a separate State of *Uttarkhand*. The Vidhan Sabha again passed a resolution on 24th August, 1994 and again on 24th April, 1997. Thereafter, the former Prime Minister had also declared from the ramparts of the Red Fort about the creation of a separate State of *Uttarkhand*.

After that, our Minister of Home Affairs, Shri Indrajit Gupta, had, in an interview given recently, stated that under Article 3 of the Constitution, a draft Bill on the subject will be prepared by the Central Government and thereafter the President of India will send the Bill to the State Vidhan Sabha for its approval. I feel that this is not a correct interpretation in our case because the State Government

has already passed a resolution asking for a separate State.

Now, take Assam, It was truncated in spite of objections from the Government of Assam. Our comparison does not apply. Therefore, to that extent, Article 3, of the Constitution does not apply. I am not asking the Government to take an action. I am requesting you, Mr. Speaker, to give a direction to the Government from the Chair to take time bound action (*Interruptions*).

MR. SPEAKER : Shri Ram Vilas Paswan, please listen to him.

[Translation]

SHRI ATAL BIHARI VAJPAYEE (Lucknow) : Mr. Speaker Sir, how many times the issue of Uttaranchal will be raised? How many times this Government will be requested to take decision? How long will such situation continue? There is no reason to think that the people living on the peaks of Himalyas will not loose their patience. I am also loosing my patience.

Mr. Speaker Sir, Government do agree that Uttaranchal should be formed. It was announced from Red Fort when this issue is raised by the Hon'ble Home Minister time and again he says that the process of legislation is going on. The bill will be sent to the Government of Uttar Pradesh. Then it will come back again. For how many years this process will continue? Whether this Government will form Uttaranchal before it's dissolution?

Mr. Speaker Sir, there is no difference of opinion on this issue, but decision is not being taken, actions is not being taken and the issue is lying pending. A demonstration was held Yesterday also. Day before yesterday people of Uttaranchal even came to knock the door of Parliament. People from outside are knocking at the doors and we are sitting inside. Now only one way is left, that is, we should go outside. You should intervene in this matter. We are inviting you to intervene. You please give some directions to the Government.

[English]

MR. SPEAKER : I think, the point raised by the hon. Member is very important. When the Prime Minister addresses the nation on the Independence Day and whatever he announces, is a national issue.

It should not take one year to implement that commitment. I also feel that this matter should be attended to by the Government as early as possible.

[Translation]

KUMARI UMA BHARATI : Mr. Speaker Sir, I wish that you give a ruling on my issue.

[English]

MR. SPEAKER : I have agreed with you. I have said that you have made a valid point. I have already made a remark on this. You have not heard what I was saying.

12.11 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*]

SHRI P.C. CHACKO (Mukundapuram) : Sir, thank you very much for giving me this opportunity. This matter was raised in this House on so many occasions. Assurances were given by the Ministers from the Government side. Decisions were also taken by the Government and were subsequently conveyed to this House and to the Rajya Sabha on a number of occasions but the decisions have not been implemented.

Mr. Deputy-Speaker, Sir, we find ourselves in a very helpless position. I am referring to the issue of the recognition of the RPF Association. The Association of the Railway Protection Force (RPF), whose membership number about 75,000, was a recognised organisation since 1970 to 1985. For all these 14 years this Association was working without any problem. Their recognition was withdrawn in the year 1985.

Sir, since 1985, cutting across all Party lines in this House, the Members have been raising this issue. When Shri George Fernandez was the Railway Minister he ordered that this recognition would be given back but it was not done. In this House, the Congress Members sat on a *dharna* in the well of the House - I do not say, that was an approved method of raising an issue here - and Shri Janeshwar Mishra, who is sitting here now was then the Railway Minister. On 27.2.1991, a decision taken by the Central Government, that the recognition would be given back, was conveyed to the Lok Sabha by the then Railway Minister, Shri Mishra. But till date this has not been done.

Sir, the Secretary and some of the members of the Association said that after the monsoon session was over they would commit self-immolation in the constituencies of the Railway Minister, Shri Paswan and the Home Minister. I am not speaking about the threat which they have given but the question is, how is a situation driven to this point? When Shri Ram Vilas Paswan was sitting on this side of this House, he supported this issue. How is it happening that after having gone to the Treasury Benches he has become a part of the establishment?

Sir, it is such a serious matter and the Government is saying that the Railway Protection Force is also an Armed Force of the Union and it comes under article 33 of the Constitution. But it is not so. You know it very well. The

duty of the Railway Protection Force is to protect the property of the Railways. They are not in charge of the law and order. That is being done by the Railway Police and not by the RPF. A number of assurances for giving back their recognition was given since it was withdrawn in 1985.

Sir, you may kindly recall that Shri Sontosh Mohan Dev raised this issue last month and you directed the Government - there was a direction from the Chair - that this demand may be met. After half a dozen assurances by the Ministers, the Government taking decisions, this legitimate demand, which is being accepted by all Parties, is not being implemented.

Sir, I would like to request you to kindly direct the Government that they should not sleep over this issue and they should come out with a decision and if this decision is also not implemented then it is unfortunate. It is a reflection on our system. The hon. Railway Minister is sitting here. Let the Government please come forward on this issue.

Sir, there as a time when the Home Minister was not agreeable to this. When late Y.B. Chavan was the Home Minister he agreed to this proposal and said that it could be considered. Now, if the Home Minister agrees, the Railway Minister agrees, why is it not being implemented?

MR. DEPUTY-SPEAKER : Please conclude now.

SHRI P.C. CHACKO : Mr. Deputy-Speaker Sir, it is not my feeling alone, this is the feeling of all the Members of this House. Kindly direct the Government so that the recognition of the RPF Association is given back and they should not be driven to the extreme course of action.

SHRI JASWANT SINGH : Mr. Deputy-Speaker, Sir, the essence of the request is to form an Association and not a Trade Union. It is a Welfare Association. The demand of forming a Welfare Association for RPF is very different to the establishment of a Trade Union. We can go into the logic or illogic of not permitting people to form Trade Unions. That is a different matter. But here the simple point is of forming a Welfare Association of a particular segment of Government employees. Why should the Government stand against this for all the while when almost all the sections of the House approve it? It is really another example of the Government's complete somnolence on issues of national importance.

SHRI SOMNATH CHARTTERJEE (Bolpur) : This is not a new issue. We have been raising it for a very very long time. We have raised it earlier and all sections had supported this demand. I was sitting next to Shri Ram Vilas Paswan then and he had also been raising it very strongly and supporting this demand.

A plea is taken that because it is supposedly an armed force, no such association or trade union can be allowed to be formed. But we do not agree with that. What they are forming is the members' service association and there cannot be any possible objection to that. It has become an issue and the long pendency of it and the denial of basic right to them has now driven them to take a decision for self-immolation. This will be a national tragedy.

Therefore, I request the hon. Minister and the Government to look into the matter. There is almost an unanimous demand among the RPF for this. This issue has been raised many times. I have also written a letter to the hon. Minister very recently reminding him once again.

Therefore, I support the request of Shri P.C. Chacko and ask the Government that an early favourable decision may be taken.

SHRI SONTOSH MOHAN DEV (Silchar) : When I raised the matter last time, there was a direction from the Chair. Subsequently I had a discussion with Shri Ram Vilas Paswan and he explained certain difficulties about the legal position. This morning, Shri George Fernandez and ten others met me and they told me that in West Bengal and Tripura, the State Governments have recognised the welfare associations. They did not have trade unions but they only had welfare association. Kerala has also recognised this.

I will request the Railway Minister to overcome the objection of the Home Ministry by collecting the information as to how and in what manner the recognition has been given in those States, and on that line, he may also give the recognition. When in our country, three progressive States are doing it, why can we not do it? We can take the same line. The representatives have told me this morning that even the association on the line of welfare with whatever restriction on the movement and other things, will be acceptable to them. When I had discussion this matter with Shri Ram Vilas Paswan on last Thursday, he said that he was sympathetic to it and he was seized of that matter. Since they have taken a line which Shri Somnath Chatterjee has said, which is not desirable, we all of us jointly can request them to stop the agitation and the issue will be resolved. That could be an honourable solution to them and I expect the hon. Railway Minister to react to that. . . (Interruptions).

MR. DEPUTY-SPEAKER : Please wait for a minute. This issue had been raised earlier also in this House. The whole House is concerned about it. I will request the hon. Railway Minister to expedite the matter.

(Interruptions)

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN) : The Chair has already said, "You expedite the matter". What more can I say?

SHRI SONTOSH MOHAN DEV : Let him say a word to stop that agitation.

[Translation]

SHRI RAM VILAS PASWAN : Mr. Deputy-Speaker Sir, on the opinions expressed by the Hon'ble Leaders of all the parties, I say that I also used to demand the same when I was in the opposition and my opinion is same even now. I certainly believe that Welfare Associations should be given their rights. If it is not done by the armed force, because this issue was raised. Janeshwar Mishraji is sitting here, I had tried twice, I had told even that day. I had requested the Hon'ble Home Minister. Hon'ble Home Minister had called meetings twice, and I myself was present in both the meetings as a Minister. Janeshwar Mishraji was present in one meeting. Basu Deb Acharia ji was present there, I myself had pleaded this issue in the meeting that they should be given.

Objection was that, as long as they were not given the status of Armed forces, there was gross indiscipline, so many things were there simultaneously, after giving the status of Armed force, the discipline has been restored and they have been recognised as an armed force at all the places, they are being deployed on election duties. Progress has been made in all the spheres but inspite of that I have said time and again that there should be no difficulty in welfare association. I came to know that the Home Minister was also of the same opinion. I don't know which ministry Railway or Home is a nodal Ministry. Later on, when the Home Minister asked for legal opinion from Law Ministry, then they put an objection that this cannot be done. Two meetings have been held. I would like again to request Home Minister through you to call Railway Minister, Minister of Law, Shri Janeshwar Mishra, Shri George Fernandez, former Railway Minister, who is present here and other leaders may also be called.

[English]

I am for it.

[Translation]

I do not want to do anything which is not valid in legal terms and in future it will be said that we have done this illegally. So we are ready for it.

[English]

Let the hon. Home Minister call a meeting and decide internally.

SHRI SOMNATH CHATTERJEE : I will request the hon. Minister not to indulge in that.

[Translation]

SHRI RAM VILAS PASWAN : When the matter of Railway came and issue of Bonus was raised. I first of all put these issues. I am proud of railway employees and the Jawans of R.P.F. you will see in the current year's supplementary budget that I have allocated Rs. 60 lacs as welfare fund, which was actually out of our jurisdiction. As a Minister of Railways I did it for them for the first time, which was never done before. I did for what I am elected to the Parliament but which was out of my purview. I shall make effort to do whatever is in my jurisdiction. Therefore, I request the jawans of R.P.F. and other people, that they should not do something which is harmful to them and may cause concern to me.

SHRI JAG MOHAN (New Delhi) : I wish to bring to the notice of this august House a matter which has been the subject of a controversy and which is of great national importance, in my view. That relates to the installation of Gandhiji's statue under what is called, the *Chhatra*.

Shri Chandra Shekhar had raised this point twice. I wish to make it clear that those who are opposing this have a great respect for Gandhiji's Ideology and his way of life. What is being objected to is the incompatibility of the site with Gandhiji's ideology and philosophy.

I have an alternative proposal without going into the controversy. I wish to place before this august House an alternative proposal which may be accepted by all concerned. This proposal has several components.

First is, that we should extend this Rajpath right up to the Yamuna river-front. If this is done, then we will have a clear view from Rashtrapati Bhavan.

12.23 hrs.

[SHRI P.C. CHACKO in the Chair]

This will create a very big green vista, which will be a pride of the statue and pride of the nation, right from Rashtrapati Bhavan to Yamuna river-front.

The only building that comes in the way - if we see it - it will be at right angle to the Yamuna river-front, is the 50-60 year old National Stadium. The National Stadium can be demolished and certain portion can be used. If the straight line is drawn then only a small portions of the National Stadium has to be demolished and rest of it can be re-sited in the Nehru Stadium where land is available. Most of these are sheds which can be dismantled

The fourth point is that in the complex underpasses will be there, so, it will be a total tranquillity from one end to the other end. Gandhiji's statue will be installed at a point which is slightly eastwards to the National Stadium. This will be slightly at a higher level and it will be surrounded by mounds thereby indicating Gandhiji's philosophy of moving from lower level of truth to the higher level of truth.

That had been his attempt throughout his life. This was his experimental truth. Gandhiji's statue will be at a higher level than the Rashtrapati Bhavan. This will symbolise another feature of our cultural heritage that we have always placed the spiritual factor at a higher level than the temporal factor. Then, this very vista will extend right up to the river-front, where the green area will be in the shape of a *charka*, which will represent Gandhiji's philosophy and all this area will be developed into a simple form and it will be extended on the North up to Gandhi Samadhi along the river-front. On this very green area, we will be having a larger section of our leadership, Swami Vivekananda, Aurobindo Ghosh and all others, who had carried out the cultural and social reform. Even a village known as 'Nangli Jalib' could be adopted, where Gandhiji's economic ideals could be given a shape. In fact, in this fiftieth year when we are going to do something, let us do something big, something more imaginative, something visionary, which will remain in this country for thousands and thousands of years and it will not destroy anything, which will show our constructive mind, which will also show that we are capable of remembering our great leader and also giving a concrete shape to our values.

This is the broad feature that I am giving it to you. I am prepared to work because I have gone to this site a number of times. I can give a very clear picture on the drawing. If the august House agrees, if the hon. Speaker agrees, we can have a Committee, which I am prepared to head as a technical propose committee. I will mobilise the Town Planners and the Architects and prepare an alternative plan on the lines which I have indicated and then this very plan could be considered by a National Committee of all the eminent leaders, in which the views of all sections of this House can be taken. We can explain, we can modify to the extent that is desired and then we can work it out. I am sure that this will symbolise Gandhiji's simplicity, dignity, serenity and way of life and his religious sense.

If we follow what is being suggested in regard to demolition. I think, we will be subjecting ourselves to a great deal of criticism in the world opinion because the entire structure and beauty of Delhi will go away. Of course, we cannot wish away the structural legacy that had come to us. So, if we do that, we will be destroying the

geometrical pattern of the whole New Delhi and we will be just putting Gandhiji's statue at a very odd place. In fact, this will not be honouring him but this will be showing our lack of respect for Gandhiji.

I do not want to take the time of the House. This is a very important matter. I am prepared to spell it out in detail and I am sure that it will be acceptable to almost all sections of the House. This is my submission and I thank you very much for giving me this time.

SHRI PABAN SINGH GHATOWAR (Dibrugarh) : Mr. Chairman, Sir, I received a disturbing news that there was a bomb blast this morning in the Guwahati Rajdhani Express on its way to Delhi. I do not know whether there the bomb blast was on the track or in the bogey, but six bogies of the train had been derailed. This is the information which I have got. So, I request the hon. Minister of Railways to give information to the House as to whether there was any casualties or any other thing in this accident.

(Interruptions)

MR. CHAIRMAN : You please take your seat. This is a very important matter regarding bomb blast in the train. Let us listen to the hon. Minister of Railways.

[Translation]

SHRI RAM VILAS PASWAN : Sir, I am informed this morning and I have asked for the complete report. There is one Barpeta station in the Kokrajhar area. These days one safety train is running separately ahead of a train. A bomb blasted after this train passed. I am relieved to inform the House that though the train was derailed but none of the passengers was killed or even injured. Bomb blast occurred and it was good that a safety train was running before it and the train was not damaged.

(Interruptions)

[English]

MR. CHAIRMAN : No casualties.

(Interruptions)

SHRI ANANTH KUMAR (Bangalore South) : Sir, I want to ask a few questions regarding the same thing.

MR. CHAIRMAN : No, the answer is given.

SHRI PRAMOTHES MUKHERJEE (Berhampore) (WB) : Sir, I have an important thing to raise. Please consider it.

(Interruptions)

MR. CHAIRMAN : This is for the first time that she is raising an issue during the Zero Hour. You please sit down. Shrimati Kamal Rani.

(Interruptions)

MR. CHAIRMAN : You see the hon. Member is raising an issue for the first time in the House. Please listen. Please take your seats.

[Translation]

SHRIMATI KAMAL RANI (Ghatampur) : Mr. Chairman Sir, Uttar Pradesh. . . (Interruptions).

DR. SHAFIQR RAHMAN BARQ (Moradabad) : Sir, Members of Rajya Sabha are availing the facilities of LPG. . . (Interruptions).

[English]

MR. CHAIRMAN : I have called another Member. Please take your seats. You can raise it after that hon. Member.

(Interruptions)

MR. CHAIRMAN : I have called a Member. Please take your seats.

(Interruptions)

MR. CHAIRMAN : Will you please take your seats ? I am requesting you to please sit down.

(Interruptions)

MR. CHAIRMAN : I am requesting you to please take your seats.

(Interruptions)

[Translation]

DR. SHAFIQR RAHMAN BARQ : This is disparity. Lok Sabha Members are not getting this facility. I would like the hon. Minister sitting here to provide us this facility. . . (Interruptions)

[English]

MR. CHAIRMAN : You see, no procedural matter should be raised during the Zero hour. That is my first point. Another thing is that I have called an hon. Member. She is raising an issue for the first time during the Zero Hour. You have to listen to her. I will come to you after that, please.

[Translation]

SHRIMATI KAMAL RANI : Mr. Chairman, Sir, Ghatampur area in Uttar Pradesh is my Parliamentary Constituency. There is not a single LPG agency in any of its five Assembly Constituencies. As a result, people there have to cover a distance of 40-70-80 kms. to come to Kanpur and then buy gas cylinder at the double price.

and that too by some wrong means. This year, we are celebrating the 50th anniversary of our independence. It pains me that there is an area in our country where even this common facility is not available.

I request you and hope that you will arrange to provide gas agencies in these five Assembly Constituencies. In this regard, I want to know from the hon. Minister as to what he has to say about such a place where even this common facility is not available. . . .(Interruptions).

[English]

MR. CHAIRMAN : All of you will get a chance today but please remain quiet.

[Translation]

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI JANESHWAR MISHRA) : Sir, I am sorry that the Parliamentary Constituency of the hon. Minister is lacking the facility of LPG agency. The Government has decided to increase the number of gas agencies in the country by over a thousand. If a township has the population of ten thousand then with it as the centre, gas would be distributed to people even in the villages within a radius of 15 kms. . . .(Interruptions). The Government will complete this place within 10-15 days. Allotment of gas agencies is not my job, it's the job of the committee and only committee will allot it. If I start the allotment of LPG agency then there would be only handcuffs for me. But, the Government will do the work very soon.

[English]

SHRI NIRMAL KANTI CHATTERJEE (Dumdum) : As a matter of fact, why are the cooperatives not given preference ? Is it that there is no feasibility in that ?

MR. CHAIRMAN : Let us listen to the Minister, please.

SHRI NIRMAL KANTI CHATTERJEE : Why are the cooperatives not given preference ? . . .(Interruptions).

[Translation]

SHRI JANESHWAR MISHRA : Mr. Chairman, Sir, I was not in charge of this department at that time. Even before that, it was declared by Mr. Speaker in the House that gas coupons should not be given to the Members. I don't know if it was a declaration or decision or an instruction. But even a hint is an instruction for us. When I came in this department the hon. Members started putting their pressure on it. The parliamentary Affairs Minister will talk to Mr. Speaker and convey the intention of these people. It is correct; this thing is gaining ground because Members of the Rajya Sabha are having this facility, and Members here are not having it. . . .(Interruptions)

SHRI RAJESH RANJAN ALIAS PAPPU YADAV (Purnea) : Sir, Members of the Lok Sabha should also have this facility. . . .(Interruptions).

[English]

SHRI P.C. THOMAS (Muvattupuzha) : Some of us are of the opinion that we do not want this facility. The hon. Speaker's ruling has only saved the Members of Parliament. We do not want gas coupons. . . .(Interruptions).

[Translation]

SHRI JANESHWAR MISHRA : Mr. Chairman, Sir, hon. Members don't understand our limits. Whenever a Minister will go beyond the instructions of the Speaker of Lok Sabha it will mean the end of democracy. So, you please don't compel a Minister. A way out will definitely be found, but if we do anything beyond the instructions of the Speaker in this House then it will be a great wrong doing. . . .(Interruptions)

[English]

MR. CHAIRMAN : There is no point in shouting. Please listen to him.

(Interruptions)

MR. CHAIRMAN : Pappuji, please listen to the hon. Minister. Let us hear what the hon. Minister is saying. Let us listen to the hon. Minister.

(Interruptions)

MR. CHAIRMAN : Shri Azal, please take your seat. Let the hon. Minister complete his reply. The Minister is replying to the same thing. Please listen to the Minister. That is exactly what he is replying. Shri Thomas, he is replying on the same point.

[Translation]

SHRI QAMARUL ISLAM (Gulburga) : This discrimination that is there between Lok Sabha and Rajya Sabha. What type of a double standard is it ?

[English]

MR. CHAIRMAN : Why do you argue like this ?

(Interruptions)

[Translation]

SHRI JANESHWAR MISHRA : In this regard we would talk to Mr. Speaker and the Prime Minister and try to do away with this double standard and find a way out. But to exact a straight away declaration from us is not appropriate.

[English]

MR. CHAIRMAN : Please take your seat. What are you doing ?

(Interruptions)

MR. CHAIRMAN : What is happening here ? I have a request to all the hon. Members to please take their seats.

(Interruptions)

SHRI QAMARUL ISLAM : Sir, I have a point of order.

MR. CHAIRMAN : There is no point of order in Zero Hour.

(Interruptions)

MR. CHAIRMAN : Shri Rudy, let me say something. I know that your name is there. You will be called also.

(Interruptions)

[Translation]

SHRI RAJIV PRATAP RUDY (Chhapra) : Sir, these facilities should not be there anymore.

[English]

MR. CHAIRMAN : You are behaving like this. You are delaying yourself a chance.

(Interruptions)

[Translation]

SHRI RAJESH RANJAN ALIAS PAPPU YADAV : You are a millionaire so you don't have to worry.

[English]

MR. CHAIRMAN : Shri Pappu Yadav, you are making too much noise. This is not good. You are going on freely talking with other hon. Members. I do not appreciate this.

Shri Rudy, I understand your sentiment. Regarding the question which is being raised in the House, I have a request that the hon. Members and Leaders of the Parties may discuss this matter with the hon. Speaker. The hon. Minister has made it very clear that he will try to avoid discrimination. Probably, that is a matter which is worrying hon. Members and beyond that I do not think that we can discuss it here because it was a decision taken by the Chair.

So, I request you that as Party Leaders, you all can discuss this matter. . .

(Interruptions)

MR. CHAIRMAN : No, no. This is not a matter to be raised in the House at all. I am requesting you that if you want, you can meet the hon. Speaker. This decision has been taken by the hon. Speaker of this House. But the matter is raised here and the Minister has said that discrimination in this matter can be avoided and he will try to do that. The discrimination is creating worry among the Members of Parliament. So, beyond that we will not go now, please.

[Translation]

DR. SHAFIQR RAHMAN BARQ : Sir, the ruling be given in this very session, and let it be issued.

[English]

SHRI MADHUKAR SARPOTDAR (Mumbai North-West) : Sir, since you have given the ruling, I have nothing to say about the ruling. But this matter was adequately discussed with the hon. Speaker of this august House. Secondly, some petitions have been given duly signed by all the Members of Parliament. Thirdly, the hon. Speaker, in this regard said that he had mentioned it in the House, It is left to the hon. Prime Minister and the Government to take a further decision.

This is how even the Speaker had to say in the meeting. So, in view of this position, every time our M.Ps. should not be treated as a football – from here to the Speaker, from the Speaker to the House and then to the Minister. They should not be played this way. Once they take a decision. . . (Interruptions)

[Translation]

SHRI NITISH KUMAR (Barh) : It was settled in this very House. The Chairman had made the declaration on the Members' demand.

[English]

SHRI MADHUKAR SARPOTDAR : No, Sir. This was not the demand of the Members. Barring one or two Members, no one had raised this demand. . . (Interruptions).

[Translation]

SHRI RAJESH RANJAN ALIAS PAPPU YADAV : It was not the demand of the Members.

SHRI NITISH KUMAR : They do not know what a bad name it brings to the Members. . . (Interruptions). This is an insult to the House.

[English]

SHRI NIRMAL KANTI CHATTERJEE : Sir, Nitish

[Shri Nirmal Kanti Chatterjee]

Kumar Ji is right. The entire Left Front together objected to issuing the coupons. The Speaker really expressed the views of the House and we are all satisfied that the gas coupons have been withdrawn from the Members. That was our position and we are happy with the situation. If the Rajya Sabha does it independently, let them do it. . . .  
(Interruptions).

[Translation]

SHRI ILIYAS AZMI (Shahabad) : This facility should be withdrawn at all costs. The amount of Rs. one crore should also not be given. . . . (interruptions).

[English]

MR. CHAIRMAN : Let us not argue like this.

(Interruptions)

MR. CHAIRMAN : Please take your seats.

(Interruptions)

SHRI QAMARUL ISLAM : Sir, more than 300 Members had signed a representation and given it to the Speaker. Let us take a Division on this. He says that the House had been taken into confidence. The House had not been taken into confidence. Some leaders sat together and the Speaker had announced it, but the whole House had not been taken into confidence. This is the fact. . . .  
(Interruptions)

MR. CHAIRMAN : All right. Please take your seats now.

(Interruptions)

MR. CHAIRMAN : Please do not try to raise it again. We are not continuing this discussion. I have made a point. Then the hon. Shri Sarpotdar said that the Members had a discussion with the Speaker and the Speaker only expressed his desire in this matter.

(Interruptions)

SHRI QAMARUL ISLAM : Sir, more than three hundred Members had signed and given it in writing to the Speaker. Let it be told here why the House is not being taken into confidence. . . . (Interruptions).

MR. CHAIRMAN : This is too much. How do you expect this House to conduct the business like this ? Do not try to justify it. Please take your seats.

(Interruptions)

MR. CHAIRMAN : The sentiments of this House are

very well known to the hon. Minister. I have a request to the Minister that this issue should not come up before this House again on another occasion. You know how an unhealthy discussion is developing in this House. This is unfortunate because the matter was discussed earlier. The Minister may discuss with the hon. Speaker and sort out the matter so that the Members should not have any grievance on this issue. I do not want this issue to come up before this House on another occasion because there was sufficient discussion on this question and the Minister knows the problem. He knows how it was given in the other House and how it was not given in this House. All these problems and what are the issues causing heartburns to the Members are known to the Minister very well.

(Interruptions)

MR. CHAIRMAN : This way we cannot conduct the business. I have said very clearly that there is not going to be a debate on this question. We cannot allow a debate on how it was stopped and why it was stopped.

(Interruptions)

MR. CHAIRMAN : Nitish Kumar Ji, please do not make it complicated.

[Translation]

SHRI NITISH KUMAR : Sir, your statement is one sided. We do not want that this facility should be restored. Please do listen to us also.

[English]

MR. CHAIRMAN : I did not say that.

(Interruptions)

MR. CHAIRMAN : Nitish Kumar Ji, please sit down.

(Interruptions)

[Translation]

SHRI LALMUNI CHAUBEY (Buxar) : There is no argument behind this. These facilities should be stopped. Telephone and gas is not a facility, it should not be anymore. If the Speaker has said in the House and there is some argument behind it then that should be discussed in the House.

[English]

MR. CHAIRMAN : Sarpotdar Ji, you have made your point.

(Interruptions)

MR. CHAIRMAN : Please take your seat. We cannot



work this way. Please listen to me.

*(Interruptions)*

SHRI MADHUKAR SARPOTDAR : Sir, please take the consensus of the House. . . .*(Interruptions)*.

MR. CHAIRMAN : Shri Nitish Kumar, you have made the point. Why do you continue like this ? I have not given a directive that it should be restored. I have not said that it should be stopped. I have only said that the hon. Minister, understanding the sentiments of the House, should discuss with the hon. Speaker and sort out the matter. Can you not agree with this ?

*(Interruptions)*

SHRI NITISH KUMAR : Sir, the hon. Speaker announced in the House itself that this should be abolished. . . .*(Interruptions)*. This was after the persistent demands from various sections of the House. . . .*(Interruptions)*.

*[Translation]*

SHRI LALMUNI CHAUBEY : Mr. Chairman, Sir, on this topic there should be a discussion in the House.

*[English]*

MR. CHAIRMAN : Please, there is no discussion on this question. There is no directive from the Chair for either restoring it or for re-starting it or for stopping it. The matter is being sufficiently discussed in this House and understanding the sentiments of the House this issue should be sorted out.

*(Interruptions)*

SHRI NITISH KUMAR : What is the sentiment ? Some Members are asking for it. The gas coupons should not be restored to the Members. . . .*(Interruptions)*.

MR. CHAIRMAN : What is this ?

*(Interruptions)*

SHRI NITISH KUMAR : Sir, the House has debated it. The coupons should not be restored. . . .*(Interruptions)*.

MR. CHAIRMAN : What do you expect from the Chair now ?

*(Interruptions)*

MR. CHAIRMAN : Shri Nitish Kumar, I want to know as to what you expect from the Chair now. What kind of thing do you expect ?

SHRI NITISH KUMAR : I do not expect anything from you.

MR. CHAIRMAN : Then why do you talk like this ?

SHRI NITISH KUMAR : I am not talking like that. . . .*(Interruptions)*. Please listen to my suggestion. . . .*(Interruptions)*

MR. CHAIRMAN : Then, what is the problem ? You make your suggestion.

*(Interruptions)*

MR. CHAIRMAN : Please take your seat. I want a suggestion only. I do not want any speech.

*[Translation]*

SHRI NITISH KUMAR : I was saying that the topic was already raised in the House . . . .*(Interruptions)*.

*[English]*

MR. CHAIRMAN : Please take your seat. What are you talking ?

*[Translation]*

SHRI NITISH KUMAR : When this topic came up in this House the Hon. Speaker directed on the Members' demand that it be stopped. . . .*(Interruptions)*.

*[English]*

MR. CHAIRMAN : You are explaining that. I do not want your explanation. If you have a suggestion, you make your suggestion. Otherwise, that will not go on record.

*(Interruptions)*

*[Translation]*

SHRI NITISH KUMAR : Mr. Chairman, Sir, it should not be restored. . . .*(Interruptions)*.

*[English]*

MR. CHAIRMAN : I will tell you that . .

*(Interruptions)*

SHRI NITISH KUMAR : Sir, you have not yet . . . .*(Interruptions)*

MR. CHAIRMAN : I do not want to hear your explanation. If you have a suggestion, please make it.

SHRI NITISH KUMAR : Sir, I want to suggest that the gas coupons should not be restored to the Members. . . .*(Interruptions)*

MR. CHAIRMAN : No, I am not going to listen to that.

*(Interruptions)*

MR. CHAIRMAN : How many times will you raise it?

SHRI NITISH KUMAR : Sir, I want to suggest that they should not be restored. . . .(Interruptions).

MR. CHAIRMAN : I once again direct the hon. Minister to meet the hon. Speaker and sort out this matter. The conflicting opinions expressed in this House are very well known to the hon. Minister. So, kindly meet the hon. Speaker and sort out this matter so that this issue is not raised in this House again.

[Translation]

SHRI JANESHWAR MISHRA : Mr. Chairman, Sir, your order will be complied with. . . .(Interruptions).

[English]

MR. CHAIRMAN : Shri Sudhir Giri to speak now.

SHRI MADHUKAR SARPOTDAR : Sir, it is not the opinion of any one individual or two individuals. The consensus on the House should be taken into account. . . .(Interruptions).

MR. CHAIRMAN : What is this Sarpotdar ji ? We cannot take a decision. You should not expect from the Chair a decision which we cannot take. Please take your seat.

[Translation]

SHRI LALMUNI CHAUBEY : Mr. Chairman, Sir, it is not one man's opinion. How can it be said. . . .(Interruptions).

[English]

SHRI MADHUKAR SARPOTDAR : Sir, it should be the consensus of the House. . . .(Interruptions)

MR. CHAIRMAN : This is not going to produce any result. Why do you waste your valuable time ? This is not going to produce any result.

(Interruptions)

MR. CHAIRMAN : Nothing other than what Shri Sudhir Giri is saying, is going on record.

(Interruptions)\*

MR. CHAIRMAN : Shri Sudhir Giri, you may speak.

SHRI SUDHIR GIRI (Contai) : Mr. Chairman Sir, I am aware that I am going to raise a matter which pertains to the State List of the Constitution and the matter should

not be raised in this House according to the Rules and Procedure of Lok Sabha. But I am constrained to raise the matter simply because the matter relates to atrocities on the weaker sections of the community. There are abundant examples of how the matters like that I am raising have been discussed.

However, I would say that the poor farmers, the landless peasants, the marginal farmers are surely the weaker sections of the country, like the Dalits, women and minorities. These poor people are being attacked on various occasions in different parts of the country. There are different *senas* maintained by the landlords of the country which are inflicting injuries on them and killing them.

Recently, there has been a report in the *Indian Express* regarding the atrocities on the marginal farmers in Maharashtra. I am quoting from the newspaper.

"Two landlords stoned a marginal farmer to death in full public view and simply walked away, in Adobavasti, a village in Indapur Taluka, on Saturday. The incident occurred in broad day light before the entire population of the village, of around 250 people. Shankar Parshuram Mohite from Tannu village was murdered in the main *chowk* of the hamlet."

I would therefore, earnestly urge upon the Government of India to take steps to find out whether the incident is true or not. If it is true, then the steps should be taken to prevent such atrocities on the weaker sections of the country. I would, therefore, request the Chair to kindly urge upon the Home Ministry to take steps in this regard.

[Translation]

SHRI BACHI SINGH RAWAT 'BACHDA' (Almora) : Mr. Chairman, Sir, I want to draw your attention to a very sensitive issue. Recently on the 5th-6th of June hon. Prime Minister signed documents with Nepal on the Mahakali Treaty and the treaty was finalised, but at that very time there was a claim from the Nepalese Communist Party and the Government of Nepal that the place called Kala Pani in Dharchula of Pithoragarh under my constituency, including Gunji to Chhota Kailash, Leepuo Lake, Ooty and Nabi village of the Kailash-Mansarovar route, belongs to Nepal and Government of India should clear away from there. It is stated from the Indian side that at the time of China war in 1962 a military post was established here and now there is a Police post over here. We have good relations with Nepal and our relations with China have also improved, but from the strategic point of view their claim on Kala Pani area with reference to areas bordering, Tibet, China and Nepal is not correct. Now, within six months our detailed project report is going to be submitted

on Mahalkali Treaty which includes very serious issues like Pancheswar Bag, Dhauli Ganga, Project and all hydroelectric projects here. The residents of that area are also worried that the Communist Party of Nepal, and the Nepalese Government is continuously demanding from India to hand over this area to Nepal. Keeping in view their fears and the strategic importance it implies, the Government of India should make its point of view clear about it, as there have been a lot of incidents over there, and from the security point of view also it has been demanded that a separate state of Uttaranchal should be formed. The youths have migrated from here and the borders here are very sensitive from the security point of view. Where there is Kala Pani area, and then the pillars of our border like Banbasa, Tanakpur in Udham Singh Nagar districts, people have come there all the way from Nepal Unauthorisedly occupy hundreds of acres of land. A clearcut statement should come from the Central Government on such an important issue so that on the occasion of the golden jubilee of our independence the message should go that our borders will be safe for the citizens of that area to stay fearlessly over there. Such a statement should come from the Government and a strong action should be taken in this regard.

[English]

SHRI T. GOVINDAN (Kasaragod) : Mr. Chairman, Sir, I rise to draw the attention of the Ministry of Health towards the insufficient CGHS Centres in Kerala. Though CGHS was started in Delhi in 1954, the CGHS Centres were opened in Kerala only in 1996. The Pensioners' Association of Kerala took the matter before the Central Administrative Tribunal and the Central Administrative Tribunal had given its verdict in which it had seriously criticised the Government of India for not extending CGHS facilities to the State of Kerala. Then, the Government of India started three CGHS Centres in the Capital city of Kerala. But there is a long-standing demand from the Pensioners' Association of Malabar region to start a CGHS Centre there. There are more than 10,000 employees and retired persons living in the Malabar region of Kerala. So, I would request the hon. Minister of Health and Family Welfare to start a new CGHS Centre in Cannanore district of Kerala.

[Translation]

SHRI RAJIV PRATAP RUDY : Mr. Chairman, Sir, during zero hour I will put forth my point in a very easy manner this time because the Government does not understand my point of view. In the Saran district of Bihar where my constituency is there, the Ministry of Industry, Government of India had sanctioned an Industrial Growth Centre in 1995 which was declared to be established in the Madhora division there. An amount of Rs. 50 lakhs

was released for the establishment of this industrial growth centre, but it is not traceable anywhere, and no industrial centre has been there till date. There is an apprehension that there has been a complete embezzlement of the money released by the Government of India, and the amount given from the State Government fund for this purpose is also not traceable anywhere. Therefore, through yourself I request the Government that such an important issue, where an amount of Rs. 50 lakhs was released by the Government of India for the establishment of an industrial growth centre in the Madhora division of Saran district of Bihar, and where the amount was sent to the State Government fund which is not traceable now, may please be investigated properly.

Mr. Chairman, Sir, I personally asked the officer-in-charge of the industrial branch as to how the amount was utilised but nothing could be known. When I visited there and met the Industry Secretary of the Bihar Government, I came to know that the allocated funds were diverted. Therefore, through you, I would like to request the Government of India to find out the amount released for setting up of the industrial development centre at Madhoura under my Parliamentary constituency in Saran district of Bihar. I believe that the scandal of Rs. 900 crore committed by the State Government includes the amount of Rs. 50 lacs allocated for my constituency. I, therefore, request the Government to trace out the amount of Rs. 50 lacs remitted for setting up of an Industrial Development Centre in my Parliamentary constituency and action may be initiated for setting up an Industrial Development Centre there.

SHRI MANGAT RAM SHARMA (Jammu) : Sir, I would like to draw the attention of the House to a very important issue. According to news item in today's 'The Hindustan Times' the director of an institute in the USA during a function of the Golden Jubilee Celebration of Independence of India has said in his speech that the State of Jammu-Kashmir is a disputed territory. According to the daily, he also added that he did not consider it a part of India. He further added that this has been the stand of America from the very beginning and there would be no change in this stand.

Sir, through you I would like to tell the Government of India that the people of Jammu and Kashmir have pronounced their verdict through the Assembly elections in 1952 and it was mentioned in its constitution that the State of Jammu and Kashmir is an inalienable part of India. Assembly election have taken place there for nine times so far. The State witnessed there Parliamentary elections also. Such an election took place there in 1996-97 and today a duly elected representative Government is functioning there. The efforts of Pakistan to spread terrorism there have been foiled.

[Shri Mangat Ram Sharma]

13.00 hrs.

Today the people of Jammu and Kashmir have the same opportunity for development as are available elsewhere in India. I fail to understand why America formed such an opinion regarding Jammu and Kashmir ever since the Independence. It is a matter of great regret. On many occasions it has vetoed our Resolution in the UNO which was in favour of India. Even today the USA asserts that it won't veto if the issue is internationalised. I want to submit that the the Government of India should categorically tell the US Government that Jammu and Kashmir is an integral part of India and the USA has no right to impose its opinion that it is a disputed territory. If there is at all any disputed territory, it is the territory in the possession of Pakistan which forcibly captured. The dispute is regarding taking it back from the possession of Pakistan or taking back the territory gifted to America. America should refrain from making such a statement. Moreover, the Government of India should hold a dialogue at proper level and send a warning to America that it should stop making statement encouraging the terrorist, secessionist and disturbing elements in the State. The Government should take notice of it. . . . (Interruptions).

SHRI CHAMAN LAL GUPTA (Udhampur) : I want to speak on this very issue. . . . (Interruptions).

SHRI P. NAMGYAL (Ladakh) : Mr. Chairman, Sir, I also should be given a chance. If is a very important issue . . . (Interruptions)

SHRI PRAMOD MAHAJAN (Mumbai-North East) : Mr. Chairman, Sir, it has been just mentioned that some Indian youth were celebrating the Golden Jubilee of our Independence in America. At this function an American official asserted that Kashmir was a disputed territory. He further stated that not only India and Pakistan but Kashmir also should be intimated in this regard. India has clarified her stand time and again on this issue yet America continues to make such a statement. Three days ago I had pointed out that such an outlook was not only of the US officials at lower levels, but also of others. The statement made by the US President Shri Bill Clinton regarding the Indian subcontinent in the specific Press Conference of White House three days ago is very strange and highly objectionable. But it is unfortunate that no response has been made on behalf of the Government of India in this regard. The President of America Mr. Bill Clinton himself said this in a Press Conference about which I heard from the Media and read in the newspapers :

[English]

"United States' presence should be heavily felt in

South Asia."

[Translation]

Now its not clear as to what does Mr. Bill Clinton want to say.

[English]

"United States' presence should be heavily felt in South Asia."

[Translation]

By making such a statement what does America want in South Asia ? What type of a presence ? When America is saying.

[English]

"Presence should be felt. What kind of presence ?"

[Translation]

What type of a direct presence do they want ? Is it physical presence or strategic, and whether they want to empower their stronghold Diego or they are talking about any financial matter, and when they say.

[English]

"Our presence should be felt."

[Translation]

I feel that in the type of new world we imagine a power like America feels that it should be present in South Asia. What type of a presence do they want and if it is to be a powerful presence then what does it imply ? This is not understood. It is very unfortunate, and the Government of India has not reacted to it at all and I see that after the cold war and the disintegration of USSR, America has come up as the only super power and since then the talk is on about a new world order; in the light of it all the statement by the American President is very important and objectionable as well.

I demand the Government of India first to make its stand clear then ask for the meaning of this statement from the Government of America and then react to it. Otherwise, if we forget these incidents as small ones, we will only create an objectionable policy with regard to Indo-American relations as was the case with Kashmir. So I feel that the Government of India should take a timely not of it and react accordingly.

[English]

SHRI NIRMAL KANTI CHATTERJEE : Sir, this is a very important matter. . . . (Interruptions).

MR. CHAIRMAN : I will come to you after Shri Namgyal because I already told him that I would call him after Shri Mahajan's statement.

*(Interruptions)*

MR. CHAIRMAN : It is a related subject. I will come to you. It is not your subject. It is a different one.

*(Interruptions)*

*[Translation]*

SHRI P. NAMGYAL : Mr. Chairman, Sir, I would like to associate myself to the issue raised by Shri Pramod Mahajan of BJP and would submit that under the India Independence Act, 1946 passed by the British Government all princely states were given option to either merge with India or with Pakistan. When Maharaja Hari Singh decided the accession of Kashmir with India, soldiers of regular Pakistani army in the guise of Pakistani tribals invaded the valley. But it does not mean that the Independence Act passed in 1946 is meaningless. Since it was enforced in the entire country, why should Kashmir be left out? Why such a question is being raised repeatedly? We strongly condemn the views of America on this issue. Their designs are known and this campaign of false propaganda on the Kashmir issue has been going on since the times of John Douglas, who once was the American Secretary of State because Pakistan has been their allies. I would like to say it categorically to the people of this country that we will not allow their evil designs to succeed against India and at the same time we will deal with them with all our might at our command. Our Government should strongly condemn such a move. I would like the House to have a full-fledged discussion on this issue.

*[English]*

SHRI NIRMAL KANTI CHATTERJEE : Sir, he has drawn our attention to the strong presence of Mr. Clinton. In fact, the tendency in the international scene is very very dangerous today. We have discovered, only a few days ago, the expansion of the NATO towards the East. Despite the fact that the Cold War has ended, the situation that is developing seems to be that some people and some forces in the United States are trying to expand their area of influence all over the world, including the Europe, including South Asia. He has mentioned South Asia because they are celebrating India's Independence. Their presence in South East Asia, their presence in the Pacific and all these things bring in a very dangerous portent for the world. In fact, it has been characterised that the Cold War has ended and what has come in is Cold Peace. It is always this situation which exists. The statement on Kashmir is only a part of their global plan. Therefore,

it is urgent that we voice our protest from the House. The External Affairs Minister and our Prime Minister should come out with a statement about the position that we take in relation to the statement. . . .*(Interruptions)*.

SHRI AMAR ROY PRADHAN (Coochbehar) : It is a serious matter that has been raised by Shri Mahajan. I think the Minister should react to it. We are all one in this respect. A vehement protest must go from the Government of India to the Americans and to the American President Mr. Bill Clinton in regard to that statement.

MR. CHAIRMAN : Shri Chaman Lal Gupta, are you also speaking on this ?

SHRI CHAMAN LAL GUPTA : Yes.

MR. CHAIRMAN : You have given a different notice.

SHRI CHAMAN LAL GUPTA : I have given a Calling Attention notice on this subject.

MR. CHAIRMAN : Your Zero Hour notice on this subject is not there.

*[Translation]*

You have given that on different subject.

SHRI CHAMAN LAL GUPTA : I have given a calling Attention Motion on this issue. I therefore, want to know only about that Motion.

*[English]*

MR. CHAIRMAN : That is not before me. I have before me only the submissions pertaining to the Zero Hour.

*(Interruptions)*

*[Translation]*

SHRI CHAMAN LAL GUPTA : But he has said it. Nirmal Da did not give any notice.

*[English]*

SHRI PRAMOD MAHAJAN : As Shri Nirmal Da spoke without a notice, he may also be given a chance to speak.

*[Translation]*

MR. CHAIRMAN : Your notice is with me.

SHRI CHAMAN LAL GUPTA : I am saying that I have given two notices on the subject. But on this subject, I have also given a calling Attention Motion.

[English]

MR. CHAIRMAN : I will call you later on. Now Shri Premchandran to speak.

(Interruptions)

SHRI N.K. PREMCHANDRAN (Quilon) : I would like to raise a serious matter of urgent importance. . . . (Interruptions).

MR. CHAIRMAN : Shri Premchandran, he wants to speak on the same subject. You can take your chance afterwards.

[Translation]

SHRI CHAMAN LAL GUPTA : Mr. Chairman, Sir, not only this House but the Upper House, Rajya Sabha, has also passed a Resolution declaring that Kashmir is an integral part of India but in spite of that whatever is happening in Kashmir is hidden from nobody. There is also frequent American interference on Kashmir issue. The American evil design is directed towards formation of an Independent Kashmir which motivates them now and then to make some policy statement on Kashmir.

I would like the Government to give a categorical assurance to this House that this House and the entire country stands committed to the Resolution passed by this House, and we stand by the declaration made from the ramparts of the Red Fort. Come what may, we will not tolerate any kind of foreign interference in this matter at any cost. Today they have made a strange statement. They have said that Pakistan, the people of Kashmir and India should be consulted in this matter. Sometimes they say that they honour the Shimla Agreement whereas on the other hand they create world-wide confusion throughout by making contradictory statements. I want the Government to allay such confusions and apprehensions from minds of the people and reiterate that we will never tolerate any foreign intervention on Kashmir issue at any cost. . . . (Interruptions). At least, someone, from the treasury benches should give a reply to this point.

[English]

SHRI N K. PREMCHANDRAN : Sir, I would like to draw the attention of the Ministry of Commerce in respect of the crisis of sea food industry in India. The ban imposed by the European Economic Community has plunged the sea food industry into a crisis. Because of the ban being imposed, the sea foods which have already been exported, may either be rejected or returned. Formerly, India was exporting sea foods before processing. Recently India has started exporting sea foods after processing. This may be

the reason for imposing of ban by the European Economic Community in respect of sea foods.

I would like to highlight here that last year, export of sea foods was of the order of Rs. 4,121 crore out of which 30 per cent of the export was going to Europe. 22 per cent of export revenue, that is, Rs. 936 crore, comes from Kerala. The price of prawn has already come down because of the ban. Other European countries are also trying to bring down the price. I urge upon the Ministry of Commerce to immediately intervene in respect of this matter and solve it so that the price of sea food be save.

[Translation]

SHRI DINESH CHANDRA YADAV (Saharsa) : Mr. Chairman, Sir, I would like to draw your attention towards the alarming proportion of poverty and unemployment in Bihar due to which lakhs of people are migrating to other States in search of livelihood. Generally it is observed that whenever any major accident takes place, list of injured/killed necessarily includes atleast some people from Bihar. It was because of this that when on 04.8.1997 a water tank, which was under construction, collapsed in the premises of Daewoo Motors, Gautam Buddha Nagar district in greater Noida of Uttar Pradesh. 12 workers died which also included Vinod Yadav, Chhote Lal Yadav, Ramji Das, Jhamsa Mistri, Suchin Mistri who belonged to village-Nalha, Post Gadhiya, district Saharsa of my Constituency. I demand that compensation to the tune of Rs. one lac should be provided to the next of kin of each deceased and job should be provided to one member of each such family.

SHRI RAM KRIPAL YADAV (Patna) : This is a very serious matter. Home Minister should make a statement in this regard.

[English]

MR. CHAIRMAN : The matter has been brought to the notice of the Government. That is enough.

(Interruptions)

MR. CHAIRMAN : You please sit down. Yes, Shri Jadav.

[Translation]

SHRI SURESH R. JADHAV (Parbhani) : CBI has completed investigations in regard to 149 cases and has sought assistance from the Central Government to take action on these cases. CBI has requested the United Front Government which is supposed to wipe out corruption but their reply is still awaited. Our Hon. Prime Minister has said several times in this House that they would wipe out corruption. But the United Front Government is not giving

permission to the CBI to pursue cases of shops allotment of petrol pumps by Captain Satish Sharma, case of Shri Vedwan Marwah, the former Chief Home Secretary of Delhi and certain other cases figure among the pending cases. In this context a news item has been published in the Times of India and Rashtriya Sahara last Saturday. I would like to request the Government which is supposed to wipe out corruption to permit CBI to pursue the pending 149 cases in which investigations have already been done with a view to punish the guilty.

[English]

SHRI HANNAN MOLLAH (Uluberia) : Sir, I thank you for giving me an opportunity. I want to raise a very serious matter. Only four days are left for the 50th Anniversary of our Independence. . . (Interruptions)

[Translation]

SHRI ANIL YADAV (Khagaria) : Mr. Chairman, Sir, I want to raise a matter related to the Ministry of Health. The Minister for Health is sitting here. I would like to tell her that I had gone to South Avenue to take medicine.

[English]

MR. CHAIRMAN : You have not given a notice for raising your point in the Zero hour. So, please allow others Members to raise their points who have already given notices.

(Interruptions)

MR. CHAIRMAN : Shri Anil Yadav, Please sit down. This is not correct.

(Interruptions)

MR. CHAIRMAN : Shri Anil Yadav, you are from the ruling party. You have to be more responsible. That is not the right way to raise it.

(Interruptions)

MR. CHAIRMAN : I am repeatedly telling you that you are from the ruling party. You have not given a notice. Whoever has given the notice from your side, I have called their names. Please sit down and allow Shri Hannan Mollah to speak.

(Interruptions)

MR. CHAIRMAN : Please do not raise it now. What you are saying is not going on record. Please do not waste your time.

(Interruptions)\*

\* Not Recorded.

MR. CHAIRMAN : Shri Ram Kripal Yadav, you also please sit down.

(Interruptions)

MR. CHAIRMAN : I can tell you, if you are behaving like this I cannot allow you to continue, to sit in the House. You are from the ruling party and repeatedly, you are disturbing the proceedings of this House. I am telling you time and again that this is not the way. Do not behave like this. Without giving a notice, do you think that you can disturb the House like this ?

(Interruptions)

MR. CHAIRMAN : There are other Members also who have given their notices at 9.30 hours waiting for their turns.

(Interruptions)

MR. CHAIRMAN : How long the House should bear this? I do not appreciate this Shri Yadav.

MR. CHAIRMAN : I have 38 names here. Your name is not in the list. Please understand that.

SHRI HANNAN MOLLAH : At this fag end I would like to draw the attention of the House to a serious problem. Only four days are left for the 50th Anniversary of our Independence. The entire political climate of our country has been polluted by charges of corruption. We have pledged to eradicate corruption by taking appropriate measures. The Common Minimum Programme of the United Front also has pledged to pass the Lokpal Bill by the Parliament. But only four days are left in this session. At least before the 50th Anniversary of Independence we should pass this Bill. Unfortunately this Bill has not seen the light of the day. It is sending a very wrong signal to the whole country. We want to fight corruption and we want to eradicate corruption. If this is our pledge, then it is the bounden duty of the Government to implement the Common Minimum Programme and pass the Lokpal Bill in this Session before 14th of August, so that we can send a signal to the whole country that whoever may be in political power, they will not be spared if they are found corrupt.

I demand that within these coming two-three days this Bill be passed by the House, so that one of the important promises of this Government is fulfilled.

SHRI PRAMOTHES MUKHERJEE : Have you at all considered my name, Sir ?

MR. CHAIRMAN : It has already been considered. The list is already prepared. You will have to wait, please.

[Translation]

SHRIMATI SUMITRA MAHAJAN (Indore) : Mr. Chairman, Sir, I am going to raise a very important point.

[Shrimati Sumitra Mahajan]

There is contonment area in my constituency. There is a commercial area adjacent to this cantonment. Different markets developed in this area has taken form of a city called Mohan Nagar. Even after many years the small shopkeepers of that market are being served notices by the cantonment authorities to vacate the shops. It is being argued that the shops would be reallocated. This is not so in the case of market only but the people are not being allowed to get their sale deed of houses registered nor are they permitted to repair their houses. People who have been living in Bunglow areas for the last 100 years are being issued notices to vacate their bungalows. The people of the area are in turmoil.,) would like that they must not be issued notices again and their protection may be ensured, these people are neither getting sale deed of their houses registered nor are they permitted to build a new house and nor are they getting the NOCs. If somebody wants to sale onè's old house, the registration of the sale deed of the house is not done. Moreover the situation has become so adverse that the small shopkeepers are forced to vacate their shops despite the facts that they have been running their shops for the last 40 or 50 years. I would like that hon. Defence Minister and hon. Prime Minister would look into the matter. I would like to request that they should save my area from this turmoil.

[English]

SHRI PRAMOTHES MUKHERJEE : Thank you for the opportunity given to me today to raise a very imortant matter. We are discussing important national affairs. But I would like to draw the attention of the whole House to the internationally important affairs of Hong Kong. You know very well that Hong Kong returned to China on 1st July, 1997 after 156 years of British colonial rule. I propose that this House do express ^lidity with the people of Hong Kong and do share the joys of freedom on the historic event of the union of Hong Kong with China.

For centuries together, Hong Kong was an inalienable part of China. They have the same social heritage, cultural integrity and psychic bonds. But China ceded Hong Kong to Britain as a result of the Infamous opium war imposed upon the Chinese territory, including Hong Kong, by the British traders.

Hong Kong was taken over by the British traders of silk, tea, etc. The people of Hong Kong had experienced torture, sufferings, imperial intrigue and plunder even in the midst of freewheeling capitalistic development. The People's Republic of China had the courage and boldness to translate the dreams of the people of Hong Kong into a reality. The people of Hong Kong had a dream, an aspiration to come back to the mainland China just as a child would desire to go back to its mother for its is safety, security, self-

respect and spontaneous flowering. This was the reason for which a treaty was made between Britain and the People's Republic of China in the year 1984 and pursuant to that treaty, Hong Kong was handed over to China.

MR. CHAIRMAN : Please be brief. You know that this is a very important subject and not a subject to be raised during Zero Hour.

SHRI PRAMOTHES MUKHERJEE : It is my proposal that this House do consider that this incident indicates the victory of nationalism, the victory of national sovereignty and the victory of patriotism upon colonialism and imperialism. This incident, that is, the handing over of Hong Kong to China indicates the beginning to a new era of self-Government within the Chinese suzerainty and the concept and the idea of 'one country, two systems' only in order to attract the people of Macao and Taipei. That is why we welcome a bold and confident Hong Kong.

I would urge upon the whole House, upon the Chair, upon the Government, upon the Leader of the Opposition, upon all the hon. Members to draft a unanimous resolution to show our solidarity and integrity with the people of Hong Kong. I thank you and I request you to convey this message of this House and the unanimous position of this House to express its solidarity with the people of Hong Kong.

[Translation]

SHRI RAM NAIK (Mumbai-North) : Mr. Chairman, Sir, there is scarcity of the coins at present in the whole country. Even in the State Bank Branch located in Parliament House, coins are not available. The coins are not available even in the nationalised banks and Government treasuries at the Tehsil level. The customers are facing a big problem. If they have to buy a ticket in a Bus or have to buy a ticket at the Railway counter or have to pay the money in a hotel, everywhere scarcity of the coins, is causing a lot of problem to the public. The customers who do not possess 50 paise are asked to pay a rupee. In this way they are being cheated and the shopkeepers are illegally making profit. I, therefore, would like to know from the Finance Minister what steps have been taken to check the scarcity of the coins. The people would have to face the problem of shortage of coins ? How long I demand that the Minister should give a statement in this regard.

Coins of Rs. 5, Rs. 2 and Rs. 1 are almost identical. While making these coins different designs for each coin should be used and special care may be taken to ensure that the difference is felt even by touch so that the customers do not have to face any inconvenience.

I would like that the Government should make a statement in this regard. The Finance Minister is not



present today, if the Minister of Parliamentary Affairs responds, it would also be better. But the countrymen should know as to what the Finance Minister and the Government of India are doing to meet the shortage of the coins ? I demand that a statement should be made in this regard.

[English]

MR. CHAIRMAN : On the same subject Shri Nand Kumar Sahi will speak.

(Interruptions)

MR. CHAIRMAN : I will call you after this. Please take your seat.

(Interruptions)

[Translation]

SHRI NAND KUMAR SAI (Raigarh) : Mr. Chairman, Sir, I have also given notice on the issue raised by Mr. Ram Naik. We are facing a lot of difficulties due to the scarcity of coins. The problem is everywhere in the country and Delhi is no exception. Business has come to a stand still. Serious incidents are taking place. Earlier for some days we were managing somehow with torn currency notes by pasting the pieces together. But now since currency notes are so much mutilated and torn that they can no longer be used. Therefore, I support Shri Ram Naik and demand as to what steps are being taken by the Government in this regard ? Similarly, how would the citizens keep themselves free from such difficulties. I demand that the hon. Finance Minister should take this house and the entire country into confidence on this issue. Thank you. . . .(Interruptions).

SHRI SHATRUGHAN PRASAD SINGH (Balua) (Bihar) : Sir, we are also getting mutilated notes. This is a serious issue which has been raised in the house for many times. I would request the chair to direct the Government to ensure its availability so that a common man may be free from difficulties. Sir, a direction to this effect may be issued to the Government as this is a very important issue and it has been raised in the House many times. Hon. Members raise this issue time and again but the Government turn it down or ignore it. . . .(Interruptions). what is the problem with the Government due to which it has failed in removing the difficulties of the people. . . .(Interruptions).

[English]

SHRI PRITHVIRAJ D. CHAVAN (Karad) : Sir, this is a very serious matter. The entire mechanism of currency printing and coin minting of the Government of India has collapsed. We are getting the coins minted from outside the country. For the first time, in our history, eight foreign companies have been given orders for printing of currency

notes. It is a very sensitive matter. Currency notes worth Rs. 1,00,000 crore are going to be printed outside the country. I request you to please allow a discussion on this very serious subject of currency and coinage management and printing of notes by RBI. We have invested so much money in creating this capacity, but now we are getting our currency notes printed by eight countries. Small countries are going to print our notes. What about security? I request you to allow a half-an-hour discussion on this very important subject, about the security of the nation, our country being destabilised by some forgers because the security papers will be going to these eight countries. Please allow a full-fledged discussion on this issue.

MR. CHAIRMAN : It is an important subject. We will discuss it with the hon. Speaker and then decide.

[Translation]

SHRI RAMASHRYA PRASAD SINGH (Jahanabad) : Mr. Chairman, Sir, I would like to convey my anguish before presenting my views. . . .(Interruptions).

MR. CHAIRMAN : You have given a notice on Employment Assurance Scheme.

SHRI RAMASHRYA PRASAD SINGH : Yes Sir, I have given a notice on Employment Assurance Scheme. But kindly hear my grievance. Sir, this grievance is about discipline which has termed as foolishness. In fact you are not paying attention from the chair. . . .(Interruptions).

[English]

MR. CHAIRMAN : Shri Ramashrya Prasad Singh, you have given notice on some other subject. We have no time to go into other things. You need not speak on procedural things.

[Translation]

SHRI RAMASHRYA PRASAD SINGH : I am speaking on my notice but is it the duty of the chair not to allow disciplined Member to speak ? . . .(Interruptions).

[English]

MR. CHAIRMAN : Will you please speak on the notice that you have given ? Other things will not be allowed.

[Translation]

SHRI RAMASHRYA PRASAD SINGH : Sir, our scheme is very important one. The Government, in order to remove the poverty, have initiated a Prime Minister's Employment Guarantee Scheme.

This scheme can be successful only with the cooperation of industry, finance and banking. It would not work if any of them do not cooperate. When the Department of Industry extends loan to youth to do away with

[Shri Ramashrya Prasad Singh]

unemployment turn the bank keeps the disbursement of loans pending for an year or two with the result that they fail to start a business and the scheme get flopped. Loan sanctioning authority of the department of Industry and the bank officials both demand commission of 15 percent of the loan sanctioned. Even then if someone manages to get the loan money by paying some percentage of commission to them, we spends that money for meeting the house hold expenditure instead of starting a business. In this way the loan money is not used for starting any business rather it is wasted and it neither benefits the youth nor the country. A committee comprising MP and MLA be constituted to take care of the work. Today we are going to celebrate the fiftieth anniversary of our freedom. I fail to understand as to what are we going to celebrate and what is the benefit we are going accrue from it ? Corruption is every where in the country. It is my humble request to constitute a committee to get this work done. . . . (Interruptions).

[English]

MR. CHAIRMAN : Please bear with us. There are two more hon. Members to make their submissions.

[Translation]

SHRI DADA BABURAO PARANJPE (Jabalpur) : Jabalpur is in the second place among the cities of Madhya Pradesh in terms of population. There are two trains for Delhi from this place. One is Mahakaushal Express and the other Mahamaya Express. Mahamaya Express passes through Kastni-Bina stations. Only half of the coaches of Mahamaya Express go there and they are attached to the Gudwana Express coming from Bilaspur at Katni since only half of the coaches of the train go there resulting in heavy rush. There five ordinance factories in Jabalpur and it is also a very big army centre. Therefore, I demand that all the bogies attached to Mahamaya Express should go upto Jabalpur and this train should be extended upto Jammu instead of Hazarat Nizamuddin.

[English]

SHRI RAMESH CHENNITHALA (Kottayam) : Sir, the nation is celebrating its 50th year of Independence. In the Independence Struggle, Vakkom, an important place in Kerala, had played a very vital role. Vakkom Satyagraha was one of the memorable events in the Independence Struggle. Thousands of people participated in the Vakkom Satyagraha which was against untouchability. This was a Satyagraha for allowing the Dalits to enter into the temple. Thus,, this agitation has completely geared up the national movement in our State, Kerala. Mahatma Gandhi, the

Father of the Nation, visited this place. This Stayagraha is being remembered by the generations. Periyar, the social reformer from Tamil Nadu came with his followers to Vakkom and participated in this Satyagraha.

Thus, this movement has become an important historical movement in our freedom struggle. In 1978, a foundation stone was laid by no less a person than the former Prime Minister, Shrimati Indira Gandhi for constructing a Satyagraha Memorial at Vakkom. Unfortunately, it is a sad thing to say that this memorial did not come up. The Human Resource Ministry should have extended financial help to construct this Satyagraha Memorial. The Plan to that effect was ready; the Municipality had given one acre of land; but till now, nothing has come up.

When we are celebrating the 50th year of Independence, it is our bounden duty to help construct the Satyagraha Memorial at Vakkom. Otherwise, we would be disrespecting the movement which was considered a very historic one in the southern part of our country. Thank you.

[Translation]

SHRI PUNNU LAL MOHLE (Bilaspur) : Mr. Chairman, Sir, I would like to put forth my view about constitution of Indian school of Mines for providing technical education to the workers engaged in the coal mines of Madhya Pradesh. No means for higher education for the people are available in the Bilaspur district of Madhya Pradesh and other parts of the country where maxium coal is produced. In view of the high quantity of coal production at these places Indian school of Mines should be established to provide education at higher technical level. The people living these areas are neglected in the field of higher technical education. In view of these conditions Indian School of Mines should be established in the Bilaspur district. . . .(Interruptions).

13.41 hrs.

[SHRI BASU DEB ACHARIA *in the Chair*]

[English]

SHRI P.C. THOMAS (Muvattupuzha) : Sir, have you heard of an agitation where farmers are put to great hardships by their cultivations being destroyed ? Such an agitation is now taking place in some parts of India, especially in Kerala. This type of agitation has been seen, I think, only in Kerala and nowhere else. In Kerala, some persons under the leadership of one prominent party. . .

[English]

SHRI G.M. BANATWALLA : Which is that party ?

SHRI P.C. THOMAS: It is a prominent ruling party and

I think other parties are opposed to that. The most prominent ruling party in Kerala is giving lead to the agitation where in the cultivations of the poor and marginal farmers, whose cultivations are in their own property, are being rashly destroyed by the agitators saying that long time ago, this was a property where paddy was being cultivated and since that property has been converted for the use of other cultivations like coconut, plantain, etc., some people are taking law and order into their hands and are instigating it. They are entering into the property of the farmers and forcibly cutting off all the cultivations. The basic constitutional right is being questioned now. The unfortunate aspect is that the farmers are not being protected by the authorities. The Police and even the Government are simply standing as silent spectators. We have taken up the matter with the Central Government also. The hon. Minister for Agriculture had written a letter to the Chief Minister of Kerala but still, no action has been taken. Since it is cutting at the root of the fundamental right, the freedom of a person, more so of a farmer, I would submit that the Lok Sabha should be seized of the matter. It should be taken very seriously and we would like to have a response from the side of the Government also.

SHRI RAMESH CHENNITHALA : It is a very serious matter. The entire farming community is in a lot of difficulty in the State of Kerala.

SHRI G.M. BANATWALLA : Our association may also be recorded.

SHRI RAMESH CHENNITHALA : The CPI(M) workers have taken the law into their hands. The Police are silent spectators and are creating a lot of trouble. I would request the Minister for Agriculture to intervene in this matter. The law and order is deteriorating there. The Leader of the House is here. . . (Interruptions)

SHRI P.C. THOMAS : The Minister of State in the Ministry of Agriculture is here. We would like to have a response from the Minister. The senior Minister has already written a letter to our Chief Minister.

MR. CHAIRMAN : Law and order is a State subject. You cannot raise it in this House. Please take your seat.

(Interruptions)

MR. CHAIRMAN : Shri Thomas, you have made your point.

(Interruptions)

MR. CHAIRMAN : Nothing will go on record.

(Interruptions)\*

MR. CHAIRMAN : Shri Banatwalla, please take your seat.

(Interruptions)

[Translation]

SHRI GEORGE FERNANDES (Nalanda) : Mr. Chairman, Sir, I had given a notice to raise the issue of Sanjay Ghosh in the House. Till the day before yesterday, the Ministry of Home Affairs was not sure whether Sanjay Ghosh was alive or not but only the day before yesterday the Ministry of Home Affairs has confirmed the death of Sanjay Ghosh and the Minister of Home Affairs has stated that he has asked the State Government to arrest the ULFA Chief and he was going to inform the Interpol also. I do not understand how the Government of India is dealing with these issues. In the entire North-Eastern region, which includes all small states including Assam, you know that each and every State is affected by insurgency. At present there are eight private forces operating in Manipur itself and the Indian security forces have to fight against them and with the result many casualties have taken place from both sides and the ULFA issue also is not different from that. The ULFA struggle is a fight for freedom and they want a separate country and this fight is going on for a long time. There was a time when everybody knew about the insurgency in Kashmir and it was being said that Pakistan was interfering there and because of it, situation was becoming worse. At that time some people of North East who were in the forces, used to say that when the North-East would be engulfed into the fire of insurgency then the Kashmir issue would look like a child's play. Today, the North East is passing through that situation and the Government is giving orders to arrest ULFA Chief instead of giving a thought to these issues. These news are being published in newspapers but where is ULFA from where they are getting training. How they are managing training within the country and how much help they are getting from neighbouring countries ? Their forces have sophisticated weapons but who is providing finances for procuring these weapons and who is delivering these weapons to them in Assam ? Since one has to reach Assam via Burma or Bangladesh or through the routes within the country itself. From where these things are coming ? The Government is not prepared to discuss all these issues ?

Sanjay Ghosh was a very dedicated worker engaged in constructive work. He was a young chap and earlier, he did a lot of work in Rajasthan. Thereafter, he went to Assam which has a backward state for a long time and started the development work from Majoli village. According to information available with us there was a lot of corruption prevailing at Majoli village and he launched a campaign to fight against contractors and corrupt Government officials. Then suddenly, he started getting threatening calls

[Shri George Fernandes]

from them. He was asked to quit that place and when he refused to go from there then an allegation was made against him that he had misused the money. He is getting money from somewhere else and is engaged in forming a new type of society. When he called the meeting of all villagers and produced the accounts in front of those people then all those people including contractors and corrupt Government officials, who levelled allegations against him had no answer.

Mr. Chairman, Sir, one day he was "kidnapped" and the "ULFA" people told that they had not kidnapped him. They said that they had arrested him. How they could arrest him? He was arrested through kidnapping. But neither the State Government nor the Central Government took an initiative in this regard. As per information available with me, atleast fifty thousand soldiers of India Army are engaged in Assam process to tackle with ULFA. Neither the Army nor the State Government or any vigilance department of the Central Government can do anything in this regard. Now, after the death of this person, today the Government of India have informed the Interpol and issued arrest warrant against a person. This is really a silly thing. Therefore, I would request the Minister of Home Affairs to highlight Sanjay Ghosh incident not only to this House but also to entire country so that all other voluntary organisations may know the truth because it is not safe to work in Assam. Today, all voluntary organisations and the entire country are worried at this incident. Therefore, I desire that the Minister of Home Affairs may explain the position in this regard.

[English]

SHRI CHITTA BASU (Barasat) : Sir, I am very thankful to you for your kind permission for raising a very important issue on democracy.

Sir, as you know, India is the largest democracy in the world. We have won our Independence not only because of our own strength but we have also won our Independence because of the International solidarity and support from outside. India is going to celebrate its 50th Anniversary of Independence. When we are going to celebrate our Independence and are going to strengthen our democracy, some lakhs of people in Bhutan are also struggling to win their democracy.

Sir, I know my limitations. Bhutan is a friendly country. We are not entitled and we would also not like to interfere in the internal affairs of any country. But democratic movement in Bhutan has assumed very great significance and proportion. More than one lakh Bhutanese people had to flee their country and are now living in exile in West

Bengal and Nepal. It has become a problem for the State of West Bengal also. The people are spread over the northern part of the State.

Sir, this democratic movement was being led by Shri Rongthong Phunle Dorji, who happens to be the President of the United Front for Democracy in Bhutan. He has been arrested in India on certain charges.

MR. CHAIRMAN : Please conclude now.

SHRI CHITTA BASU : He is a political personality. He is fighting for democracy in Bhutan. It is reported that . . . (Interruptions) I have not disturbed anybody.

Sir, It has been reported that the Government of Bhutan has demanded the extradition of Shri Dorji from India. He is facing trial in an extradition court. Even that being so, the Government of India has got the sole prerogative in the matter of taking a final decision. . . (Interruptions)

[Translation]

SHRI SATYA PAL JAIN (Chandigarh) : Mr. Chairman, Sir, during the Zero Hour discussions should be held regarding the constituency problems of the MPs or such type of international problems should be raised.

[English]

MR. CHAIRMAN : Please take your seat now.

SHRI CHITTA BASU : The Government of India is bound by the Constitution not to allow the extradition of Shri Dorji. If Shri Dorji is brought back to Bhutan then his life would be in danger. His wife has already written to some of us. We cannot, in India, allow somebody to go to the gallows because he is fighting as a political worker, as a political leader and is trying to free the people from their slavish existence in Bhutan.

Therefore, according to the law of the country, namely the Indian Extradition Act, the Government of India should intervene and see that a patriot, a democrat like Shri Darji is protected. We believe in democracy because we are democrats. As our democrats had fought for the Independence and democracy of the country, we have to give solidarity for all democrats and all patriots all over the world. Therefore, I think, the House will support me in this case.

MR. CHAIRMAN : I think, the entire House is one on this.

[Translation]

SHRI GEORGE FERNANDES : Mr. Chairman, Sir, I have sent an open letter to Prime Minister and several MPs

and have stated that if he is not released till the afternoon of 14th. . .(Interruptions). This Government has kept him in Beggars Home. His friends have to move the High Court to release him. They have also met with Prime Minister and Minister of Home Affairs but nothing has been mentioned about their talks. . .(Interruptions)

SHRI SHATRUGHAN PRASAD SINGH : The Government should give its statement. . .(Interruptions)

SHRI GEORGE FERNANDES : On the night of 14th August. . .(Interruptions) I do not understand the logic behind the 14th and 15th August. . .(Interruptions)

SHRI SHATRUGHAN PRASAD SINGH : We are on the way to struggle. The Government must intimate the factual position. . .(Interruptions)

SHRI GEORGE FERNANDES : Mr. Chairman, Sir, we are talking about fiftieth year of Independence and in this country a man is arrested and sent to Bhutan to be hanged. . . (Interruptions)

[English]

SHRI CHITTA BASU : We have got the tradition of supporting the liberation struggle in Goa.

[Translation]

SHRI GEORGE FERNANDES : The whole world supported the liberation struggle of our country and today if one man struggles for not only Independence but for his dialect which is known all over the country and five parties intend to fight against Monarchy. Therefore, I reiterate in this House if he is not released by the noon of 14th August, we will stage a dharna in front of Tihar Jail. . .(Interruptions)

SHRI SATYA PAL JAIN : Mr. Chairman, Sir, I want to raise an issue related to the Union Territory of Chandigarh. Our problem is that there is no legislature there. You know we have to face this problem in Union Territory since we have to raise their issues in the House. . .(Interruptions)

MR. CHAIRMAN : Have you noted this ?

[English]

SHRI AMAR ROY PRADHAN : Let the Minister react to it. . .(Interruptions)

MR. CHAIRMAN : I have said, he has noted down. He has taken note of the matter. It is a very serious matter.

SHRI RAM VILAS PASWAN : Sir, the Government is obliged to respect the sentiments of the House and of the Members. What more can we do ? I have taken note of this.

[Translation]

SHRI SATYA PAL JAIN : Mr. Chairman, Sir, Chandigarh is a small Union Territory facing acute housing problem. You yourself know better that the people of the Union Territories have to face a lot of problems. They have to face a lot of problems due to non existence of Legislative Assembly. Therefore, it is the only forum where we can raise our demands. Due to shortage of accommodation, some people floated housing cooperative societies there and Chandigarh Administration launched a scheme to allot houses, flats and plots to the cooperative housing societies after taking money from them. Plots have been allotted to a number of societies but many societies did not get plots. The societies to which houses have been allotted were the societies consisting of IAS, IPS, officers and other influential, people. Rest of the people, some of whom were clerks, peons, small shopkeepers and lower grade employees formed their own cooperative housing society. They filed a case in the High Court when Chandigarh Administration did not allot them flats. The administration told them that they could provide flats instead of plots and they readily agreed to it and told the administration that the people were ready to deposit money. They are paying 15 to 25 per cent of the total amount but unfortunately, they are not being allotted houses even today. You are aware that a lower middle class person cannot purchase a house with his income in the present time of price hike. The houses are not available even at the cost of rupees 20 to 25 lakh and the members of the above cooperative housing society belong to economically weaker section of the society.

14.00 hrs.

I would like to request the Government that under the scheme formulated in 1991 and before that houses should be allotted to all those cooperative housing societies registered upto 1991 and those which have deposited the money and which are ready to deposit the same. There is no shortage of land in Chandigarh. Land is available there and in case, there is shortage of land then it can be acquired because the policy of multistoreyed flats is being implemented every where. These people are ready for this also. They are ready to pay at they may be given flats if plots are not available. They are ready to take flats.

Through you, Sir, I would like to request the Union Government that their demand be acceded to and directions should be issued to the Chandigarh Administration to allot houses to them immediately. They are ready to pay the outstanding amount. Amount should be recovered from them.

SHRI MOHAN RAWALE (Mumbai-South Central) : Mr. Chairman, Sir, the hon. Railway Minister visited Bombay

[Shri Mohan Rawale]

a few days back. He made an announcement that job would be provided in Railways to one member of each family of the dalits killed in police firing on 11th July at Ramabai Nagar and Ghatkopar in Mumbai. We respect and welcome the sentiments of Shri Ram Vilas Paswanji. But I want to say that Ram Vilas Paswanji does not represent any particular section of the society but he is the Railway Minister of the entire country. . .(Interruptions)

MR. CHAIRMAN : Please speak on the topic for which you have given notice.

SHRI MOHAN RAWALE : I am speaking about the same. The hon. Railway Minister had gone there and my notice is about that only.

There was a bomb blast in Bhatinda also. I want to ask the hon. Railway Minister whether he would provide job to one family member of the persons killed therein ? There was a bomb blast in Mumbai. There are bomb blasts all over the country. I welcome the announcement made by the hon. Railway Minister. I am requesting not only the Ministry of Railways but all the Ministries to accept this policy. . .(Interruptions)

MR. CHAIRMAN : Please speak about it only when you speak on supplementary Demands.

SHRI MOHAN RAWALE : I have the opportunity, so I am speaking. Employment should be provided to one member of the family of those innocent people who are killed in bomb blasts. Employment should be provided by not only the Ministry of Railways but by all the Ministries. There should not be any discrimination about it.

SHRI JAGAT VIR SINGH DRONA (Kanpur) : Mr. Chairman, Sir, you are fully aware that Kanpur was known as an industrial city of North India. But unfortunately some trade unions came to us with flags of revolt in their hands and today it is in a dilapidated condition. Many efforts are afoot for its rehabilitation. There are about 350 Tanneries engaged in leather export and lakhs of people belonging to minorities and scheduled castes are working in these tanneries. Uttar Pradesh Government has provided facilities such as powersupply, roads, drainage etc. in order to develop infrastructure facilities in the said region. The south districts of Kanpur are situated on the bank of the Ganges. This scheme was sent to the Union Government in August 1996. But it is still pending due to indifferent attitude of the Union Government. Not only this but several schemes sent by Uttar Pradesh Government pertaining to the departments of irrigation and public works are also pending with Union Government. Under this scheme, power supply was supposed to be made in two phases. For this purpose,

rupees 8 lakh 60 thousand were demanded from the Union Government in regard to which an assurance was also given. This is pending since August 1996.

Through you, I would like to demand the Union Government's Ministry of Textiles to release rupees 8 crore 60 lakh immediately for expansion and strengthening leather industry of Kanpur wherein lakhs of people belonging to minorities and scheduled castes are engaged and which is a major source of foreign exchange. Therefore, the Union Government should clear the said project and release rupees 8 crore and 60 lakh immediately.

SHRI GIRDHARI LAL BHARGAVA (Jaipur) : Mr. Chairman, Sir the Government of India have passed the Forest (Conservation) Act, 1980. As a result, whatever forest land was there in possession of the State Government or where forests were not existing. . .(Interruptions) Please keep quiet. No forests were existing there. The State Government had stopped according any approval for undertaking any sort of construction work there. The mines which were operating around the cities for several years have been closed under this Act. The State Government can neither lay telephone lines, electricity lines nor water line there and not even a single house can be constructed there. For that reason, there is immense dissatisfaction among the people.

The State Government has demanded that if the land is less than 50 hectares and if such a construction work is to be done, then it should be allowed to do so. It is a very important issue, related to life and subsistence of the people. Therefore, I want that for lands less than 50 hectares, the State Government should be free to take any decision. I hope the Government would certainly take a decision on it. . .(Interruptions)

MR. CHAIRMAN : Joshiji, it is all right. Your support is inherent in it.

SHRI KASHI RAM RANA (Surat) : Mr. Chairman, Sir, I want to draw the attention of the House towards a very serious problem in Gujarat. In the previous week, a thorough discussion took place on drought and floods and the Government had given an assurance to provide help immediately, in view of the floods in Gujarat.

I undertook a two days visit to the flood affected areas and found that no relief measures had been started by the State Government there. Even today, the farmers, who have been hit hard by the floods, cannot work on their fields and their standing crops have been damaged. Relief has not been provided even to the jhuggi-jhopri dwellers. Apart from this, necessary measures are yet to be undertaken to repair the damaged roads and bridges. I feel that Central assistance should be provided. The State Government has sought an assistance of Rs. 665 crore. But, except the

assistance from the calamity relief fund, no other assistance has been provided. Although it was promised to provide assistance in instalments, in advance. Due to this, the State Government is yet to undertake any relief measures, although loss due to flood and drought is to the tune of hundreds of crores of rupees.

Through you, I would like to submit to the Government that, due to the severe floods in Gujarat, thousands of farmers and jhuggi-dwellers have nothing to eat. I demand that the Central Government should provide Rs. 665 crores sought by the State Government. Assistance should also be provided to the State Government by our Rural Development Departments which have millions of rupees for various schemes, so that it would be possible for the farmers and the other flood affected people to make both ends meet. This would also help in repairing the damage caused to the infrastructure. . . .(Interruptions)

MR. CHAIRMAN : There has been enough discussion on floods. Now, no more discussion on it.

SHRI RAMENDRA KUMAR (Begusarai) : No flood relief measures have been undertaken in Bihar. People are dying. The situation is very alarming. . . .(Interruptions) People are dying due to malaria and no one is paying any heed. Relief is yet to be provided.

VAIDYA DAU DAYAL JOSHI (Kota) : My name has not been called. Earlier also, I have been raising this issue. . . .(Interruptions)

MR CHAIRMAN : Joshiji, you speak daily. You may speak tomorrow.

[English]

Now, we shall take up item No. 9, Matters under Rule 377.

Shri Chintaman Wanaga.

(Interruptions)

MR. CHAIRMAN : Nothing is going on record except what Shri Chintaman Wanaga says.

(Interruptions)\*

[Translation]

VAIDYA DAU DAYAL JOSHI : I will take only one minute.

MR. CHAIRMAN : You may speak tomorrow. I will also support you.

14.11 hrs.

### MATTERS UNDER RULE 377

#### (i) Need for Construction of Railway Line between Dahanu and Nasik, Maharashtra

[English]

SHRI CHINTAMAN WANAGA (Dahanu) : Dahanu Lok Sabha Constituency covers tribal belt of Thane and Nasik districts in Maharashtra. Even after independence, this tribal belt remains undeveloped, educationally, economically and socially. The State Government as well as the Central Government have not paid adequate attention to this belt. This tribal belt is having hilly and jungle area and people from this area are still living in miserable condition, having no source of income. Most of them are uneducated and jobless. They are suffering from malnutrition. They have to migrate for earning their livelihood from one place to another. Number of schemes of Government for upliftment of tribals have failed due to the absence of proper transport. No industrialist would prefer to come to this area in the absence of road and railway communications. This can be developed by linking Dahanu-Nasik Railway. This railway can reduce the time and distance from West to the Southern States and benefit carrying goods and passengers. It will also benefit the proposed Marine Harbour of Vadnavan.

I request the Union Government to construct railway line between Dahanu and Nasik with a view to develop the most backward tribal belt of Dahanu Lok Sabha constituency.

#### (ii) Need for uninterrupted supply of gas and power to the industries in Taj Trapazium Zone

[Translation]

PROF. OMPAL SINGH 'NIDAR' (Jalesar) : A large part of this area of my Jalesar Constituency falls under the Taj Trapazium Zone. Lakhs of people were employed in foundaries, bangle and 'ghungroo' industries. But due to the problem of pollution and in compliance of the judgement of the Hon'ble Supreme Court, most of the industries have been closed down in Agra, Tundla, Ferozabad and Jalesar. As a result, about ten lakh people have been rendered jobless.

I request the Central Government to immediately ensure supply of gas and electricity round the clock in the Taj Trapezium Zone and to the industries of that area, as per the Supreme Court judgement so as to protect glass and ghungroo industries.

(iii) **Need to review the functioning of Jawahar Rozgar Yojana in the country particularly in Gujarat**

[Translation]

SHRI N.J. RATHWA (Chhota Udaipur) : The amount under Jawahar Rozgar Yojana (J.R.Y.) provided for the development works in the rural areas, is disbursed through the Sarpanches and the general typists of lower grade. As this is not disbursed through the Gazetted Officers, there is gross misutilisation of it.

Another fact to be noted in this regard is that the projects to be executed under the Jawahar Rozgar Yojana, are approved through this Gram Panchayat Members, which is a very defective system.

I request the Central Government that the amount which is disbursed through the Sarpanches and lower grade general typists under the Jawahar Rozgar Yojana, should be done through a Gazetted Officer, atleast of the rank of Block Development Officer (B.D.O.). The power to sanction works under this scheme should vest in Taluka Planning Committee. Also, State wise investigation should be conducted by a monitoring Committee specially in Gujarat, regarding the amount allotted during the past three years, under this scheme.

(iv) **Need to clear the pending proposal of State Government of Andhra Pradesh for installation of Public Telephones in Remote areas**

[English]

DR. T. SUBBARAMI REDDY (Visakhapatnam) : Sir, the Andhra Pradesh Government has drawn attention of the Union Government that the Canadian International Development Agency, Ottawa has proposed to the Ministry of Communications, Government of India, to instal public telephones in rural and remote areas using the latest radio access technologies. The CIDA proposes to implement this project in Andhra Pradesh where Bell, Canada, the reputed Telecommunications company has partnership with Tata Communications and Tata Tele Services, the two joint venture companies which are implementing the cellular mobile radio and basic telephone service licence in Andhra Pradesh. The choice of Andhra Pradesh is on grounds of synergy assured capability and rapid completion of the project in association with Telecom Andhra Pradesh as well as the two private telephone companies.

Andhra Pradesh has a large number of inaccessible areas including tribal areas which are not well-covered with public telephones. Therefore, the Government of India has been urged by Andhra Pradesh to accept the CID project and has been urged to convey its approval at the earliest.

I, therefore, urge upon the Minister of Communications to look into the matter.

(v) **Need to provide Financial Assistance to State Government of Bihar for providing relief to the people affected by heavy rains in North Bihar**

[Translation]

PROF. AJIT KUMAR MEHTA (Samastipur) : Mr. Chairman, Sir, the situation has deteriorated to a great extent in North Bihar due to heavy rains. The rain of only two-three days broke the record of past twenty years. but even then the rain did not stop. There was nothing but water all around. Roads are damaged. Kuchha houses and huts collapsed due to heavy rains. There has been heavy loss of life and property. The situation in Samastipur is even worse. I request the Government to assess the loss and undertake relief work immediately. At the same time permission be granted for the construction of additional Indira Awas for the poor people.

(vi) **Need for comprehensive policy on mining of Precious Stones in North Chota-Nagpur, Bihar**

SHRI MAHABIR LAL BISHWAKARMA (Hazaribag) : Mr. Chairman, Sir, precious stones are found abundantly in Chotanagpur in Bihar but due to inconsistent policy of the Government large scale theft of precious stones is taking place. Causing huge loss to the Government and the country as well. I request the Government to formulate a comprehensive policy and take strong measures immediately so that the Government may benefit from it.

(vii) **Need for allotment of Forest Land for wind Farms in Karnataka**

[English]

SHRI K.C. KONDAIAH (Bellary) : In Karnataka, high wind speeds are identified only on the hills and the hills are mostly located in the forest land. Allotment of forest land is at present done by the Central Government. In Karnataka, the land required for building up of 2 MW wind farm will be about 15 hectares.

Therefore, I request the hon. Minister for Non-Conventional Energy Sources to take up the matter with the Ministry of Environment and Forest and ensure that powers of allotment of forest land is given to the Chief Conservator of Forests of Karnataka so as to acquire the land in small pieces for building of wind farms.



14.19 hrs.

**SUPPLEMENTARY DEMANDS FOR GRANTS  
(RAILWAYS) FOR 1997-98 - Contd.**

MR. CHAIRMAN : We will now take up further discussion and voting on the Supplementary Demands for Grants (Railways) of 1997-98. Shri Anant Gangaram Geete.

[Translation]

SHRI PRAMOD MAHAJAN (Mumbai-North East) : Mr. Chairman, Sir, I am on a very important point of information. Ram Vilasji is looking after the Railways. From today morning the station master in Mumbai has. . .(Interruptions)

[English]

MR. CHAIRMAN : You give a separate notice.

SHRI PRAMOD MAHAJAN : Sir, I received this particular information after I gave the notice. So, naturally, I could not give a separate notice. . .(Interruptions) Shri Ram Naik also gave a notice on different matter.

[Translation]

SHRI RAM NAIK (Mumbai-North) : This is a regular feature. Taking into account the gravity of the matter, we made an appeal to the Station Master and we expected that he would agree but he did not accept it. Shri Mahajan will take only two minutes. . .(Interruptions)

SHRI PRAMOD MAHAJAN : Mr. Chairman, Sir, I shall not take more time. I just want to say that Station Masters have started "go slow" agitation from today and when this type of agitation takes place in Railways, trains running between Mumbai and Delhi take 26 hours instead of 25 hours. But when it takes place in the sub-urban railways and the trains stop for two minutes on each station, all the commuters come on the road and they have virtually come on the road. An agitation begun in Mumbai. Due to this, the entire suburban services have come to a grinding halt. Today no sub-urban railway service is available in the Central Railway. In the morning, the situation was not grave but as soon as people started collecting the situation became graver and at the moment, according to my information, the Central railway has stopped operating completely. It is a misfortune and we all know. One crore commuters take trains daily and half of it are from Mumbai. For the last few days agitation are going on. For instance agitation took place in Thane on 6th August. Agitation was launched in Mula on 7th August and other agitations which are taking place are causing problems to the commuters. Hence, I would like to tell the hon. Railway Minister that their agitation will aggravate if he replies the Appropriation Bill further. He may consider the problems of Station Masters sympathetically and take a decision. Station

Masters are making an appeal since these problems are created by the Fifth Pay Commission. Motor-man also wanted to go on strike but they withdraw it. The station masters are on strike, tomorrow guards or any other category may go on strike. I feel that this will cause a grave problem for the commuters of Mumbai. On the appeal of the Railway Minister, running of trains may start immediately. Because of this I am requesting specially to the Railway Minister.

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN) : Mr. Chairman, Sir, I do not know what are the demands and for which demands they are on a go slow strike. So far as Fifth Pay Commission is concerned, it is under consideration of the Government. A Fast Track Committee has been constituted for that. But no Officer will be allowed to put in danger the life of crores of passengers. Sub-urban trains run after every two minutes in Mumbai. If the Station Masters have any grievances or if they are getting less salary than the drivers or they are not getting the salary what is given to running staff the Government will consider it. The question is not related to Station Masters only, it is related to fourth grade and other employees as well. It will not be proper for the employees and officers to resort to "go slow" agitation on their own for these things and create problems for the passengers. So far as the question of appeal is concerned, the issue is before the Government for consideration. People should have patience. You too will not appreciate this thing. Ram Naikji had told me and I had told that they have no recognised union and whatever their grievances may be. I may talk to anyone and I may talk to officers in the Ministerial capacity. Without having talks with anybody, if somebody will disturb 55 lakh passengers, indulge in pelting of stones somewhere, some resort to arsoning, then I feel that my brothers Mahajan and Ram Naikji too will not appreciate. These things should not be encouraged. The Government is considering it and it will consider. The Government will consider all the issues not only this one. . .(Interruptions)

SHRI RAMENDRA KUMAR (Begusarai) : Please stop the system which has been started. Please stop whatever is happening in Mumbai. . .(Interruptions)

SHRI RAJESH RANJAN ALIAS PAPPU YADAV (Purnea) : Please stop the agitation that has been started in Mumbai.

MR. CHAIRMAN : They have not engineered it. There is an All India Station Master's Association which is taking recourse to agitation there.

(Interruptions)

VAIDYA DAU DAYAL JOSHI (Kota) : Everyone has come over here from agitations. How can it be stopped? . . .(Interruptions)

SHRI ANANT GANGARAM GEETE (Ratnagiri) : Mr. Chairman, Sir, the Minister of Railways has come to the House in order to get permission of the House regarding 39 Supplementary Demands. Out of these 39 demands, only two demands are concerned with the state of Maharashtra. One demand is concerned with Bhanduk Thane at No. 39 and two lines concerned with suburban rail service are pertaining to the extension of rail lines 5 and 6.

There is a demand about enhancing the equity of Konkan Railways Corporation at No. 39 and these two demands about Maharashtra have been brought in here before the House.

Sir, we had an opportunity to speak on the railway budget twice in the last sessions of Lok Sabha and every time members from Maharashtra put forth some ideas in this House about doubling of rail lines, gauge conversion, some other suggestions about new rail and some other proposals while speaking on the railway budget. Speaking in discussion over these supplementary demands here, I would like to mention this point as members of this House that when we give some suggestions over the railway budget here to the Railway Minister, we look forward to the Minister that he must pay attention to our suggestions. Here the demand which is made by the members does not concern with the member but concerns with the department and public to which they represent. But during the last two railway budgets whatsoever demands were made by the members in this House and different suggestions were also given by me and the reply of every demand has been given by the railway Minister. But here in this house I feel pained to say that whatsoever suggestions or demands were made by the colleagues of ours from Maharashtra out of them not a single one was acceded to. He gave reply of every suggestion in so sweet words that he declined every suggestion and demand. . . (Interruptions)

Sir, it seems to me that Railway Minister is doing a step-motherly treatment with Maharashtra. . . (Interruptions)

SHRI RAJESH RANJAN ALIAS PAPPU YADAV : The Minister has given a lot to Maharashtra. . . (Interruptions)

SHRI ANANT GANGARAM GEETE : I am also speaking of the things given by the Minister. Daily, one crore and ten lac passengers travel by the rail/train and out of them more than 55 lac passengers travel by only Mumbai suburban rail service. . . (Interruptions)

SHRI RAJESH RANJAN ALIAS PAPPU YADAV : Sir, first time the Railway Minister has materialised Dr. Lohia's dreams in India. . . (Interruptions)

MR. CHAIRMAN : Sit down, please. The Minister in

here and he will reply of it.

SHRI ANANT GANGARAM GEETE : Mr. Chairman, Sir, a rail-lines from Mumbai extend to every corner of the country and every state as well. Whatsoever trains leave from Mumbai they are all fully packed. You would not catch hold of any unpacked train. This is the condition of Mumbai today. If you go, two or three months before you do not find any reservation tickets or booking in any state. Therefore, I would like to put it before the House that more than half of the railway revenue is collected from Mumbai and Maharashtra but what does the railways give to Mumbai ? What did the railway give in the last two railway budgets ?

Maharashtra is a developing state and Mumbai is also a developing city. Industrial developments are taking place very speedily there. New cities are coming up in Maharashtra. Big industrial cities have come up in Maharashtra to day. Demand for rail is increasing in Maharashtra but the railway Minister is not paying any attention to Maharashtra. Our colleague member, Shri Chacko had once made a demand. He wanted to introduce a train via Mumbai. He was then intervened by a hon'ble Member by saying this that if you made a demand for Mumbai your demand would not be met. Thus, Maharashtra and Mumbai are being looked upon with such eyes. We had given suggestions about Konkan Railway in the last two budget speeches. Konkan Railway is in operation from Kurla to Sawatwadi. During this rainy season this rail service remained unoperational for eight and fifteen days and so.

14.32 hrs.

[MR. DEPUTY SPEAKER in the Chair]

In order to make this rail properly operative, it was not given all those facilities which were needed for it. Konkan Railway is a new railway. It is a new experiment. I admit it. The area is hilly. There is sliding somewhere. Somewhere water is clogged and this rail service remained unoperative for 8 to 15 days in the rainy season. Mr. Deputy Speaker, Sir, Konkan residents suffered losses due to non-operation of trains. When casualty takes place and at the time of casualty of cow, a buffalo or a bull a farmer has to suffer the losses. As much cost of a cow or bullock a farmer recognises as much non can do because the life of a farmer is fully dependent on a cow, a buffalo or bullock. The tunnels which have been constructed are good but if you see, you will see that whatsoever bullock-cows or buffalows were killed by the trains on rail lines were killed on such a place where tunnels end because these animals are not able to catch hold of moving trains and ultimately they meet their end, if a bullock, cow or a buffalo of a former dies,

his life goes to destruction. It is a very serious matter. Konkan Railway Corporation has not paid any attention to it that when a train comes out of the tunnel, these animals can not catch hold of the trains and four and five animals altogether are crushed by the train. These animals go there to graze. I would like to make a request to you that where the tunnel ends and the train comes out of it, there needs at least 100 metre long railing because a cow, a bullock and a buffalow etc. Continue straying there to graze. These animals do not come to know as to when the train will come out of the tunnel? When the train comes nearer to them, they are crushed by it. There is need of one hundred meter long iron railing on the either sides of the tunnel. It can save the life of the animals.

Konkan Rail line has been extended and led through hills and hillocks. Surplus land does not come into view in Konkan. This is fully hilly area. The farmers are doing agriculture there by cutting the mountains. Their fields/farms are in the east and west of it. There are some such places where there are primary and other high schools. The children go to school there by crossing the rail line. During the last days an accident took place near the Pen Railway Station in which two school girls were died. Many a time the representatives of those people and surpanches of the villages called for a demand saying this that the train passes through those villages, colonies and near the schools. The construction of a Pedestrian bridge is a must so that school children may not cross the rail tracks. But this demand of ours has not been met so far and that is why accidents continue taking places there. I would like to draw the attention of the Railways Minister to it and call for a demand that a pedestrian bridge should be constructed in those big villages where the train moves near the schools and colleges. Hardly 2 or 4 pedestrian bridges are seen from Panwel to Sawantbadi. Their number should be increased.

We have always been demanding to undertake Konkan Rail Project from Dadar. We make this demand to day also. This demand is being made not only by we Members of Parliament but also by the people of Konkan and Mumbai. Konkan Rail Project was completed in record time. Perhaps it is the first ever such Rail Project which has been completed in the shortest duration. This is why the people of Konkan have welcomed it. This project seemed to be a dream of the people of Konkan. Their dream now, has materialised. The people of Mumbai also welcomed it. The people of Konkan come to Mumbai in search of their livelihood. More than 50 per cent people and especially the youths come to big cities like Mumbai, Thane, Pune, etc. to attend their place of work in factories. . . (Interruptions). Mumbai is a port of Konkan. Konkan constitutes the five districts Mumbai, Thane, Raigarh, Ratnagiri and Sindhudurg. The demand of the people of Konkan must

be met. The Kurla Terminus from where this train originates, is a sub-urban Railway Station. The railway ticket worth Rs. 37 is booked to reach railway station in my home district Khed. We get down at Kurla station by local train and we have to pay the rickshaw fare of Rs. 40 to reach Kurla terminus. This train is meant for the poor and the farmers. This train was introduced for local development. This point must be noted. Kurla terminus has no other facilities. Why demand is made to originate it from Dadar? Dadar is the centre of Mumbai. . . (Interruptions)

SHRI RAM VILAS PASWAN : The passengers of the Kurla railway station do not have passenger amenities. What should be done by the Department of Railways and the State Government? Please point it out, because the area of Mumbai is developing. Every area should be developed. So, Please throw light as to what contribution can be made by the Department of Railways and what responsibility should be borne by the State Government? Please explain it and we will look into our lapses, if any. Kurla is in Mumbai and it has not developed till date and people fail to reach there. What is the reason?

SHRI ANANT GANGARAM GEETE : Mr. Deputy Speaker, Sir, Kurla Terminus is a name but this terminus is not actually located in Kurla. It is located at Ghotkopar which has a big housing colony named Lokmanya Tilak Nagar. A passenger coming out of Kurla station and destined to go to the East ward does not get any taxi or autorickshaw there for his destination. The road is very narrow and it passes through the colony. Trains run once a day there. There are thousands of taxi and train passengers. One train passes during the day and two trains pass during night. One has to pay Rs. 40 to hire a rickshaw for ones destination. There is no other vehicle there. I am telling about the route from Kurla to Kurla terminus. But there is no facility for travelling from Kurla terminus to any where in Mumbai. For this one has to go to Kurla station or Bhandup station. This demand is being made for this very inconvenience. Secondly, Dadar is a centre-place market. Dadar has markets of vegetables, fruits-foodgrains. The most of the people of Konkan live in cities. Those who are the Mumbaities, and residents of the sub-urban areas, can return their home from Dadar any time they want but they cannot do so from Kurla. Then why this demand is made? This is not for getting any political mileage. Moreover, nobody bothers as to who will be credited, either Shiv Sena supremo Bal Thakre or Shri Ram Vilas Paswan for introducing the train from Dadar. We are ready to give this credit to him also. This is no political demand. Your party Janata Dal has made this demand. This demand has been made on behalf of the people also. Moreover, since we are celebrating the golden jubilee of independence, I don't think that our Minister of Railways would feel happy if the people come to street. This must be contemplated

[Shri Anant Gangaram Geete]

as to why people take resort to coming to street ? But it is reality that if the demand is not met, the people would come to street. Therefore, the issue of introducing train from Dadar will have to be considered seriously. I request the Government to convene a meeting of the hon. Members of Parliament of Mumbai and railway officials to find any wayout. We also would cooperate the Government in this regard.

SHRI RAM VILAS PASWAN : All right.

SHRI ANANT GANGARAM GEETE : Thank you.

Mr. Deputy Speaker, Sir, a new subject is being discussed in Mumbai. Our hon. Minister has returned after changing the name of the Dadar Railway station. Only two persons have demanded so far to rename that station as Chaitya Bhumi. Nobody else made this demand so far. Those two persons made this demand long back in 1997. They are Shri Upendra Shinde, MLA and Shri Sunil Kohli, President, North Mumbai district youth congress. Reply has been sent to the duo by the Railways. The Chief Commercial Manager Shri A.K. Sinha has replied to Shri Shinde that their work cannot be done by them. The Ministry of Home Affairs in the Centre should be consulted to give a new name or change the present name. The Government of Maharashtra should be requested therefore. The reply sent by the Chief Commercial Manager Shri A.K. Sinha to Shri Upendra Shinde on February 13rd, 1997. The Desk Officer to the Government of Maharashtra also replied to Shri Sunil Kohli that the changes in the names of any Stations are made in accordance with the guidelines prescribed by the Department of Home. The guidelines clearly read that name of a State is changed on the basis of any genuine reason and any specific event, but the name of a historical place cannot be changed. Before changing the name of a place, the local representatives of the people and the State Government have to be taken into confidence. Therefore, the various guidelines prescribed therefore have to be observed while changing name of any station.

Mr. Deputy Speaker, Sir, a major development took place in Maharashtra which had its repercussional all over the country. Discussion continued for 13 hours on this issue in the House. The incident had disturbed Maharashtra, but the situation has now calmed down. How did our hon. Minister of Railways made up his mind to rename Dadar as Chaitya Bhumi. This news has appeared in various newspapers in a more exaggerating manner. According to the newspaper, the hon. Minister has stated that the Ministry would look into rules, provisions and if it is in his jurisdiction, he would change the name. What is the ultimate objective of the hon. Minister ? People from all

sections of Mumbai have opposed it. Dalit leaders have opposed it, an article written by the Dalit leader Shri Namdev Dhasal, has been published today in Marathi newspaper in which he has requested to the Railway Minister to firstly solve the Bodh Gaya problem and then raise the Chhaitya Bhoomi issue. I do not want to indulge in politics here but the city which was sitting on a volcano initially has become quiet now, what is the motive of the Railway Minister by raising the issue again when this is being opposed by all parties.

Whenever the question of changing the name of Dadar railway station is raised. We should not forgot that it is a historical place, Dadar holds an important place in India's independence, our freedom fighters had fought the freedom struggle from Dadar, Dadar has its own history, Dadar railway station is the pride of the people of Mumbai-then the question is that what is the use of changing its name. The Railway Minister never thought about changing its name from Dadar to Chhaitya Bhoomi then why it is being felt necessary today ? It became Chhaitya Bhoomi from the day Baba Saheb Ambedkar attained Nirvana there, but this demand was never made till today then why is it so today ?

Mr. Deputy Speaker, Sir, my friend Shri Mohan Rawale had raised a question during zero Hour. . .(Interruptions)

SHRI RAM VILAS PASWAN : It is true that the President of the Youth Congress has made this demand, it is also true that the Dalit senas have made this demand, it is also true that people from the Janta Dal have made this demand but it is equally true that this demand has come from the Treasury Benches and leaders of the opposition. I have a letter written by Shri Pramod Mahajan dated the 3rd of May, 1997 with me in which he has made this demand - then how do you say that this has been opposed by all ?

Now do you want to say that Shri Pramod Mahajan is not a leader of the B.J.P. or he has got no concern with Mumbai ?

SHRI ANANT GANGARAM GEETE : Mr. Deputy Speaker, Sir, the Hon. Railway Minister has mentioned about the demand made by Shri Pramod Mahajan ji in 1997. He had made this demand in the month of May. . .(Interruptions)

SHRI RAM VILAS PASWAN : When you blame me of playing politics then say about them that they do the same. If a Member of Parliament or leader of any Party writes a letter to me then should I not do the needful ? If I attend to the problem then you would blame us of playing politics. Do you want to say that leaders of all the political parties barring the Shiv Sena play politics ?

SHRI ANANT GANGARAM GEETE : Mr. Deputy Speaker, Sir, leaders of all the political parties in the country indulge themselves in politics and that is why they are here or in their political parties. We are here only because of being in politics but everything should be done at proper time. . . (Interruptions)

SHRI RAM VILAS PASWAN : It is the 3rd of May, 1997.

SHRI ANANT GANGARAM GEETE : Mr. Deputy Speaker, Sir, I am saying only this much that please do not try to put Mumbai on a volcano. Mumbai is quiet and it should be left so. An undisturbed Mumbai is in the interest of the country and the Railways as well. One third of the country's revenue is collected from Maharashtra. Therefore, I am repeatedly making the request that an undisturbed Mumbai is in the interest of the country.

Mr. Deputy Speaker, Sir, we have read another statement in the Newspapers which says that jobs in the Railways would be provided to the families of those killed in the firing. Jobs should be provided to them, we are not opposing it, but when it is done to attain political gains then we oppose it. I would like to ask through you that how many accidents have taken place since Shri Paswanji has taken over as the Minister of Railways and how many persons belonging to the families of those killed in these accidents have been provided jobs by him ? Now he is going to complete two years as Minister of Railways but can he provide a single example of the fact that has been published in the newspaper ? Then why it is being said today that jobs would be provided to them in the Railways. It is nothing but politics.

Mr. Deputy Speaker, Sir, it is his responsibility and I think that he is not discharging his duties properly. That is why he is doing the politics of the Dalits. It is the responsibility of the Railway Minister to provide jobs to the family members of those killed in the accidents so that they can maintain themselves, but you have provided jobs to none, then why are you giving jobs to them only. Is it politics ? You are a leader, we are not objecting it, but please do not play such politics which disturbs peace.

Mr. Deputy Speaker, Sir, the question of Secularism is before me. I would like to ask the Prime Minister that whether he is going to put an end to the politics based on religion and going to start politics based on castes. It is unfortunate that your government is acting in this manner. We are not going to discuss whether one is a or not. I want to say that the Dalit, whether he is a Hindu or otherwise is the son of the soil. They are born on this soil. We do not want to discriminate between one category of the Dalits to the another. We have the same blood in our veins. We do not believe that we are different. But we

oppose the way the Dalits are being instigated to attain political ends. The honourable Minister is giving a step motherly treatments to Maharashtra. This is what we feel here. I would humbly tell him that he is the Minister of Railways for the whole country and not of a particular class alone.

SHRI ILIYAS AZMI (Shahabad) : Mr. Deputy Speaker, Sir, before speaking on the Supplementary Demands of Railways I have to say that being in the opposition does not mean that we should not appreciate praiseworthy job done by any one in Government. Shri Paswanji has worked very hard. He met and gave a patient hearing to the members of every party in parliament and also made an effort to fulfil the promises given to them. I just can't restrain myself in praising him for this and welcome the courage shown to form the idea of changing the name of Dadar to Baba Saheb Bhimrao Ambedkar. It is a welcome step. Dadar is a place where Baba Saheb Ambedkar had passed major span of his life and where he had started the countrywide social revolution. Many memories of Dadar had been associated with Baba Saheb Ambedkar. During his one or two trips to Uttar Pradesh a district in the state was named after him. Similarly a University was named after him. When the name of an old university was renamed by his name, then if a name of the region like Dadar would not be rechristened on his name, then which place would suit this purpose. Some people may have felt hurt but nobody had objected to the practice of naming roads, hospitals, colleges, colonies and airports etc. after the members of the one dynasty. But now we are getting objections from all quarters when something is renamed after a person who has done, a great work for the humanity, who has struggled throughout his life to break down the social set up devised over thousands of years ago.

I would congratulate Mr. Paswan for having shown a great courage by announcing naming Dadar Railway Station with that of Shri Baba Saheb name from the important land where his last rites were performed. Mr. Paswan has done many such good and big works. He has also shown keen interest in Konkan Railway project. The work which was assumed to be a impossible feat finally materialised . . . (Interruptions) I would not say that it was already functioning. . . (Interruptions) I know that in one or two years . . . (Interruptions) Please hear me. I am well aware of the fact that no force in the world could complete the Konkan Railway Project in one or two years. It's work was already going on. I agree that after taking charge of it he speedily disposed of the remaining typical work related to it.

MR. DEPUTY SPEAKER : You please speak about Supplementary Demands.

SHRI ILIYAS AZMI : I am coming to that issue only. I have a grievance that in my constituency which is very

[Shri Iliyas Azmi]

backward in respect of railway facilities. Well, he has paid attention to it but here the trains are driven even slower than the slowest speed of trains in railways. On my making great effort you have announced in your Budget speech that new railway lines from Gola to Mahammadi, Shahjahanpur to Farrukhabad would be layed. Meanwhile I had talked to him. I have also received his letter saying the northern eastern railways was surveying it. But I would like to say as Shri Paswanji is also present here, that even after one year no survey has been done in this regard. No team has been deputed there and no work related to the measurement of land and making maping has been done so as to which way the railway track would be layed, which areas would it cover, where the Railway Stations would be established and etc. Therefore, Sir, I would request you to use the time you have got and do something as the future is unknown. We can not even say as to how long would the Government last. So, let some work be done now. . . (Interruptions)

15.00 hrs.

MR. DEPUTY SPEAKER : Your party has got only three minutes. Therefore, kindly conclude at the earliest.

SHRI ILIYAS AZMI : Sir, I would not take more time.

No survey has been done on the land, there as yet. Therefore, I would request honourable Minister of Railways to initiate the survey work on this track so that the people may feel in high spirits. Many problems come in the way of aquisition of land. If I come to know as to which way the railway line would be layed, then I would do my best to avoid any land dispute acquisition. Shajahanpur is on Delhi-Lucknow route. All the superfast trains have a haltage at Shajanpur. Hardoi is situated earlier to it. Hardoi is one and half bigger than Shajahanpur district in terms of area and population. Many such trains which have stoppage at Shahjananpur do not stop at Hardoi. I have written many letters in this regard. In reply I was told that there are many trains to Delhi via Hardoi I would like to convey Shri Paswanji that the trains coming from Bihar are usually packed beyond their capacity and even the roofs are also not spared. Even if the trains stop at Hardoi no passenger can board the train as the trains are generally 'crowded'. Therefore I would humbly request to extend the 375 and 376 down passenger trains running between Delhi and Shajahanpur to Balamau so that the commuters of this area are atleast benefitted by the passenger services. Many letters complaining various problems have been received. But there is not any such problem in the entire world which cannot be solved.

Recently I had mentioned that no train stops at

Shahbad, which has a population of over a lakh. I had made request for stoppages of certain trains. Paswanji had once issued orders to this effect but the officers did not comply with these orders. Instead they dumped it. Earlier there was one more train called Jammu Tawi-Sealdah Express which used to stop at Shahbad. Later when I started putting efforts for having stoppages of other trains as well at this station mean while the stoppage of Jammu Tawi Sealdah Express was suspended. I also urge you to pay attention towards this.

Earlier Shahbad was known for fruit production. The State Government had declared, it alongwith ninety villages falling within the State a fruit belt area. As a result, we can hope rapid development of the region. Hence, it becomes a necessity to provide stoppages of these trains at Shahbad. the Central Government Scheme would also be implemented there. More number of employees and officers would start living there since it has been delcared as fruit belt area. Therefore, for the convenience of all it becomes must to provide stoppages of some trains over here. . . (Interruptions).

I have never taken more time than allotted to me by the chair. Therefore I would just like to put forth one more point. Gauge conversion of Shahganj-Mau line has been undertaken and it has been connected with broad gauge. This is a good thing. Delhi has been connection with that region. Lakhs of people from Azamgarh are settled abroad. Lakhs of people are also staying in Mumbai and other cities. Till now they were facing problems to board down at Benaras. The Commuters from Delhi were also facing the same problem. Honourable Minister for Railways had done a good thing by introducing a train on this route. I had received a letter from him. Wherein it was mentioned that there is paucity of resources for introducing direct service to Mumbai. Mumbai is in need of direct service. I am referring it as Mumbai. You had objected on changing of its name. Mumbai has also its own history and you have neglected Mumbai's history while changing its name. Dadar too has a history. There is no difference if the name is changed. I would say that resources for a train to Mumbai can easily be gathered if you were interested in it. It is not a big issue. You may give more stoppages from Mau to Shahganj Jaunpur Allahabad. After Allahabad with 2-4 stoppages a superfast train in this 'route should be introduced.

I conclude with these words.

(Interruptions)

[English]

SHRI RAM NAIK : Sir, I am on a pont of order. What type of a statement is the hon. Minister presentling to the House ?

MR. DEPUTY-SPEAKER : It is a statement regarding an accident.

SHRI RAM NAIK : it is a courtesy that if an item is not included in the List of Business, information regarding such an item is passed on to hon. Members and it is also displayed on the CCTV so that hon. Members who are in the Central Hall or in the Library can come and listen to the statement presented by the Minister. This simple courtesy should be extended to this House. Whenever a statement is to be presented, prior information should be given.

MR. DEPUTY-SPEAKER : The hon. Speaker has already permitted him. In future, this will be done.

SHRI RAM NAIK : I have nothing to say. But, ultimately, courtesy demands that intimation is to be given to hon. Members.

MR. DEPUTY-SPEAKER : This will be done in future.

15.06 hrs.

#### STATEMENT BY MINISTER

Re : Accident in Substantial Expansion Project of Madras Fertilizers Ltd. on 8.8.1997

THE MINISTER OF CHEMICAL AND FERTILIZERS (SHRI M. ARUNACHALAM) : Sir, I thank you very much for giving me this opportunity. I rise to make a *suo motu* statement regarding the accident in MFL's substantial expansion project on 8.8.1997.

An unfortunate accident occurred in the night of 8.8.1997 during the final stage of commissioning of the Substantial Expansion and Modernisation Project of Madras Fertilizers Limited at Manali near Chennai. At 9.13 p.m., one of the manhole covers in the Secondary Reformer-RG Boiler section blew out with a loud report. The noise startled some contract workers who were engaged in insulation and other mechanical work. While rushing out in panic, 25 of the workers sustained various injuries. Two of the injured later succumbed to their injuries. The injured, who have been hospitalised, are expected to be discharged shortly.

Within two minutes of the accident, corrective action was taken by the Control Room for ensuring a safe shut down of the plant. The extent of damage is not expected to be serious. An exact assessment will, however, be possible only after two to three days, when the equipment has cooled down.

Dr. G.B. Purohit, Adviser, Department of Fertilizers was deputed on 9.8.1997 to make an on-the-spot assessment

and assist the project authorities in organising the resumption of the commissioning activities.

On 10.8.97, I myself proceeded to Chennai to see the victims of the accident and enquire after their welfare. Shri N.V.N. Somu, the hon. Minister of State in the Ministry of Defence, who is also the Member of Parliament of the area, Shri Sundaram, State Minister of Tamil Nadu Government and Shri Anil Kumar, Secretary (Fertilizers) also accompanied me. An ex-gratia assistance of Rs.1 lakh each to the families of the deceased has been announced. Ex-gratia assistance of Rs. 10,000 each is being given to 16 workers, who have suffered grievous injuries and Rs. 5,000 each to seven workers, who have sustained minor injuries.

I also visited the plant to confer with the management of MFL and review the progress of the efforts being undertaken by the project authorities for regaining the momentum of the execution of the project. It is expected that the commissioning activities will soon be resumed.

The management of MFL has constituted an enquiry committee to ascertain the cause of the accident and fix the responsibility for the failure of the equipment. An external expert has been included in the Committee, which is expected to submit its findings within a fortnight.

[Translation]

VAIDYA DAU DAYAL JOSHI (Kota) : Hon. Deputy Speaker, Sir, two accidents took place in a single day. You are narrating the accident of 8th this month. The second accident took place between Hawra-Tikiya-para railway stations of South Eastern railways.

MR. DEPUTY-SPEAKER : From where the issue of railway station has cropped up here ?

VAIDYA DAU DAYAL JOSHI : It is alright that no one has been killed in this accident. It was a local train. Local train. . . (Interruptions).

AN HON. MEMBER : This is not a statement pertaining to the railway accident. This is related with other department, not the Railways.

VAIDYA DAU DAYAL JOSHI : I know that it is related to other department. The hon. Minister of Railways has issued a statement today morning. Is it not the duty of the hon. Minister of Railways to issue suo-motto statement on the rail accident, as was issued by the hon. Minister. One Minister is issuing the statement and the other Minister has not issued any statement. Not even a single day passes without any accident. . . (Interruptions).

MR. DEPUTY SPEAKER : Now the discussion is going on railways only.

VAIDYA DAU DAYAL JOSHI : This is a third accident in two days in this week only. It was also the duty of the Railway Minister to issue a suo-motto statement, as was issued by the hon. Minister.

SHRI RAMENDRA KUMAR (Begusarai) : The Minister has made announcement regarding the compensation but he has said nothing as to whether the family member of the decease would get employment or not.

MR. DEPUTY SPEAKER : It's alright. You have said what all you have to say.

SHRI RAMENDRA KUMAR : Please provide employment to one member of the family of each deceased person alongwith compensation. This is a general rule and concept which exists in the industries.

SHRI DILEEP SANGHANI (Amreli) : What he is saying is right. The Minister should give some assurance in this regard.

MR. DEPUTY SPEAKER : It's alright. you too have had your say.

(Interruptions)

[English]

MR. DEPUTY-SPEAKER : The hon. Minister will reply to it.

(Interruptions)

MR. DEPUTY-SPEAKER : Please listen to the hon. Minister.

(Interruptions)

SHRI M. ARUNACHALAM : Sir, they are contract workers. So, the contractor will take care of the legal aspects.

15.11 hrs.

### SUPPLEMENTARY DEMANDS FOR GRANTS (RAILWAYS)-CONTD.

[Translation]

SHRI BHANU PRATAP SINGH VARMA (Jalaun) : Hon. Deputy Speaker, Sir, I sincerely thank you for giving me an opportunity to speak on supplementary demands for grants of Rail Budget though, there is a railway line in Bundel Khand region but it is in a very pathetic condition. It takes around seven, eight hours to cover a total distance of 200 kms. from Kanpur to Jhansi. The passengers have to face a lot of inconvenienc and moreover they have to

spent a lot of time due to the single line existing between Kanpur to Jhansi, which connects Jhansi with Mumbai, Delhi and other places. Therefore, I had put forth a demand before the hon. Minister to undertake doubling of this line. But the hon. Minister didn't pay any attention towards this demand. Alongwith doubling of railway line, I had demanded for undertaking electrification. If it was not possible then you could have fulfilled the demand of doubling of railway line. If undertaking doubling of 200 kms. railway line was not possible, atleast work could have been started by approving doubling of atleast 50 or 100 kms. line on this track. Then, Perhaps, the people of my region and I, as well would have appreciated you for this endeavour of yours.

15.12 hrs.

[SHRI CHITTA BASU in the Chair]

There is not a single direct train, out of the Delhi bound trains that originate in Kanpur, Urai, and Jhansi. The people of my region, who travel in these trains have to complete this journey in parts in different trains. The passengers first come to Jansi. They wait there for hours together and then they board a train for Delhi. I had requested the hon. Minister to extend the Chhapra train from Gwalior, Agra to Delhi so that the thousands of passengers of Urai region could reach Delhi directly. Earlier a shuttle was operating between Kaunch and Ait. It is operating now a days also. The officers has discontinued its service in the middle after showing losses. I had repeatedly demanded to extend the shuttle service upto Jhansi and to connect it from Kaunch to Urai so that the people of my region could travel upto Janshi. The concerned officers try to suspend the services of the shuttle by showing losses. This shuttle should be operated between Kaunch and Ait. Ait and Urai, Kaunch and Ait and between Ait and Jhansi, so as to continue its services for ever.

Hon. Minister, Sir, I would like to bring into your notice that the railway employees misbehave with the MPs and MLAs at Delhi Junction when the MPs lodge a complaint to this effect, the railway officers instead of taking any action just say that the allegations levelled are false and they don't even think it wise to take them into account what MPs and MLAs have to say. I would like to bring one more thing into the notice of the Hon. Minister that large scale irregularities are being committed in the recruitment of T.C., Station Master or other staff by the Railway Board. I have come to know that amount ranging from Rs. One lakh twenty thousand to Rs. One Lakh. and fourty thousand is being collected as a bribe for povidng a job/posting ... (Interruptions). They are depriving the poor of their rights. ... (Interruptions).

THE MINISTER OF RAILWAYS (SHRI RAM VILAS



PASWAN) : I think the hon. Member is levelling this charge with full responsibility. If he is having the said information then I would get this case investigated through any agency of his choice. . . .(Interruptions).

SHRI SURESH R. JADHAV (Parbhani) : He is not levelling charge against you. . . .(Interruptions).

SHRI RAM VILAS PASWAN : I would take action against those officers also. . . .(Interruptions). You are hon. Members, therefore, when you level such charges. . . .(Interruptions).

SHRI BHANU PRATAP SINGH VARMA : It is hurting me because I too belong to a poor family. . . .(Interruptions)

SHRI RAM VILAS PASWAN : I am mentioning the same thing. Please give me in writing whatever information you have. I am not asking you alone. I am asking all the MPs to do the same. Corruption is a cancer plaguing our country. No one would be spared at any stage as far as corruption is concerned. If you have any authentic information against anyone, please inform in writing. We would ask any independent and unbiased agency to investigate into this case and action would be taken against the guilty person. . . .(Interruptions).

SHRI ILIYAS AZMI (Shahabad) : You see. This is such a charge. . . .(Interruptions)

MR. CHAIRMAN : The hon'ble Minister has said openly if there is any such allegation, you can sent it to him in writing. You only are not answerable for this hon'ble Minister will get it investigated.

SHRI RAM VILAS PASWAN : We are ready to get it investigated. . . .(Interruptions).

SHRI DILEEP SINGH BHURIA (Jhabua) : Mr. Chairman, Sir, allegations are being levelled against a particular Member of Parliament . . . .(Interruptions). I regret to say . . . .(Interruptions). I have written in this regard to the hon'ble Minister but nothing has been done in this connection. . . .(Interruptions).

SHRI SURESH R. JADHAV : These things have no evidence. . . .(Interruptions).

MR. CHAIRMAN : Whatever you have to say, please give it in writing.

(Interruptions)

SHRI BHANU PRATAP SINGH VARMA : Mr. Chairman, Sir, some of the people who have got employment are my friends and colleagues also. I want to put up this before the House, the dalits, poor who pass the written tests are asked to pay one lakh forty thousand rupees for the job whereas they don't even have one rupee and twenty paise.

In this way they are deprived of their rights. It has come to our notice that blank answersheets are returned at the time of written tests and even than they qualify the written tests and get the job and the candidates belonging to poor section of the society could not get employment because they don't have one lakh twenty thousand rupees to pay as bribe. . . .(Interruptions). I can say this with conviction . . . .(Interruptions).

MR. CHAIRMAN : If you have any objection in this regard, please give in writing to the hon'ble Minister. It will be get investigated and proper action would be taken thereon, secondly, I also want to remind you as to on the basis of which rule you are talking about this. You should speak on the topic for which grant in aid is sought. Please conclude early.

SHRI BHANU PRATAP SINGH VERMA : Whatever is going on I wanted to bring same into the notice of the hon'ble Minister and this august House that is why I have brought this into his notice. Hon'ble Minister I once again demnad that the single rail line between Kanpur and Jhansi be doubled because the journey between Kanpur and Jhansi takes much more time than the journey between Jhansi and Delhi by the passengers travelling to Mumbai, Delhi and other far flung areas. Similarly in 1977 when Janata Party was in power, survey was conducted for railway line between Orraiya and Konch and during same period sand stowing work was also undertaken, and the work was left incomplete. I urge upon the hon'ble Minister of Railways that the dummy hussed up file in this connection may please be traced out and the rail lines passing through Konch Jalaun and Orraiya be linked. With these words I thank you for giving me an opportunity to speak.

[English]

SHRI MULLAPPALLY RAMACHANDRAN (Cannanor) : I am extremely happy for having given me this opportunity to take part in this discussion on Demands for Grants for Railways.

I rise to support these Demands as they are sought for undertaking certain out of turn works. Since the Railways is the largest public utility service in our country as also the largest employer, its social obligations far exceed its commercial commitments. Thus, the Railways always find it extremely difficult to fulfil its social commitments because of financial constraints. We all know that the laudable object of the Ninth Plan is growth with social justice. In order to attain this social objective, the Indian Railways has to play a pivotal role. Unfortunately, if you look at the allocation made to the Railways from the General Budget, it is sad to note that it is dwindling year after year and if you want to achieve the objectives of the Ninth Five Year Plan, we would have to allocate more

[Shri Mullappally Ramachandran]

budgetary support to the Railway Ministry. We, Members of the Consultative Committee of the Ministry of Railways, have always been clamouring for more allocation and I am sure that at least in the coming Budget, the Government of India will definitely allocate more funds to the Railways from the General Budget.

We all know that during the Fifth Five Year Plan, the budgetary support to Railways was 75 per cent. Last year, it has drastically come down to a mere 16 per cent. Since Railways have the best infrastructure in our country, urgent attention of the Government is to be paid to the overall advancement of Indian Railways by extending more budgetary support to this sector.

I take this opportunity to complement our hon. Minister of Railways, Shri Ram Vilas Paswan, for having taken a bold initiative to take the Railways to the inaccessible areas in the North-East and Kashmir. I congratulate him. But regional imbalances still persist in many parts of our country. I am happy that at least in this Budget, our hon. Minister has taken another positive step towards the State of Kerala, that is, for a new railway line from Kottayam to Erimelly. I compliment the Minister. I am not referring to the projects which have been given to Kerala. If we look at the allocation made to several projects in the last Budget as also in this Supplementary Budget, the main consideration was political rather than social commitment or commercial consideration. Therefore, it is my humble request that when the Minister takes up new railway projects in future, the overall development of the country, the backward districts of the region as also the regional imbalances of the country must be taken into account seriously.

I know that the hon. Minister is very receptive whenever we go to him. Whenever we present our case, he is very happy to listen to us. He has tried his level best to accommodate the cases in the right perspective. In future also, we expect such sort of a treatment from the Minister.

I am also very glad that we have got a new Chairman of the Railway Board who is very positive in his approach towards the genuine demands of the hon. Members who are in touch with him for removing the regional imbalances of the country.

Coming to regional imbalances and backwardness, I may point out that the Malabar region of Kerala, which was a part of the erstwhile Madras State, is the most neglected and most backward region in the whole of Kerala.

The first railway line was introduced in 1853. Even at

that time, the Britishers knew that the railway line from Mangalore to Madras would be most lucrative. It would be most economically feasible as also strategically important. For the information of this august House, the first mail train in India was from Madras to Mangalore was introduced by the Britishers even at that time. That is the background of this railway line. But unfortunately, no developmental work as such has taken place on this track till recently. But due to persistent pressure on the Railway Administration, by the Members from Kerala cutting across political affiliations exerted the maximum pressure. Then only the Railway Administration was kind enough to take up doubling of the line from Mangalore to Shoronore. But it is surprising to note that no allocation has so far been made for the line between Shoronore to Kuttipuram.

While replying to one of my unstarred questions, the hon. Minister said that doubling of the tract from Mangalore to Shoronore would be completed by the end of this century. The people of Kerala are deeply agitated over this delay. We urge upon the Minister to see that he pays kind attention and this railway line is completed without any further delay. If this railway line is not completed we – the people of Kerala – will not get complete benefits from the Konkan Railway. I appeal to the hon. Minister once again to pay his kind attention towards this railway track which has been pending for a long time.

For overall development of the Malabar region, paramount importance must be given to the proposed Tellicherry-Mysore line. The demand for Tellicherry-Mysore railway line *via* Coorg has been pending for the last nine decades. The South Indian Railway Company under the British had initiated the first survey on this route. Due to the outbreak of the First World War, the survey was abandoned midway. Afterwards, three more surveys were conducted by the Britishers. All these surveys go to show that this route is economically viable and strategically important and that it is going to be done of the most rewarding lines in the whole of South India.

Sir, the erstwhile Mysore State and the Madras Presidency had strongly recommended this case. After Independence also a few economic feasibility surveys were conducted for this route. Thousands of trucks as well as hundreds of lorries and buses go from Tellicherry to the various parts of Kerala and also to various parts of Karnataka daily. Thousands of tourists also visit these places of Kerala and Karnataka. There is a great potential for tourism in this part of Kerala and Karnataka.

Sir, Coorg, Wayanad Cannanore and Mysore are rich in cash crops and our country is earning crores of foreign

exchange from these cash crops. I remember that the former Railway Ministers, the Late Lal Bahadur Shastri and Babu Jagjivan Ram had visited Tellichery two times. At different points of time they had addressed massive public rallies and they assured the people of the area that this railway line would materialise. But to the utter dismay and disappointment of the people, nothing has been done by the Railway Administration so far. Therefore, I would like to urge upon the hon. Railway Administration so far. Therefore, I would like to urge upon the hon. Railway Minister as well as the officials that this project should be taken up by the Railways on a priority basis.

As of now the persons travelling from Tellichery to Mysore by train would have to take a round about route and would have to travel some 600 kilometres extra. If this particular railway line is laid then this could be reduced to 200 kilometres. Therefore, on behalf of the people of Kerala, it is my humble request that if at all construction of any railway line is taken up, the construction of the Tellichery - Mysore line should be uppermost in the minds of the hon. Minister of Railways as well as the Chairman, Railway Board. A railway line from Mysore to Waynad could easily materialise if this railway line from Tellichery to Mysore is laid.

Sir, Kerala is the only State which does not have any railway installations. When Shrimati Gandhi was alive she gave us an assurance that a Coach factory would be set up in the State of Kerala. Ultimately that Coach factory was shifted and established at Kapurthala. We are very sorry about this fact.

Sir, Kerala has produced a galaxy of outstanding athletes and sports talents like Ms P T Usha, M D Valsamma and a host of others. Olympians who made a mark in football and hockey hail from Cannanore. Cannanore is otherwise known as the Mecca of Indian football. On behalf of the people of Kerala, I would like to request that arrangements should be made by the Ministry or it would be in the fitness of things that a new sports complex is set up in Cannanore.

Recently, the hon. Railway Minister has announced that he was going to set up new zones in various parts of the country. The Government of Kerala and the Members of Parliament from the State have adopted a unanimous resolution and I would like to appeal to the hon. Minister of Railways to set up one of the Zones in the State of Kerala. Since nothing has been done, I would like to urge upon the hon. Minister that if any new Zone is set up, it should be done in the State of Kerala and its headquarters should either be at Calicut or at Cannanore.

Sir, the Chennai - Mangalore line is a very busy route. It is practically impossible to get a reservation of this

route. Unfortunately, there is no superfast train from Madras to Mangalore. I would like to request the hon. Minister that a superfast train should be started from Chennai to Mangalore. There is also an urgent need for starting another fast train from Cochin to Cannanore. After the departure of the Malabar Express from Cannanore there is absolutely no train to Cannanore for hours together. This anomaly should, in fact, be removed by the Administration.

It appears that the Minister of Railways has a lethargic attitude towards the renewal and maintenance of the Railways. During the last one year the State has witnessed so many railway accidents, mainly due to derailment of goods trains. This causes anxiety and panic in the mind of the common man. I would like to request the hon. Minister to pay his kind attention to this problem.

Sir, from Mangalore to Shoranur, there are a good number of railway stations and most of them had been started by the South Indian Railway Company. All these railway stations are in bad conditions. As a part of the celebrations of the Fiftieth Anniversary of our Independence, I would request that certain stations must be renovated and renewed on a war footing. Cannanore and Calicut stations must be given top priority.

If you look at the trains in the State of Kerala, most of the compartments are very old, dilapidated and outdated. Arrangements should be made to send compartments in a good condition for the State of Kerala, without further delay.

The backwardness of the Malabar region is very evident, if you look at the number of level crossings between Cannanore and Calicut. Within a short distance of 90 kms. there are eight level crossing between Cannanore and Calicut. These level crossings, one should understand, cause a lot of bottlenecks on National Highway 17. With the commissioning of the Konkan Railway line, the frequency of trains on this route will increase and it will be partially impossible to have smooth road transport. Therefore, I would request the hon. Railway Minister to see that arrangements are made to construct overbridges between Cannanore and Calicut at level crossings on war-footing.

I do not want to take much of the time of the august House. The Malabar region of Kerala is on the verge of an explosion. There is a sense of alienation in the minds of the people. There is a limit to our patience. I do not know how long we can wait. That is why, it is my humble request to the hon. Railway Minister that if at all any new project is to be taken up in the State of Kerala, this Tellicherry-Mysore railway line via Coorg must find an important place on the agenda of the hon. Railway Minister.

[Shri Mullappally Ramachandran]

With these words, I support the the Demands for Supplementary Grants for Railways.

[Translation]

SHRI SHATRUGHAN PRASAD SINGH (Balia) (Bihar): Mr. Chairman, Sir, I rise to support the Supplementary Demands for Grants for the expenditure of the Union Government on the Railways in 1997-98 under the section (a) (1) of Article 115 of Constitution put before this House for approval.

We congratulate hon'ble Minister of Railways that the new technology adopted for the installation and commencement of Railway net connecting Railway Board and Zonal Railways in regard to which there is a mention on page 32 of this booklet. I would like to congratulate him for the provisions being made by the board for the speedy and efficient communication between zonal headquarters, production units etc.

I want to congratulate the hon'ble Minister for the demand presented by him for electrification as well as fifth and sixth railway lines between Bhandup to Thane., All over the country where electrification work has been completed or where it is yet to be started in this connection, I would like to appeal to start the work immediately in Hasnabad-Barsat section and in Syaldah division of Eastern Railways where survey has been completed. This is an important achievement.

In this booklet a mention has been made regarding two three important work such as gauge conversion in Katihar-Jogbani. Similarly, a mention has also been made regarding improvement in tourist facilities of Anandpur Sahib for the national integrity. Anandpur Sahib is an important religious place. I would like to congratulate him for the provisions made for beatification of this station. A provision has been made for construction of bridge on river Ganges in our region. Monghyr is the divisional headquarters and it is a historical city. Another railway bridge has been sanctioned in Patna and Mokama but if it would be sanctioned for Monghyr than you would be congratulated. I would like to say that this work should be started immediately. I would like to remind you that survey for railway line on Barwadeeh-Bisrampur section was conducted before independence. It should be conducted once again. The poor and downtrodden of this area would be benefitted by it.

There are rich mineral deposits here, which can be exploited profitably. If this is done systematically it would transform the area.

Mr. Chairman, Sir, I want to inform the Railway Minister

that Lakhisarai-kule route by train appears to be shorter. People cover the distance on foot. People face a lot of difficulty. The common man would be benefited if the train stops at Lakhisarai. But the distance till Kule is short for the people of Lakhisarai. They have difficulty in taking a round about route. I request. The Railway Minister to instruct the authorities that the trains stoppage at Lakhisarai would be in the peoples interest. Therefore, I request that the Lakhisarai Railway station be given the status of a full fledged station, as it is the Headquarters of the Munghyr Division and is an old station. And it should not remain a flag station. A waiting hall should be constructed at the station and it should be kept clean. The authorities should see to it that the station is modernised.

Mr. Chairman, Sir, the Railway Minister deserves Kudos for starting the Kamola Intercity train on the Darbhanga-Begusarai-Patna route. This idea can not be faulted. The train from Mokama to Patna is stopped at station either by the authorities or by the bus owners. The entails loss of revenue to the railways. Travel by this route is cheaper and takes less time. In the absence of this the people are facing a lot of difficulties and for this, the people are blaming the Rail Manager of Danapur Division contact cannot be made with them and they are unable to operate efficiently. This should be inquired into. DMU service is also not efficient. This should also be inquired into.

Mr. Chairman, Sir, the service of the Rajdhani train, by which Members come to New Delhi from Patna is also deteriorating. At Allahabad, we are given 'Amrit Prabhat' paper. And on reaching Kanpur, we don't get national papers. And on travelling from here we do not get any local paper at Gaya and Patna. I demand that while travelling in the U.P. train, paper should be provided at Kanpur, and Patna, while travelling in the Down train. Otherwise, your expenditure is going waste. I do not want to level any allegation, but you should be aware of the working of your officials. Improve the catering facilities in these trains. Previously, there used to be complaints regarding the Howrah and Guwahati Rajdhani trains. Now complaints are being made against this train also. I have written to the Railway Board authorities in this regard. But no improvement takes place. I did not want to raise many minor issues. But in public interest I have to say that there is a Lakhmania station.

I want to congratulate you that as we are going together to Ranchi and Barauni, you will also make an announcement there. Why do you not connect Howrah to Delhi by computer, through the internet? And Howrah to Barauni? When You are making such a good arrangement, connect all the major stations with the computer. I hope you will announce this at Ranchi and Barauni.

I also want to make a few suggestions. The Railway have land worth crores of rupees. The anti social elements are encroaching on this land. In the interest of the proper management of the Railway land all interest of the proper management of the Railway land all over the country even if you have to make changes in the laws you should do it. Introduced a bill in the house, for the management, safety and security of the land belonging to the railways, as it is of immense value. This would immensely enhance the earnings of the Railways. Second suggestion is that the contract system should be done away with. Murders are taking place daily. Several politicians have been murdered in Gorakhpur. Several criminals have been killed in intra-gang warfare. Several criminals have been killed in my constituency. I am suggesting to eliminate them completely. But it would take some time. Abolish the contract system and make provisions for legal enforcement, as several criminals are involved in this and they are involved in intra-gang warfare. Similar is the case in my constituency. Any time any M.L.A. or an M.P. or a politician may be killed again in Gorakhpur or Barouni. Therefore, I want to bring this serious fact to your knowledge that all steps must be taken to abolish the contract system in Railways.

Lastly I would like to say that the administrative Headquarters are located at Hazaribagh. Why do you not extend train services to Hazaribagh and Dumka ? These are predominantly inhabited by the Adivasis, Dalits and people of Jharkhand. Therefore, make arrangements for extending train services to Hazaribagh and Dumka. I come from Begusarai. The train stops at Didarganj. An overbridge has been constructed at Fatuha. Didarpur is an important city. And traffic jams are frequent at Fatuha-Bakhtiarpur before the main city limits. After travelling by air somehow I manage to catch the train. Therefore, construct an overbridge at Didarganj.

With this, I again congratulate the Railway Minister for a bridge at Munghyr. And also for the proposed Swaran Jayanti Express for Ranchi. With this I conclude.

SHRI MAJOR SINGH UBOKE (Tarantaran) : Mr. Chairman, Sir, I thank you for giving me an opportunity to speak on the Supplementary Demands for Railways.

I am not opposed to these demands as they have contributed to the development of railways in the country esp. South India and alongwith its north west region adjacent to Pakistan's border, Out of these 39 demands, about 10 demands are related with border areas. For the first time attempt has been made to connect Jaisalmer with Punjab and beyond it with Jammu-Kashmir through railway line. This new line will connect Abohar and Fazilka also and the whole of Jammu Kashmir alongwith Ferozpur will be connected with Rajasthan's border areas and Punjab

- we have a great pleasure in it. If the Railway Minister extend this line from Makhuh to Patti, then through Ferozpur this line will go upto Jalandhar. There is a little distance between Makhuh to Patti but through it Amritsar, Pathankot, Jammu-Kashmir and Udhampur where you are laying fresh lines, will be connected. Through it, whole of the Western India from Jaisalmer to Udhampur and Jammu will be served through one line and it will be of great help during the period of crisis. If the Minister do like this, it will be better.

In these supplementary demands, 39 major demands have been put for vote in the House, which are alright. These include Kalka to Paryanu connecting line because there was a long-standing demand of the people of Himachal that railway line should go beyond Kalka. You have done a good job by giving this line. Besides Vyas and Dera Baba Jaimal Singh railway line constructed on the border is a good scheme. Secondly, the doubling of the line from Jammu to Jalandhar via Pathankot, is a commendable step because we have to frequently use this line for our travel and due to doubling of this line the traffic will be smooth. However, this line should have been laid much before. I understand that when work is to be started on this line, the Minister deserve congratulations.

You have chalked out a programme to provide freight handling facilities at Chandigarh. I would have been much happier if you may have provided to connect Chandigarh with Rajpur a or Ludhiana in this budget. You have not made any provision for the demand of linking Chandigarh with the rest of the Punjab and through you Sir, I want to raise demand in the Parliament. While you have increased freight handling facilities in Chandigarh, there was a pending scheme to connect Chandigarh with Laldu and another one to link Ludhiana with Chandigarh but you have not included any of these two schemes in the supplementary demands.

SHRI RAM VILAS PASWAN : I have said about Ludhiana-Chandigarh line.

SHRI MAJOR SINGH UBOKE : This is not included in it.

SHRI RAM VILAS PASWAN : Perhaps last time I have said about it.

SHRI MAJOR SINGH UBOKE : There is no provision in these demands. You go through yourself. It has been written on demands number 9. Development of freight and handling facilities at Chandigarh - Northern Railway.

If this has been left out due to some reasons, We urge that you must include it because Chandigarh is the capital of Punjab. There is no direct train from Chandigarh. I appreciate the Railway Minister for the other works started

[Shri Major Singh Uboke]

by him for the development of Railways. The work of overbridge started in Jalandhar and of underbridge included at item number 10 is also a good thing. The Minister had decided to develop Anandpur Saheb railway station as a modern station. For this, on my behalf and on the behalf of my people, I thank him. 300 years back from today, struggle for independence was started from Anandpur Saheb. This year we are planning to celebrate 300th birthday of Anandpur Saheb. Deu to this people in large number will throng there. Therefore, as much as facilities could be given by the Minister there would be better so that people would thank him. The electrification work started on Ludhiana-Amritsar line, on the initiative of the Prime Minister I on my behalf and on behalf of my Panchayat thank you and the Prime Minister.

Mr. Chairman, Sir, I also want to draw the attention of Railway Minister towards one or two incidents. Many Railway accidents have been discussed in this House, but one accident which took place in my region has not been referred anywhere. That accident took place on 22nd of March in this very year. At that time due to threat of withdrawal of support by the Congress, the United Front Government was in trouble. Therefore, at that time Rail Minister and other people could not attend it. Some people were going on a trolley. Neither the level crossing was closed nor the railway signal was down. Those who were on the trolley could not anticipate it and that trolley was saved because its hook broke away but the six people on the tractor were trampled down alongwith the tractor. Fortunately, the hook joining the trolley with tractor broke away. Therefore, 40-50 people sitting in the trolley were saved. Those people who are killed due to railway's fault, are given many facilities from the side of the railway Ministry. They are also given benefit under the insurance scheme. With these people I, a few days back had gone to the Minister.

The Minister sent me to the other officers of the Railway Board.

Mr. Chairman, Sir, regarding the incident I also requested the Hon. Speaker to bring adjournment motion but the hon. Speaker did not accept that and said that you will get time to speak on the debate on Supplementary demands for railways at that time you can put your views. I would request the Minister that they met you and apprised about their difficulties. You sent us to other officers of the Railways Board, but they returned back in grief. If someone from your office had answered positively, perhaps there could have been no reason to speak here.

16 00 hrs.

And your officer and staff of railway who are sitting

here should know it because they say that, unlike you, they have not taken any votes from it. They speak the way they like. They do not behave like you nor it can be like elected leaders.

I would request you to ask him to have some sympathy for those people who are facing problems and whose children have been killed in the train accident. He should pacify them with love and sympathy and should not use harsh language. I would like to request you to do something for those who have been killed in the accident. You go through that enquiry report. It has been revealed by the enquiry report that the mistake was committed by gateman and the station master. He has kept the clipping of the paper with him to show on the record that he had telephoned to gateman but the gateman did not close the gate on railway crossing. It is the report of your enquiry and I am also having it. I had given you this report on that day.

I would urge you to go through the report. People killed by the fault of Railway, should be given some compensation and reliefs as are given to the railway employees, who die in harners. The Govt. provided some facilities and reliefs to all victims of such accidents which took place at Faridabad, Bhatinda but no such facility and relief has been provided to them. No additional money was given by you except for the cremation. I would request you to make a statement in this regard.

MR. CHAIRMAN : Please conclude.

SHRI MAJOR SINGH UBOKE : Mr. Chairman, Sir, I am an M.P. elected from the border area. There have been two wars with Pakistan and these were as fought in my village arid area. The areas of Tarantaran and Amritsar are the border areas. People have to face a lot of prolems. Those problems are related to other departments but I would like to inform you about the problems which are related to your department. People like very much the newly introduced D.M.U. rail Service. Atari is the last station while going to Pakistan and the railway line which was running upto Peshawar and Quetta via Lahore earlier, now terminates at Atari. If some train has to go to Pakistan that goes on that time. There is no other train except the D.M.U. train. I had been there the day before yesterday. They told me that they had met with the station incharge and other officials also but they were not ready to provide them any other train. I would request you to provide more and more trains for that area. . .(Interruptions). I shall take only one minute. You have given four trains for Atari Dera Baba, Nanak Amritsar and Kerankaran railway stations but, if the new D.M.U is given to Amritsar then that may help reduce the inadequacy of trains on the border.

With these words, I have given you a few suggestions

and I have not opposed the budget proposed by you, because many good things are there in it. Anything may happen anytime in our Western sector i.e. Jammu and Kashmir and need may arise there to rush military or anybody else. The Govt. have allocated some amount for their development in this budget. I support your budget and congratulate you for taking up work of electrification upto Amritsar and the work done in Ludhiana.

If you get the Chandigarh line laid, I shall be very much obliged.

With these words I conclude my speech.

SHRI RAM VILAS PASWAN : Chandigarh-Ludhiana line has already been sanctioned in the last budget.

SHRI SATYA PAL JAIN (Chandigarh) : Work has not been taken up till now. The question is whether the main line will be laid from Chandigarh to Ludhiana via Mohali-Karad-Morinda or via Bagha Rajpura. Our demand is for the direct line. It is 15 Km. Shorter.

[English]

\*SHRI RANEN BARMAN (Balurghat) : Mr. Chairman, Sir, after supporting Supplementary Demands for Railways for the year 1997-98, from my party RSP, I would like to speak a word or two to highlight the problems we have been facing in our region. Sir, the year when we are going to celebrate Golden Jubilee year of Independence in a colourful way, it is a matter of regret and shame that my constituency South Dirajpur even after 50 years of independence, has no railway connection or even national highway. The survey of Eklakhi Balurghat was formalised in 1984. But till today after 13 years, out of 90 kms not even 15 kms. have been covered. If the work continues in this manner, it will take so many years to complete the whole project. The work for 10 crore project in the budget of 1997-98 has been progressing very slowly, My request is to complete this work expeditiously. Moreover, the allocation for Eklakhi Balurghat project must be enhanced in the next budget. The only connecting train between Malda, South and North Dirajpur and Calcutta Malda Gour Express crossing Bardhaman by electric train, continues the remaining journey till Sealdah with diesel engine. My demand is that the whole railway line from Malda to Sealdah must have electrification.

In this Golden Jubilee year of Independence, the double railway line between Sealdah Canning and Sonarpur to Canning has not been materialized. This was a longstanding demand of the poor people of Sundarban. The non-fulfilment of this rightful demand has created dissatisfaction among tourists visiting Sundarban. My demand is construc-

tion of double line for an underdeveloped but potential region like Sunderban. Moreover, for speedy running of tains and less consumption of time, instead of old Gola system, tokenless system should be introduced.

Canning is the gateway of Sunderban. So construction of Yatri Nivas along Canning Railway Station will help the Railways to earn more revenue and also the tourists will be benefitted. So my request is that Yatri Nivas should be immediately constructed here for the convenience of the tourists visiting Sundarban. Thank you Sir for giving me an opportunity to participate in the Supplementary Demands for Railways.

[Translation]

SHRI RAJESH RANJAN ALIAS PAPPU YADAV (Purnea) : Mr. Chairman, Sir, I am thankful to you for giving me permission to speak.

We are going to celebrate the golden jubilee of our independence and today, discussion is going on the Supplementary Demands for Grants of the Railways. Whatever Dr. Lohia had visualised for the country can not be explained in this House, his dreams were numerous. But he had Cherished 2-3 dreams for the railways. After independence, nobody has shown respect to his sentiments. Ram Vilas Paswan Saheb who is sitting in this House has realised the sentiments of Dr. Lohia, It is evident from his reverence that nobody paid his attention towards Kashmir and North-east for hundred years. Today, we are ready to celebrate golden jubilee, but that area is neglected till today. If Ram Vilas Paswan Saheb sitting in the House has given attention towards that side then I am sure that on the eve of golden jubilee, he has transformed the dreams of Lohia into reality.

I hail from Bihar. It does not seem appropriate to congratulate him on behalf of Bihar; the whole House is congratulating him and he is very suitable person also for compliments. Only one person in India failed to congratulate him, and he is Bal Thackeray Saheb. I don't know what was his objection. This is not a matter of discussion.

MR. CHAIRMAN : Leave it. Come to the Railways.

SHRI RAJESH RANJAN ALIAS PAPPU YADAV : But on behalf of Bihar, I want to State that, when Devegowda Saheb was Prime Minister, at that time also he was the Minister of Railways. The realisation of incomplete dream of Bihar after Lalit Narayan Mishra began in the Prime Ministerial Tenure of Deve Gowda Saheb and in the tenure of Ram Vilas Paswan Saheb. I would like to inform the hon'ble Minister that the place I belong to. . . (Interruptions)

MR. CHAIRMAN : Joshiji, let him speak. Shri Yadav, you please continue your speech.

\* Translation of the speech originally delivered in Bengali.



SHIR RAJESH RANJAN ALIAS PAPU YADAV : I want to tell them that the history of Bihar has been unigue. Today Bihar may well be cursed but it had number one position in the country some thirty five years ago. If Shri Ram Vilas Paswan has shown respect for Bihar and the place where we stand now, there is nothing wrong in it. He has done a great honour to Bihar. Not only Bihar but he has also paid attention to places like Kashmir and the Northeast which were not paid attention after independence so far. . . .(Interruptions). I don't know why they are sore at heart. I would like Shri Ram Vilas Paswan to personally call them and enquire about the matter.

Now let me come to Bihar. I have talked to the hon. Minister also about Purnea, the place I come from and said that Katihar is the biggest junction of North Bihar from where we change trains to go to Gauhati last. We go to Hawrah also from Katihar. Katihar is in the centre of North Bihar. I have demanded many times that as you are paying attention to the Railways and there is electrification upto Mughal Sarai and you want to go ahead of Mughal Sarai via Patna, then why don't we go to Katihar via Mughal Sarai and Patna ? Many times have we demanded for electrification, you see. Katihar has become such a busy Railway station that the conversion into double Railway line is a must for it. They should consider that the conversion into double line between Katihar and Barauni is needed most. I have urged them many times that if we extend the route of DMU train running between Patna and Manasi to Katihar then it will take two-three hours more, but it will be a big facility for people between Manasi and Katihar from Narayanpur to Naugachhia station Kursela, covering a distance of 100-125 kms. upto Kursela. Millions of people would be benefitted there. Many times I demanded for a direct train from Ranchi to Katihar, as there is no alternative facility from that side of the Ganges in North Bihar to connect the South, but for the time being they have provided a link train for Jamshedpur. Two coaches will come from there and then will be attached in Barauni. I would urge the Hon. Minister that Katihar, Purnea have the areas of Nepal and Bengal around and the businessmen of that area or those coming from Nepal or Bengal have to travel 24 hours to come to Purnea by bus; there is no other alternative. Then they have to come to Barauni to catch a train for Ranchi or Dhanbad. These points have not been considered. Not only Bihar but Nepal and Bengal will also benefit from it and we can also go to Ranchi, Jamshedpur easily if a direct train is provided to Katihar.

Last time also I had demanded about that area in the House and a survey was conducted. Shri Dinesh Chandra was telling about Saharsa. Saharsa-Manasi Railway line was extended upto Jogbani. Providing the route from Katihar to Jogbani created resentment among lacs of

people of that area. But I come from Purnea, and between Purnea and Saharsa is Madhepura. You might remember that Bhupendra Babu, the first chairman of Commission for backwards in India, hailed from this area, likewise Bindeshwari Babu who was member of the constituent assembly when it was formed and Shivnandan Mandal who became the first Law Minister of India, also hailed from here. I don't understand why the area of Madhepura has been neglected so far ? Madhepura falk between Purnea Junction and Saharsa from where came the greatest of the great in India. If Dr. Lohia talked to anybody he would also listen to him, and it was only Bhupendra Babu. It was the same B.P. Mandal on whose name Mandal Commission was constituted which created an uproor throughout the country on the issue of reservation. But it is not known as to why Purnea junction and Saharsa and Madhapura are neglected today. This is the position after fifty years of independence. We demanded many times. The N.H. to Bengal, Raiganj crosses Purnea.

SHRI SATYA PAL JAIN : Is it the same Purnea where arms were dropped ?

SHRI RAJESH RANJAN ALIAS PAPPU YADAV : It is not that Purnea of the arms-dropping case. The N.H. coonnects Bengal. Gulab bag comes in my area and Bengal is only 25 Kms. from Gulab bag. Gulab bag is the second largest Mandi after Ranchi, in Bihar, N.H. crosses Purnea junction Just beside that. I demanded many times, staged 'dharna' also, held demonstration and requested repeatedly but was not heard at all. You are well aware that the Government of Bihar does not listen even to the whole of India not to speak of myself alone. So I demand from yourself that an overbridge be constructed on the Gulab bag - Purnea junction and N.H. crossing. It will be a sufficient facility to the people, as the condition there is this that if once the gate of the crossing is closed then 400-500 vehicles queue-up there. Children get killed because they cannot reach the hospitals. There are no other road over there. This is a personal demand also that you please consider about the bridge for which I requested you in this House and outside also. You have connected Jogbani. You have connected the heart of the area to India. Virat nagar is called the heart of Jagbani. It is called the heart of Nepal. By connecting that Viratnagar and Jogbani border you have done justice with India. It was an international issue. It goes beyond Purnea junction. But we demanded two things from you. The Hon. Minister had gone to Kursheela for inaugurate. I had said there was narrow guage from Bhanmanti to Bihariganj and you please convert that only into broadgauge. Bakhtiarpur or Saharsa be connected. I had requested you. . . .(Interruptions).

SHRI RAM VILAS PASWAN : Saharsa, Purnea, Madhapura. . . .(Interruptions)



SHRI RAJESH RANJAN ALIAS PAPPU YADAV : I demand a broad gauge in Saharsa, Purnea via adhepura and narrow guage for connecting Bhanmanti, Bihariganj and Bakhtiarpur, as it is upto Bihariganj only and needs further extension. There is no solution to it. Please convert the narrow guage, into broad guage. This was my request to you.

SHRI RAM VILAS PASWAN : I said that I was ready about the matter of overbridge that you are discussing in-between. He is repeatedly talking about the overbridge. your saying that the Railways. . .(Interruptions). Joshiji, please listen to me.

I have told the august House regading overbridge and underbridge that it has certain rules. If an overbridge or underbridge is to be built on a road constructed by the P.W.D. or the State Government, then, the State Government has to bear fifty percent of the total expenditure. If it is a National Highway, then, the Ministry of Surface Transport has to bear fifty percent expenditure. We allocate the money from the Ministry of Railways only when that Ministry is prepared for it. Please get the Ministry prepared first. We would release the money of our Ministry share . . .(Interruptions).

SHRI RAJESH RANJAN ALIAS PAPPU YADAV : I have already stated that the House is aware of the situation of Bihar. We do not know as to where from we shall take money in Bihar and where from we shall provide funds. Only when we make Shri Ram Vilas Paswan the Chief Minister of Bihar, We would be able to know what has been done and what should be done. But now the issue is regarding the portion between Bihariganj and Koparia, Mr. Minister, Sir, Purnea Court Station is my native place, there is no proper maintenance arrangement at Purnea Court Station and Barabanki Junction. I have told this time and again, there is no waiting room, there. But no attention was paid to that demand. I have repeatedly stated that there is no bridge to cross both the sides at Banmanthi junction. Sometimes children are crushed under the running train there. There is no shed at Janaki Nagar Station. Plenty of revenue is earned from such a big city but it is without any shed. A market is there. Mr. Minister, Sir, you may recall that I have demanded many times to extend Kalbhat 43. The length of Kalagola platform in Sonepur zone should be extended. The reason is that it is still not complete according to narrow-gauge railway line. But neither the work has been completed so far nor broad gauge track has been laid down there. If the length of the platform is increased, the arrangement of shed and light will also be required. Three passenger trains run between Katihar and Saharsa. Through you I demand the Hon. Minister to make an alternative arrangement to run a passenger train during day time.

So far as the issue of laying down Nirmali Chhapra rail line is concerned, it may be recalled that during the time of the hon. Shri Lalit Narayan Mishra such a proposal was made and that proposal was accepted also. But nothing could be done so far in this regard. I request the hon. Minister of Railways to provide rail link from Nirmali to Saraygarh. It would enable a train to cover the distance from Farbishganj, Josbani, Nirmali to Darbhanga within thirty to sixty minutes and not the present lengthy time of 12 hours. Similarly there are other various demands also. Last time also I had demanded to make any alternative arrangement of broad gauge at Hazaribagh. Moreover, the arrangement for a booking-office should also be made at Hazaribagh. . .(Interruptions). As I told you earlier, first class sleeper be included in the shaktipunj Express and it should stop at Murkunda also. Some days back, I attended a meeting at Murkunda. This demand was made that time also. Similarly, when I visited Dhanbad ten days back, demand was made to run Purushottam Express via Dhanbad. The hon. Minister is preiseworthy for planning to construct an overbridge over the Ganga river. The decision to construct railway overbridge over the Ganga between Munger and Khagaria is a major achievement of post-independent Bihar which could not be done by even the greatest Chief Ministers of the State. Shri Brahmadeo Mandal who is not present in the House now, and several persons had sat on hunger strike for this demand. It had been the dream of many aged persons there. The hon'ble Minister has materialised their dream. The people of the area, therefore, would not only thank him but also bow to him.

Lastly, I would like to state that the hon. Minister is well-acquainted with Bihar. I would like to make a request to you. You should make some more efforts so that Bihar earns honour in India and the world as well. There are so many tourist centres. If rail lines and goods trains reach these places by linking the places with Delhi and Mumbai, more development would take place there. I had also demanded the Government a direct train for Mumbai from Bihar and this should be equipped with A.C. Coaches. Similarly I have told about the Guwahati train which goes via Howrah. If this train is run from Howrah to capital via Katihar for one day, it will serva a great purpose for this area. The hon. Minister would deserve appreciation and felicitation if new trains are linked with tourist places in Bihar.

I would like to make similar request about my area. Irrespective of the fact whether somebody provides money or not, I would like to make a personal request to you that train from Purnea junction to Madhepura, from Bihariganj to Papadia and Golaba should be introduced so that we may be able to win Lok Sabha elections next time also. But if you join hands with these people I have nothing to

[Shri Rajesh Ranjan Alias Pappu Yadav]

say. Whether we win the Lok Sabha elections next time or not but we want to see you as the next Chief Minister of Bihar. Thank about Golaba. I hope you will also do so. . . \* To conclude with. I express my thanks to you. . . \* seeing you I remembered one thing.

MR. CHAIRMAN : Please make him Chief Minister.

SHRI RAJESH RANJAN ALIAS PAPPU YADAV : Mr. Chairman, Sir, after seeing you, I recalled one thing. There is no road for labourers to reach the coal fields in Dhanbad. . . \* All coal fields from Jharia have been provided rail link. If local train is provided on the rail line there as are provided in Calcutta. . .

MR. CHAIRMAN : Please consult him also.

SHRI RAJESH RANJAN ALIAS PAPPU YADAV : It will serve a great interest if these places are also linked.

Thank you very much Sir. . . \* for providing me an opportunity. Ram Vilasji please take note of the issues raised.

[English]

MR. CHAIRMAN : All *dadas* are to be deleted. Instead, the expression "Mr. Chairman" should be used.

[Translation]

SHRI SURESH R. JADHAV : Mr. Chairman, Sir, today we are discussing the Supplementary Demands for Grants of the Railways. The Ministry of Railways or the Minister of Railways Shri Ram Vilas Paswan would have to admit that one third of the total income of the Railways is earned from Maharashtra. We have discussed it in the Railway Budget. Injustice has been meted out to Maharashtra in the main Budget of Railways and the Demands for Grants as well. Through you I would like to request the hon. Minister only this much that Maharashtra's contribution is one third of the total revenue earned by Railways. So injustice should not be done with Maharashtra.

Sir, I know and this House is also aware of the fact that the Ministry of Railways has shortage of funds, shortage of resources and in spite of this shortage funds available to the Railway, are being spent on other purposes, it has to be checked ? We should take into account whether this fund is properly being utilised by the Ministry of Railways or Hon'ble Rail Minister has presented this budget in the House keeping in view the present political scenario. Whether our Rail Minister indulges in politics or not but every politician involves in politics. The Minister of Railways has

\* Not Recorded.

made some new announcements but who will take care of the pending projects, The Minister of Railways had made some announcements to please the public but we are of the view that the Minister should pay heed to the pending projects first. I know and this House is also aware that the budgetary support for railways is quite less. All of us know that after five year plan the budgetary support for Railways is being reduced day by day, we should pay attention to all these matters of importance and the Railway budget should not be presented in the House keeping in view the present political scenario.

I say with heavy heart that the Minister for Railways has made a step motherly behaviour with Maharashtra. The Parbhani constituency to which I represent is a very backward area. The Marathwada region, Vidarbha region are very backward areas. I have written about my demands to the Rail Minister several times. I am also a member to the consultative committee on Railways. When a meeting was held in Bangalore and Mysore I had raised some demands about Devgiri Express. I could not get the reply of my letter which I had written to the consultative committee even today. It is a matter of great pity.

The work on broadgauge line from Purvani to Mukher has been completed but there is an urgent need to complete the said work beyond Mukher upto Adilabad. I would like to request the Railway Minister to take up this work as early as possible and provision should also be made first in the budget. Purna junction in Parbhani region is very old. There is very less reservation quota at Parbhani, Purna, Gangakher, Manvat, Selu, Partur. These are very backward areas. Whether my demand is related or not but I would like to make a request to the Minister of Railways that the reservation quota of the said places should be enhanced.

My second demand is that there are many unmanned gates in my region. The Railway Minister has talked of these gates many times in his meetings that he will consider these unmanned gates but has not considered those gates so far. He has been speaking good for nothing but in fact, nothing has been done in this regard. Due to these unmanned gates the many casualties occur. I would like to make a demand to the Minister through you that those gates should not be overlooked.

The Railway has lack of funds in proportion to its work. The construction of new platform has been made in Parbhani, Marathwada region. Platform of lowest level has been made in Parbhani, Selu, Munavat and corruption has taken place in the said construction. I realize that the Railway has more work but less funds. But when we see this work it is not done properly there is no need to pay attention towards this. The Ministry of Railways has lack

of funds. You should ensure the quality of work and the work is done in the and work estimate rates should not suffer. If anywhere the bogus work is going on and corruption is there, attention may be paid towards this. Guilty must be punished.

Marathwada is backward region if gauge conversion, laying of track or construction of new track is required there, the special attention should be paid by the Railway Minister. The Railway Minister was expected to visit Parbhani. He knows that Marathwada is a backward region. Attention should be paid towards pending works.

In the end, I would like to say that more attention should be paid to Maharashtra as we get maximum revenue from Maharashtra. The remaining facts about Maharashtra have been told by our party colleague Shri Geeteji. I agree with him. You have given me a chance for expressing my views on supplementary demands. I thank you and I conclude my speech.

[English]

SHRI AMAR ROY PRADHAN (Coochbehar) : Mr. Chairman Sir, you know the northern part of West Bengal which is generally called North Bengal consists of six districts, the most neglected ones in the railway map. We are thankful to you because you are speaking loud about it, you are speaking much about the northeastern region, you would like to develop that area. But you cannot develop the northeastern region without developing the North Bengal because it is the corridor. Very very reluctantly I am supporting the Budget.

You should know that you cannot divert Siliguri part, you cannot divert Coochbehar; you cannot divert Jalpaiguri if you wish to have a link with the northeastern region. In this Budget I had asked for one stoppage of Rajdhani Express in New Coochbehar. Your answer is 'no'. We had asked for Saraighat Express stoppage at New Coochbehar. Your answer is 'no'. We had asked for a double line just to have more facilities for the northeastern region and a double line from New Jalpaiguri to New Coochbehar. You have said 'no'. Even then we are reluctantly supporting the Budget.

You should remember, hon. Minister, that you have assured in your last Budget speech that a Shatabdi type train would be run from Calcutta to North Bengal. I personally had asked at that time that it may be run from Sealdah to New Coochbehar. I do not know what happened to that. 15th August is only a few days more. I see there is not such arrangement and nothing has been done. Today you must tell this House whether you had assured in your last Budget speech that a Shatabdi type express will be started from Sealdah to North Bengal.

Regarding conversion of Siliguri to Alipurduar Junction, it was in the Budget speech also. But not a single inch work has been done so far in that area. Only the budgetary assurance remains on a piece of paper; nothing else. Regarding survey of new railway line New Maynaguri to Jogigopa via Changrabandha, Mathabhangra, New Coochbehar, Toofanganj, Baxirhat and Golabganj, you have assured that you will get the survey made. On the other day there was a non-formal meeting of the Consultative Committee and the Standing Committee.

As I am a Member of the Consultative Committee attached to the Ministry of Railways, I was present there. At that time, it was stated that the Ministry of Defence had raised an objection to it and so it was not possible to work it out.

My question is this. I would like to know very clearly from the hon. Minister why the Siliguri-Mal-Hasimara-Rajabakhawa-Alipurduar gauge conversion could not be carried out. According to the Indo-Bhutan Treaty of 1949, this entire railway line is in Bhutanese territory. It is not on Indian soil. We are having it on lease, according to the 1949 treaty. I would request the hon. Minister to go through the treaty document. The parts which fall in India are Darjeeling, Jalpaiguri, Goalpara district and Bongaigaon. After these areas, it is on lease. We are paying rent to the Bhutan Government on the lease.

It was also decided at the time of signing that treaty that at any moment they may withdraw. What will be our position then? How is it that he has made a contemplation that the line would be converted from metre gauge to broad gauge? And after that, why is the Ministry of Defence standing in the way now? I find no justification for their objection. The entire north Bengal is on the border. This is a corridor. From the Bagdogra airport, it is only 20 kilometres on the one side to Bangladesh and on the other to Nepal. This point has to be crossed. The entire north Bengal is just a narrow strip of land, which cannot be just avoided. Otherwise, we will have to have a railway line in the sky and not on the earth! This is the position.

If the hon. Minister of Railways had the knowledge of this position, they, why did he say that it would be done? He is in the Cabinet and the hon. Minister of Defence is also in the same Cabinet. The Ministry of Defence has raised an objection saying that the land is under lease from Bhutan. The entire metre gauge line which is proposed to be converted falls there. This kind of objections should not be raised at the last moment when the hon. Minister has assured this hon. House saying that they were ready to convert it.

Now, I come to the survey for a new railway line from New Maynaguri to Jogigopa via Changrabandha

[Shri Amar Roy Pradhan]

Mathabhaga, New Coochbehar, Tufanganj, Bosirhat and Golokganj. Here, it is said that the survey could not be done due to Defence objections. That has again been shown as the main reason.

The next point I would like to refer to is regarding the railway bridge on the River Torsa on the railway line from New Coochbehar to Gitaldaha in the NF Railway. It is in a very dilapidated condition. They are saying that the Government of West Bengal should give money. 'Otherwise', they say, 'we cannot help it.' I would like to know from the hon. Minister of Railways whether the Ministry of Railways is so poor that they cannot afford even Rs. 1 crore to repair a bridge. If it is so, then, let them say that they would like to withdraw the entire railway line from the north Bengal region. Why are they making this discrimination? I would request the hon. Minister to at least now take a personal interest and do something for the betterment of the region.

Sir, as regards the Barasat-Hasanabad line is concerned, the survey has already been completed. But in the Supplementary Demands there is no provision for funds for electrification. In the northern part, there is no superfast train except Rajdhani Express. Please do not shift the Rajdhani Express to other places. I would like to make a request to the hon. Minister that between New Jalpaiguri and New Coochbehar which is a distance of 200 kilometres, there should be at least one stop for the Rajdhani Express. On the other day, in the Consultative Committee meeting it was assured that it would be done. I do not know when it would be done. I would again like to request that it should be done.

[Translation]

SHRI RAM VILAS PASWAN : The reply from the Ministry of Defence has been received and the work of the survey has started.

SHRI P.S. GADHAVI (Kutch) : Sir, I am on my legs to express my views on the Supplementary Demands for Grants (Railways) for 1997-98. In these Demands for Grants for the Ministry of Railways has paid attention to the development of the backward areas and would be thankful if they take necessary action in this regard. In Gujarat region my district that is a border area of west is more backward than the North-east area of Bihar and Kashmir in the country. This area is spread over 45 thousand sq.mile and the Railway facility is available only for two hundred Kms. This area has abundance of minerals just like Bihar. So many people has been dislocated from that area. Three of the each five years are stricken with famine. There is no source of income. If we want to develop

that area we will have to concentrate on the area, in the same way as the Ministry of Railways has done. In the last Railway budget.

We had demanded Bhuj-Gundhi-Dham broad gauge, but I would like to add that lignite, Betonite and Lime stone are found in abundance in the area that is far from Bhuj-Gandhi-Dham, but there is a need to convert metre gauge line in to broad gauge line that goes from Bhuj to Malia since it is very important from defence point of view. But if we do not pay attention to the matter, we will have problem as we can remember that when Pakistan attacked on India in 1965 and in 1971. Our soldiers had problem to reach there. I would like to request the Minister of Railways to make some provisions for converting Railway line from Bhuj to Malia in to broad gauge line and also provide Railway facility from Bhuj to Panamadhoo.

Even though there is a longest line of Western Railways of Gujarat, but its headquarter is located in Mumbai only. It causes lot of problems several times. For example; recently officers faced problems in reaching to Faridabad where an accident took place. Such problems are also faced in Gujarat. The entire rail line of Gujarat is located in Western Railway only. Kandla port is the major port of north India in Gujarat. But it is really an unfortunate thing that this major port has not been connected to broad gauge from its capital even after 50th years of independence. Unless you connect this with Broad-gauge, the Kandla Port can not be developed. Its very important for my area that this should be connected with broad gauge at the earliest.

The entire area is border area, I would request the Minister of Railways that a broad-gauge line should be laid down in the entire border areas right from kutch to Punjab and Rajasthan as it is essential from defence point of view.

The Mundra Port located at Gandhi dham has to be developed and some entrepreneurs of Private Sector have asked to connect the Mundra port with Rail line which should be laid down from Gandhidham to Mundra via Jogrinal. As you are aware that salt is produced in Kutch and supplied to the entire country. The salt producers find it very difficult to send it outside due to non-availability of railway line because broad gauge rail line has been laid down upto Palanpur only so far. At present the salt is being sent from Santhalpur and Kutch via Palanpur. The salt producers have been demanding since long that a transshipment point may be set up there. We have requested the Ministry of Railways several times in this regard but till now nothing has been done. Earlier the transshipment point was set up at Vakhana. When Biramgram - Okha railway line was converted into broad gauge, at that time

the transshipment point was set up at Vakhana for the salt producers of Naulakha. When the Jodhpur rail-line was converted into broad-gauge the transshipment point was set up at Bhagat-ki-Kothi. I consider the demand of salt producers very justified that a transshipment point may be set up there as it would be very convenient for them and it would be easy to sent salt to the all parts of India.

The Railways have a lot of surplus land. A new railway station has been constructed at Bhuj about 50-100 acres of surplus land is available near the old railway station which is being encroached. The market value of that land is fifty lakh rupees per acre. If the Railways does not take care of that land, then, the whole land will be encroached. The same position is prevailing in Bhavanagar and Jamnagar.

The people of Kutch have migrated to other parts of India due to famine Recently a decision has been taken to run the train on Uri-okha railway line thrice a week, if it is extended upto Ghandhidham, once a week, it would be helpful for the people living there. All long distance trains running between Hawrah-Ahmedabad, Cochin Ahmedabad Chennai-Ahmedabad may be extended upto Gandhidham. The people of that area have been demanding this since long. I have been told that there is no terminal facility at Gandhidham but a provision was made in the last years' budget for providing terminal facility there. I once again demand that all long distance trains running between Howrah-Ahmedabad, Cochin-Ahmedabad, Chennai-Ahmedabad may be extended upto Gandhidham so that people living in Kutch may visit other parts of India.

16.57 hrs.

[MR. DEPUTY SPEAKER *in the Chair*]

Port to Port connection and connection with the capital is necessary. It has been said in this House that New Delhi-Ahmedabad Rajdhani Train should be run once a week and I demand that this train should be run daily as it is very essential to connect Ahmedabad with the capital.

Presently the railway facility are being provided in the cities and the local trains which were connecting the villages, earlier, are being cancelled. The local train being run between Ahmedabad - Vodda had been cancelled about two years ago If you keep on cancelling the important local trains and increase the facilities in the cities, I do not appreciate your policy. Similarly Ahmedabad-Junagarh train which runs thrice a week earlier is being run twice in a week. The people of Bhavnagar, Vodda, Dholka, Bavatha, Birgram and Dhandhuka have been demanding since long that their reservation quota should be enhanced from Delhi and Bombay.

17.00 hrs.

Mr. Deputy Speaker, Sir, presently there is no direct line between Bhavnagar and Mumbai. A direct line should be laid between these railway station. Surat is connected with the entire country but here is only one track the South bound trains and Surat Jalgaon train. If two railway tracks are laid there, it would be very convenient. Traffic is increasing day-by-day between Ahmedabad-Mumbai and lot of economical and industrial development has taken place due to railway tracks presently there are only two railway tracks and there three tracks would be more convenient. The Bhuj railway station has been renamed as "Naya Bhuj" but it has not been feeded into computers and we find it difficult to get ticket for Bhuj. Therefore, I request that these shortcomings may please be removed.

Mr. Deputy-Speaker Sir, it is said here that the backward areas are to be developed and the railway facilities should be provided there and it should be ignored whether the Railways earn the income or not. If we consider the economic aspect, the backward areas will not developed. I would like to say that there are several areas in our country which could be developed by providing Railway facilities there. I, therefore, request that the Railways should take action in this regard.

SHRI MANGAT RAM SHARMA (Jammu) : Hon'ble Deputy-Speaker, Sir, I am thankful to you for allowing me to speak. At present a discussion on Railway's supplementary demands is going on. I am very happy that all the Members, irrespective of their party, affiliations, have appreciated the expansion work done by Railway Ministry for Jammu and Kashmir, Eastern and North east states. Since, I have been elected from Jammu and Kashmir, therefore, I thank the Minister of Railways on behalf of the people of Jammu and Kashmir and my colleagues. Hon. Minister of Railways has informed that the work of laying down Railway line from Jammu to Udhampur would be completed next year and Udhampur to Atra where there is Mata Vaishno Devi temple is situated the work of Railway line would be accelerated, especially the work taken up between Baramulla and Ghajipur must be appreciated. Prime Minister has also witnessed that innaugration function. I mean to say that the construction should be taken up so that people could get employment. Work should be started in Udhampur and Katra, so that unemployment problem of Jammu and Kashmir would be eradicted and the people of that area could get job and go ahead on the path of success. I would congratulate the Minister on this account and request him to pay more attention to the progress of my backward State.

Hon'ble Deputy-Speaker, Sir, I am happy that Mr. Paswan has kept in mind the whole India. We can not say

[Shri Mangat Ram Sharma]

that he has ignored any state or region. He has made efforts for the development of Railways in every state and every region, as much as it was possible. Broad gauge line is being constructed. Railway line is being extended, new Railway line is being laid, new Trains are being introduced and new bridges are being constructed at one place or the other. I mean to say that in regard to Railways Hon'ble Member has treated whole of India as his own area, as his own region and as his own constituency.

Mr. Deputy-Speaker, Sir, when the Railway budget was presented a few hon'ble Members from Kerala, Gujarat and Maharashtra had raised objection that their areas have been neglected, reacting to that Hon'ble Minister started some new projects in those states. In the same manner he convened a meeting with M.Ps. and tried to sort out many issues. I used to feel that all the Ministers only concentrated on their own constituency and their own area and never paid proper attention to India as a whole but I may atleast claim for Hon'ble Railway Minister Shri Paswanji that he had tried to initiated some work in whole India and it is a matter of pleasure that how effectively he is getting works done by his officers. He is having a fine rapport with the officers of department and it is a matter of pleasure that he has entrusted the whole administration, the Railway administration to be alert on public services. We are sorry and he is also sorry if a solitary or a couple accidents take place. He goes to the spots of a accident immediately but the work of Railways has improved in general and efforts are being made to run trains on their scheduled time and cleanliness be maintained in trains. There should be safety measures for trains and people from all parts and all sections should be recruited in Railways. I think that the efforts being made in this regard are good and we should thank him for it.

As I had told earlier in regard to Jammu and Kashmir, he has taken a big step. He has taken up a very important project. I am thankful for it. I would like to know about the survey from Jammu to Poonch which was ordered by him, one and half years ago because this is related to my constituency and this area is adjacent to Pakistan. Pakistani trains run upto our border but our trains do not run beyond Jammu. Poonch is 300 k.m. away from there. That is a border area and he has ordered for survey there. He told me that survey is being done with the help of satellite but people in field do not now whether survey is being done or not. One and half of one and quarter years have passed since the order was given. I would request you to come to a conclusion definitely and the project should be taken up after finalising the survey.

Similarly, it was said in the House that construction

work of a coach factory in Jammu will be implemented so that people may get employment. Wood and labour is abundantly available in Jammu and Kashmir and my suggestion is that the setting a coach factory at Jammu will prove advantageous to the people of Jammu. Hon'ble Minister should pay heed towards that.

You have mentioned the works to be taken up in the supplementary grants. You have taken up the project of doubling the Railway line between Jalandhar and Jammu in the supplementary demands. Sardar Saheb who is here belongs to Taran Taran area of Punjab. He has also mentioned it. I feel that double track between Jalandhar and Jammu was very essential and you have taken up that work. This is a very excellent work and we support it. Similarly, upgradation of Chandigarh Railway Station, and a Railway line between Ludhiana and Chandigarh will be advantageous to Punjab, Apart from that Railway line is being laid down from Jammu to Rajasthan via Punjab, Railway line is being created and it is a very good thing. It will benefit the commuters of a few states. This is a very good thing.

Similarly you have proposed for the modernisation of Delhi Railway station. Delhi is our capital and have railway stations were build up during the British regime. The condition of these stations is not good. Their modernisation is a good thing. We appreciate this measure. You know that there is huge rush at Jammu station due to pilgrims of Vaishno Devi. If you expand and modernise this station, that will be matter of benefit for the whole India, since people all over India visit Jammu for Mata Vaishno Devi pilgrimage. Hence it is essential to expand that station. Similarly, you have introduced many trains in Jammu. Trains run from Jammu to Kanyakumari, Calcutta, Ahmedabad, Pune, Tamilnadu. But you have not introduced Shatabdi train from Delhi to Jammu. This is my demand, since a good number of tourists. Army personnel travel on this route, if a Shatabdi Express will be introduced between Delhi Jammu it will be a matter of immense benefit. I want to lay emphasis on special trains for army men. Many times it appears in newspapers that due to non-availability of reservation for army people, clashes between civilians and army men take place. Such incidents occur more in eastern States and Jammu where army people are much in number. When Jawans go on leave or when they are transferred, they do not get berth in trains. I would like the Government to introduce special trains between Jammu and Delhi and from eastern states to Delhi as well so that movement of Jawans in trains is separate and there is no clash between them and civilians.

One of my colleagues told me that one year back you had ordered to conduct a survey for a railway line between Dongpura and Ratlam via Banaraswala in his constituency.

This railway line pertains to the state of Rajasthan. He asked me to raise this point. He belongs to that tribal belt, therefore, I would like you to get the survey for that railway line conducted as soon as possible. . . (Interruptions).

MR. DEPUTY-SPEAKER : We are discussing the several demands which are 39 in number but surprisingly no hon'ble Member is referring to any of these demands. All of you are speaking on your own demands treating it as a General Budget. You may place your one or two demands but please refer to, at least, some of those demands.

SHRI MANGAT RAM SHARMA : My this point pertains to the demands itself. I hae spoken about Chandigarh and Jalandhar. I have raised many points about the Demand also.

You have drafted a proposal for doubling of railway track between Madurai and Rameshwaram which deserves our appreciation. I myself, have the experience of travelling from Madurai to Rameshwaram, means of travel are not enough there as that is a great pilgrimage centre and people from a cross the country visit there. It is nice that you have paid your attention towards that pilgrimage centre, I appreciate you for this action of yours like wise, it is also good that you have cleared the proposal for the construction of a bridge over Ganga near Patna. This also deserves our appreciation. As I have said earlier, I always ~~find~~ you engaged in examining various railway projects, pending clearance and to be commissioned some where in the entire country which is a welcome gesture. Further I also appreciate the support and cooperation which we, the MPs, get from the staff working in your office, when we visit the same for some or other reasons, I have found you making every possible effort to solve our problems. For this, I, once again, appreciate you and your staff. You are a young man of dynamism and have a bright future in store. You have got a will to serve the people of this country. We wish you all the best. You considered the entire India as your own constituency and have started various projects which, I hope, you will carry on with same vigour. I request you to complete all those projects—particularly those mentioned in supplementary grants—which you have taken up.

The total provision made for this project is very nominal. This will not do. We would urge you and support you to compel everybody be he the Prime Minister or the Finance Minister to get the adequate funds. Whether you get any budgetary support or make some kind of adjustment but the important thing is that you expedite the whole process and accelerate pace of work.

There is a district, namely, Kathua in my region where no stoppage has been provided to any Express trains

starting from Jammu. The Express trains starting from Jammu halts only at Chakki bank railway station and these trains halt nowhere else in the entire Kathua district. I have brought it to the knowledge of the Prime Minister also but so far nothing has been done. I, therefore, request you to kindly provide halt to at least one of these Express trains at Kathua station as Kathua district is a headquarter. It is also a brigade headquarter and it connects a huge area with it. I have written a letter and got it forwarded to you by the P.M. also, therefore, if you meet our this demand, it will benefit the people of the entire Kathua district.

With these words I support your Budget and appreciate your work.

SHRI BASU DEB ACHARIA (Bankura) : Mr. Deputy-Speaker, Sir, after extending my support to the supplementary demands (Railways) I want to submit a few points before the House. We were expecting that the Railway Minister, Shri Ram Vilas Paswan, would certainly take note of the resentment prevailing among the railway employees. The reasons attributed for retrenchment and dismissal of railway employees in the year 1981, are not any act of theft or dacoity or any other such deeds but only the act of participation in Trade Union's strike. So far in Indian Railways, particularly in Eastern Railways. . . (Interruptions).

SHRI RAM NAIK (Mumbai-North) : What is the Demand No ?

MR. DEPUTY-SPEAKER : He has already supported the Demand.

SHRI BASU DEB ACHARIA : Only after extending my support to the Demands, I started my speech, Shri Ram Naik ji. There are at least 40 railway employees who are still out of their job inspite of the judgement of the Supreme Court which has gone in their favour. Three months have elapsed since the judgement was given and in between, I have also written many letters to the Railway Minister but so far no action has been taken to reinstate these 40 employees who have been out of their job since 1981. As the judgement of the Supreme Court has gone in their favour, I hope that these employees will have to wait no longer. Though, nearly 300 to 350 railway employees have been reinstated after the judgement was pronounced but some employees still remain to be reinstated. I hope that they would also be reinstated. I hope that they would also be reinstated very soon. I urge the Minister to make a promise in this regard in his reply. He has made some other announcements as well but I wonder as to why the Railway Board do not take any action to implement these announcements. On the 6th June, the Minister had made many such announcements in Purulia. If he remembers, he had announced that the coal and ash handling workers, who were retrenched due to the closure of steam loco would be reinstated in the railways as safaiwalas (sweepers) That



[Shri Basu Deb Acharia]

was 6th June and today is 11th August but so far no action has been taken in this regard.

SHRI RAM VILAS PASWAN : Action has been taken the file is submitted to us. You stated in this regard on that day. I enquired in this regard and the action had taken. It will take some time. This case relates to June and only two months are pass as August is going on at present.

SHRI BASU DEB ACHARIA : The two months have already passed. It is requested to you to take action immediately. The some casual workers of canteen had met us and submitted a representation to us. They had written there in that the judgement of CAT has been delivered in their favour and, they will not go to Supreme (court). After that they received letter from Railway Board.

[English]

"It was thought proper to file an SLP in this case also. It will be appropriate to wait for the Court's decision."

[Translation]

We had given the letter after consulting then and said that you have promised not to file a case in the SLP. But on the contrary you have mentioned in the letter that you are going to SLP. They have again written a letter to us that the Railway will not file case in SLP. We have informed today that before delivering the order the Railway had already filled the case in SLP. This letter has been written on 8th March. If it took place before 8th March then they would have not issued orders. We have informed that the file has sent to them, if they want to draw the case they should withdraw the file is lying in the Minister for Railways for the last one and half-month we hope, they will advice them to withdraw the case as early as possible. Shri Santosh Mohan ji raised a question today morning in respect with the recognition of R.P.F. We do not need a wide recognition such as trade unions. We have just demand to recognise the welfare association of R.P.F., there is a great resentment among Railway workers due to it. Station Masters are on agitation. This demand to create channel of Negotiation is not a big demand. The All India Railway employees confederation was authorised for this by the Govt. of Janta Party in 1977. Talks can be held in the set up of chanel of recognition. The All India Railway employees confederation can talk to Rilway officers, General Manager, officers of Railway Board. G.R.M. They did not want recognition. That set up area withdrawn in 1980. It is not difficult to restore it. You can do it. It will effect the recognition policy but it is also not being done.

SHRI RAM VILAS PASWAN : When we went to meet

the Minister of Home Affairs you were with us.

SHRI BASU DEB ACHARIA : We are talking about AIREC. The Home Minister has said that we have no objection and railway can do it.

SHRI RAM VILAS PASWAN : At that time you were with me, and Law Minister was also there. They said that they would send it to the Law Ministry and we had said that that should be sent. The Law Minister had assured to look into it.

SHRI BASU BEB ACHARIA : You should call a meeting as early as possible, and take decision.

SHRI RAM VILAS PASWAN : We would not held a meeting but it would be hold by the home Ministry.

SHRI BASU DEB ACHARIA : They had said that they had held two meetings. It is the responsibility of Ministry of Railways, so you should take decision about RPF at the earliest by having a dialogue with them. The All India Railway Employees confederation had a channel of Negotiation right in 1977. but it was withdrawn in 1980. So it should be restored.

[English]

We want one Union and that should be recognised through a secret ballot.

[Translation]

Only one federation would remain. If there are two federations, what is the harm in forming third confederation. The standing committee on Railway had also made such a recommendation.

SHRI ILIYAS AZMI (Shahabad) : Have you given any recognition to union of Police in Bengal or any other union?

SHRI BASU DEB ACHARIA : Yes, Sir, Recognition has been given in Kerala, Tirpura and Orissa. But there is no sense of indiscipline there. Presently is used to be there but since then we have give them recognition, they also not have such sence there.

MR. DEPUTY SPEAKER : Please address the chair directly.

SHRI BASU DEB ACHARIA : Mr. Deputy Speaker, Sir, I would like to pay thanks to the Minister of Railway that he has included two projects of West Bengal in the Supplementary Demands for Grants for railways.

One project is concerned with electrification of Ranaghat - Pangaon rail line and an other is. . . (Interruptions). Perhaps one has been included and there



is five kilometers long railway line. Bhangaon is only five kilometres from Bhidrapur. They will have remembered. The had given an assurance and made a declaration at Purulia on 6th June that he would get a survey made for a new railway line. He would get a survey or railway line made from Jhargram to Purulia.

[English]

For Puruliya-Jahargram new line, a survey would be undertaken.

[Translation]

He had told categorically that he would include it in the supplementary demand of grants but he did not include them. Purulia - Jhargram line to which a declaration was made on 6th June by you, is not also included.

SHRI RAM VILAS PASWAN : The issue of survey is not mentioend in it ? . . .(Interruptions).

SHRI BASU DEB ACHARIA : You had made a declaration that survey will be made in this regard. How would it be made ? We would like that survey should be made and line should be laid. We do not want survey only but we want line also.

[English]

SHRI SRIBALLAV PANIGRAHI (Deogarh) : Since he is the Chairman, he is using his position fully towards that . . .(Interruptions).

SHRI BASU DEB ACHARIA : The entire area is occupied by tribals. The percentage of the tribal population is more than 50 per cent. In the entire area of Jahargram, part of Benkura and then Bandwan of Puruliya, the tribal population is more than 50 per cent. So I request the Minister that he would order for undertaking survey for a new line from Jahargram to Puruliya.

[Translation]

We were expecting that this project will be given to us as the Chief Minister or West Bengal had met him in the Rail Bhavan.

[English]

This is for the first time that the hon. Chief Minister of West Bengal met the Minister of Railways in Rail Bhavan. This was reported in the newspapers also. What for ? It is regarding Calcutta Metro. What is the reason ? This is not the responsibility of the Railway Ministry. Why not ? It is because, Sir, Calcutta Metro has not been completed yet. Only a part of Calcutta Metro has been completed from Dum Dum to Daliganj. What about Daliganj to Garia ? What

about Dum Dum to Barakpur ? What will happen to it ? What about Dum Dum to Barasat ? What happened to that ? We have recommended it. The Standing Committee on Railways has already recommended it.

[Translation]

But you know as to what action is taken. He and Shri Panigrahi both have been Chairmen.

[English]

His experience will be the same. That is why, the Standing Committee on Railways recommended that the Ministry of Railways should publish a status paper on the transport system of Calcutta. Calcutta's transport system has been neglected. In Calcutta, the road spacing is only six percent. whereas in Mumbai, Ram Naikji, It is 16 per cent. What has he written in reply to my letter ? . . .(Interruptions) I know. I know Ram Naikji because both myself and he were on the Sub-Committee and we visited all the three Metropolitan Cities.

MR. DEPUTY-SPEAKER : Please conclude.

SHRI BASU DEB ACHARIA : What he has stated in reply to my letter is, 'Funds are allocated by the Central Government over and above the Railways normal budgetary support through a dividend liability'. Why ? Why is it for only Calcutta Metro ? 'The cost of operation and maintenance of the entire Metro is reimbursed to the Railways and the cost of replacement and renewal of railways of the entire Metro is also reimbursed to the Railways. This should be settled by the Ministry of Finance.'

[Translation]

MR. DEPUTY-SEPAKER : It is half past five. . . (Interruptions).

SHRI BASU DEB ACHARIA : I am just concluding I shall not take much time. I shall be concluding within Five to seven minutes. . .(Interruptions).

MR. DEPUTY SPEAKER : Please coclude within two minutes. . .(Interruptions).

[English]

We expected that the extension of Calcutta Metro from Tallyganj to Guria would be included in the Demands for Supplementary Grants. But is has not been included. We do not find any justification.

[Translation]

THE MINISTER OF TOURISM AND MINISTER OF PARLIAMENTARY AFFARIS (SHRI SRIKANTA JENA) : Is it your recommendation ?

SHRI BASU DEB ACHARIA : Several recommendations have been made but nothing has been done in this regard. . . (Interruptions). Maximum recommendations are from Mumbai. Shri Ram Naik will explain them. There is a maximum number from Orissa.

[English]

Shri K.P. Singh Deo will tell us how much we have recommended for Orissa. . . (Interruptions). After great difficulty and through our vigorous efforts, one very important project from Orissa – Talchar-Angur has been included. However, another important project of Orissa – Talchar-Bimlagarh has not been included. The hon. Minister had assured us that he would consider it in the next Budget. It is a very important project. . . (Interruptions).

Sir, the hon. Minister of Railways will tell us as to what will happen to Calcutta Metro. The employees are being repatriated. It has to be stopped and more allocation should be provided. Now, the hon. Minister is saying that it is the responsibility of the Ministry of Urban Affairs and Employment. How can the responsibility of the Metro Railways be fulfilled by the Ministry of Urban Affairs and Employment? This should be the responsibility of Indian Railways and Calcutta Metro should be a part and parcel of Indian Railways. Unless the Indian Railways take the responsibility of not only the construction but also the management of Metro Railway, the Ministry of Urban Affairs and Employment will not be able to discharge its responsibility in regard to running of Calcutta Metro and it will remain as a truncated project. . . (Interruptions).

What about Circular Railways? A survey has been completed and a survey report has been submitted a long time ago. Only a stretch from Princifghat to Majerhat, about five kilometre, is not being completed. . . (Interruptions). To call it a Circular Railway is a misnomer.

Therefore, the Calcutta Metro extension from Tallyganj to Garia and from Barrackpore to Barasat is most important. So, the completion of Circular Railways is most necessary. I hope that the hon. Minister would reply to this point. An amount of Rs. 52 lakh has been kept in the Annual Budget.

[English]

What about a new train from Tatanagar to Newjalpaiguri to connect South Bengal with North Bengal? . . . (Interruptions).

[Translation]

MR. DEPUTY SPEAKER : Second item of the agenda was to be taken up at 5.30 p.m.

SHRI BASU DEB ACHARIA : We would like that something must be told in this regard.

MR. DEPUTY SPEAKER : He will certainly tell.

SHRI BASU DEB ACHARIA : I support what Mr. Amar roy Pradhan has said.

[English]

The hon. Minister of Railways had announced on the floor of the Hosue that the Bankura-Damodar line would be taken over and then it would be restored. But it has not yet been done and not a single sleeper has been replaced and not a single kilometer of track has been replaced. How will the hon. Minister be able to introduce a rail bus on that line unless the line is not renovated? What is the position?

[Translation]

What is happening? Why is so much time being taken to purchase this? If it is not purchased and replaced, you will not be able to introduce a rail bus. You will have to introduce that service because you have announced. . . (Interruptions). We would like that reinstatement of our dismissed railways employee's should be implemented at the earliest in accordance with the orders of the Supreme Court. As you have said about coal and ash that proceeding is going on. So, you may please ask them to expedite it so that it may be started expeditious. . . (Interruptions).

MR. DEPUTY SPEAKER : This discussion will continue tomorrow.

[English]

SHRI BASU DEB ACHARIA : Sir, tomorrow he can reply after Zero Hour.

[Translation]

SHRI RAM VILAS PASWAN : Sir, this is my insistance because the supplementary demands of Railways are to be taken to Rajya Sabha. Today is 11th and 14th is the Private Member's Day. Therefore, today or tomorrow should be fixed so that it may be taken to Rajya Sabha after having been passed.

MR. DEPUTY SPEAKER : Half an hour discussion will start at 6.30 p.m. and if the House is ready to sit after seven, I have no objection.

SHRI RAM VILAS PASWAN : Sir, Let it be got completed by tomorrow before lunch. . . (Interruptions).

SHRI RAM NAIK : Sir, I have a suggestion. It is a fact that this business should be passed and

simultaneously it is also a fact that all members would like to speak on the demands of Railways whether they are supplementary demands or general demands. It should be done that whomsoever would like to speak, let them speak. But after seven, the Minister may reply tomorrow after zero hour. Thereafter we will wind up this issue. As such I think that those who have a wish to speak will also be fulfilled. . . .(Interruptions).

MR. DEPUTY SPEAKER : Look, this is to be decided by the House.

SHRI RAM NAIK : Those who want to speak will stay . . . .(Interruptions).

MR. DEPUTY SPEAKER : Those who like to speak, only they will stay and none else.

SHRI RAM NAIK : That is right that only speakers will stay and nobody will raise the question of quorum. Thus, those hon. members who like to speak, will be able to speak and the House will also dispose this item . . . .(Interruptions).

MR. DEPUTY SPEAKER : It is a matter of common understanding. You just look behind, some hon'ble members are raising their hands.

SHRI RAM NAIK : Those who like to go, they may go because it happens so. Those who want to speak they should be given a chance to speak. That is all what I want to say. . . .(Interruptions).

SHRI RAM VILAS PASWAN : Sir, when all hon'ble members every time would like to speak on it, then there is difficulty for us. When it is said that who want to speak, they may speak then it never happens that business is disposed of before seven in the morning. Every member would like that Minister for Railways should remain seated here, it is also a fact. The House should conduct its business by eight, nine or ten but don't do such type of work this time that we should be compelled to stay full night - because these are supplementary demands. Therefore, you may fix a time limit in this way that whomsoever wants to speak, they may speak by so and so hours.

SHRI BASU DEB ACHARIA : Sir, time may be extended by 9 O'clock.

MR. DEPUTY SPEAKER : Alright, you sit down at seven, the House will run upto 9 O'clock. If it winds up before it, then that is right.

MR. BASU DEB ACHARIA : Sir, discussion will finish today.

17.40 hrs.

## DISCUSSION UNDER RULE 193

### Re : Need for Streamlining the Public Distribution System—Contd.

[English]

MR. DEPUTY-SPEAKER : Now we shall take up item No.21 – further discussion under rule 193, on the need for streamlining the Public Distribution System. Shri Rambahadur Singh is to continue his speech.

[Translation]

SHRI RAMBAHADUR SINGH (Maharajganj) : Mr. Deputy Speaker, Sir, Food Corporation of India procures and stocks the foodgrains and allocates the foodgrains to the states for distribution through public distribution system. When the states get their allocations, they allocate the same at district headquarters level and issue licenses to the shopkeepers under public distribution system and monitor them. In order to make it more strong, the govt. has formulated several policies such as revamped distribution system. Revamped distribution system means to make available all things in hilly, drought prone and tribal areas.

Secondly, the Govt. will supply 200 grams foodgrains to the people living below poverty line for three days. Despite these managements, this system has not been proving to be successful. There is a reason to it that out of ninety crore population, 60 percent people, i.e. 54 crore people live below poverty line in our country. But the Government consider 32 crore people below poverty line and says that it can provide foodgrains only to those people. Earlier, 200 grams of foodgrain was made available at the rate of per day and per capita but that was also inadequate because at that time there was a need for 400 grams. Now, that has been reduced to 200 grams for three days. The Govt. says that it would not allow the people to die of hunger. I would like to make a request to the hon'ble minister that if any hon'ble member sees by putting himself in this situation, he will come to know as to how life can be led in such a low supply. The fire of hunger is so bad that it compels a person to commit any misdeed.

Mr. Deputy Speaker, Sir, I admit that the people of this country do not commit sin in order to satiate the fire of hunger. There are two types of persons in this country. One type of persons are those who commit sin to fill in their bellies. Others are those who commit crime for their luxury. Today, nobody is honest. Since people do not resort to honest means it is not possible for them to lead a dignified life. I can challenge that there is none

[Shri Rambahadur Singh]

in the country who is leading a dignified life. The reason is that unless, there is a check on evil deeds resorted to for lavish life. We can not stop the crimes committed to earn the bread. But it is an irony that the people who resorted to unfair means for their luxury are respected in the society, and those who do it for the bread are criticised. I would like to request the hon. Minister to give a serious thought on the issue as to how to save the people dying due to hunger.

The people for whom this facility has been provided, are not capable of buying the foodgrains once in a fortnight. They work for the whole day, and only after that they are able to earn their two square meal. When the shop of the Public Distribution system is open, these people have gone to earn their livelihood and when they get time, the shops of the Public distribution system are closed. If by chance the shop is open, the shopkeeper says that the foodgrains are not available. Even if the foodgrain is available, it is not fit even for the consumption of animals. That wheat and rice is not consumable even by the animals. There is a saying in Bhojpuri that tillers, grazers, poor, labourers, helpers down trodden and exploited lot are prohibited to take water from the wells. If they have to drink water, they should take it from a fountain, pond, tank or the river. When such is the mentality of people in this country, you may not succeed despite your best efforts. We are victims of the same mentality. You have been a socialist. You have got education of the socialism. Therefore we should give a serious thought on this matter. Unless you abolish this mentality, this system will not be successful at any cost. This is one aspect. The second aspect is that the shopkeeper takes dozens round of the Food Corporation of India even after submitting the draft. They do not get the foodgrains even after 30 days. Besides this you are also aware of problems faced by the shopkeeper in obtaining the licence. The shopkeeper has to please the supply officials and the members of the monitoring committee. If all that expenditure incurred for transporting the foodgrains from the godowns is included in this, the very commission which he gets is not sufficient. He has to pay from his own pocket. But nobody pays from his pocket and no one can, because it is not possible. One who enters in this business after selling his farms and land and by mortgaging his house, he will certainly indulge in black marketing. Due to this reason this Public distribution system could not become successful even today. I would like to make a request that we will have to resolve to take a stringent steps. So, with whom you have to fight are forceful, strong and are potent. The

persons for which you have to fight are weak, helpless, poor, and downtrodden. Therefore, I would like to make a request repeatedly that you should have will power. If it is not there, you will not get the foodgrains and if it is received, it would be rotten and if would be avail in black market. You give a slogan that we would not allow the people to die of hunger, and will save them from the soaring prices of the market and will stabilise the prices in the country. It can not be done. I would like to say that you are responsible for this increasing prices. You must have remembered the month of September 1996. In that month the price of the wheat was Rs. 400-500 per quintal and the prices of the same wheat in the month of December was raised up to Rs. 1000 per quintal. As to why it happened? It has created havoc every where. No where the wheat was selling at Rs. 1000 per quintal at that time. There was a lot of hue and cry that the wheat was being exported. The wheat was exported to south Korea for the animals. I have not heard so far that we do not have single corn in our home and we one trying to be honest. After that, due to pandemonium 10 lakh tonnes of wheat was supplied. After that why there were no effect of this? Government should have taken steps in the beginning. Had the Govt. raided people would have been caught but Govt. did this when situation became out of control. Those who had to fish in troubled waters, they did their job. They became millionaire. I do not know whose conspiracy is behind it? But I may be familiar or not, I can keep myself mum but general public talk about this. Each and every one talks about this that Govt. machinery is definitely involved in this scam.

Mr. Deputy Speaker, Sir, I would like to request that it is not enough to be honest but one should look honest also in the public. I do not take liquor but sitting on a wine shop if I say that I do not drink liquor no body will believe me. This is the position of this Govt. So these things should be considered seriously. If you would not do so, that day is not far when no body will be able to lead his life with respect and honesty and there will be violence in the country. Extremism will increase. What is going on in Central Bihar? People are fighting for respect and honesty in Bihar. To become an extremist has become their nature and any body can commit a crime to fill his belly. He has right to live. If these who were assigned the task of protecting the people, do not discharge their duty properly, the people have every right to select the path of their choice for their survival. If any body put hurdles, consequences will be very serious.

Mr. Deputy-Speaker Sir, according to Govt. 32 crore

people are living below the poverty line in the country, while actually 54 crore people are living below the poverty line. I challenge the Govt. What is the condition of these people in this country, I tell you. They have to work hard to win their bread to survive, Now tell me where will these 22 crore people go ? If they do not have meal, pandemonium will be there. It will give rise to extremism. It is my request that a survey may be conducted in this regard. Moreover you have played a cruel joke by giving only 250 gms. pulse every month. Today you are celebrating 50th anniversary of the independence of country and here 54 crore people do not get a morsel. You should provide 200 Grams per person, per day. You arrange for a week in place of a fortnight because a labourer goes to work in morning and when he comes back, ration shop is closed and during that period manipulations take place. You fix a time when he could get ration in time. Coarse ration may be arranged for them at Public Distribution shop, so that a poor man could purchase it. A poorman also desires that he could purchase wheat and rice and make his both ends meet.

Mr. Deputy Speaker, Sir, please don't handover the responsibility of monitoring to the State governments. It is the responsibility of both. in order to make this public distribution system a success a joint monitoring committee under the guidance of the both may please be constituted.

Shopkeepers are given very inadequate commission. They are given 5.83 rupees as commission for a bag of Sugar.

I have mentioned about the Food Corporation of India, licenses Supply Officers, members of the monitoring Committee and I have mentioned about the freight of taking it from godowns to shops. You take into account all these what sort of justice is this ? You knowingly force the shopkeepers to do black marketing. Therefore, you please think over the Commission issue so that they are deprived of this opportunity. Even after that if they do the same then it is your moral as well as legal duty that you should punish them but unless you improve upon this system, though you have got the Legal rights to punish them. You don't have the moral right to do the same. Therefore please think over this issue seriously.

I would like to submit to the hon. Minister this also that he is responsible for the irregularities being committed in the Food Corporation of India. Even after depositing the draft, why it takes even 30 days to lift the foodgrains. Why don't you take action against the officers of the

Food Corporation of India who act in this manner. I would like to quote an example that there is a FCI godown in Chhapra. It took 20 to 25 days after the draft was deposited to lift the foodgrains under the 10 kilograms scheme. You get it investigated. With these words I conclude.

[English]

DR. T. SUBBARAMI REDDY (Visakhapatnam) : Mr. Deputy Speaker, Sir, the public distribution system is the most important system in today's modern society in our country. That is the reason why the issue was raised under Rule 193 for discussion by me and by Shri Sriballav Panigrahi. Other hon. Members spoke on the subject because of the fact that I was not there. Now it is my duty to speak briefly on the subject.

We have been hearing a lot of criticism of the public distribution system in our country. There is a strong criticism of how people do manipulate and furnish wrong facts and figures. The Government is providing the essential requirements to which the poor man is legitimately entitled, but he is not getting them. It is because there are many loopholes in the system. Most of the traders and dealers try to take undue advantage of the poor people. It is a known fact and I need not repeat it. What is the solution to this problem ? We are pained to hear that the traders mix kerosene with diesel and they also see that kerosene does not reach the poor man.

There are many malpractices going on in the Food Corporation of India and in various administrative systems. We keep on hearing about them.

I would draw the attention of the House to press reports and would like to get a clarification from the hon. Minister concerning food. The press report reads as follows :-

"Wheat worth more than Rs. 10 crore damaged. More than 2.4 million tonnes of wheat, buffer stock worth more than Rs. 10 crore was virtually reduced to cattle-feed."

It is phenomenally painful to see this report. It is a fact that we feel ashamed.

I want the House to know what is the reason for the damage of so much of wheat. We must know the truth of this newspaper report.

I quote from the *Indian Express* dated 3rd July, 1997 as follows :-

"Rice worth Rs. 14 crore missing from public

[Dr. T. Subbarami Reddy]

distribution system. Sources revealed that there was a discrepancy of 4.2 million tonnes of rice between the figures of the Food Ministry and the Food Corporation of India. The procurement cost, handling and carriage cost of 2.4 million tonnes amounted to Rs. 14 crore and the Cabinet Committee has ordered an inquiry."

I would like to know what happened to that.

18.00 hrs.

The entire House will be happy to know about one thing. Is it a fact that really a fraud involving Rs. 1400 crore has been committed in this case? How could the *Indian Express* publish so boldly a report on 3rd July? So, I would like to know the factual position about this matter.

There is another most important thing. I would like to give a small example. It has been mentioned like this: "Misappropriation and also total lack of efficiency." It has been mentioned that according to sources 11407 fair price shops in Adilabad District in Andhra Pradesh are - I am merely giving a small example in the country-supplying rice to 3,80,043 white ration card holders. But an average of 50 bogus ration cards are there. You can imagine the position. If 3,80,000 white ration card holders are having bogus ration cards, what is the state of the Public Distribution System? There are many loopholes. But I am happy that two days back, the Prime Minister also intervened when Shri Sriballav Panigrahi was speaking on the subject and said that he was also convinced that he must review the Public Distribution System. He also agreed that the present supply of 10 kg. of rice was not sufficient for the family of poor people and it must be raised. I appreciate that stand. But I will appreciate more if action is really taken after his commitment.

In Bihar, Madhya Pradesh, Uttar Pradesh, Rajasthan and Orissa, we come to know that in most of the villages, there are no fair price shops and the people are suffering so much there. At least in this case, as an example in this great county, the Government must take an effort by opening more fair price shops and also by introducing a new system to see how best the poor man receives the real, deserving commodities from the Government.

There is another most important thing. The Government's policy on the foodgrains imports and exports has a tremendous and phenomenal bearing on our finality

of the distribution system. For instance, if Government does not properly judge what is going to be the production of wheat or rice or sugar in our country, say in a particular year, if the Government wrongly calculates it, it is going to be very dangerous for our system. I do not understand one thing. Just on the 4th of August, the Food Minister was committed in the Rajya Sabha that the State Trading Corporation of India has decided to import wheat from Australia. I would like to know what makes him import wheat from Australia. I would like to know what is today's production in the country. On the one side when the Government is suffering from foreign exchange problem, what is the necessity of the Government to think of importing it?

About sugar also, there is a gross confusion. There is a gross mis-communication about the sugar policy. Each newspaper keeps giving every day one policy stating that the Government is going to make free the import of it; the Government is going to allow export. I do not understand it. I do hear the story that the levy sugar is not lifted. It is already getting stocked in the sugar factories. They are not able to pay the sugarcane arrears to the farmers. What is happening? Why is it happening like this? Why does the Government not apply its mind to this sugar policy? I cannot imagine one thing. Today, in India, there is an abundant sugar production, sugarcane production and there are so many sugar factories. That being so, what is the necessity for us to import sugar? What is the necessity to think of it? Then, what will happen to the Public Distribution System? I would like to know the details about these things. Therefore, I take this occasion and opportunity to draw the attention of the Government of India and also the Ministry of Food to this aspect and request the Government to see that such a confused and miscalculated judgement does not take place about the availability of wheat, sugar and rice. The Government should also see to it that it will not hastily decide the import of these products.

Sir, it is easy to make criticism. Finding fault is very easy. But the million dollar question is; How to provide a small and efficient Public Distribution System in our country in such a way that every essential commodity like kerosene, wheat, rice, sugar and all other commodities reaches the poor man at a reasonable price, without any fraud, without any deficiency and without even losing anything? How should the system work? Of course, nobody can provide it fully. But the Government must make an effort in this direction.

What are the systems going on? What are the loopholes that are there? What best can they do to improve it? I feel that the Panchayat System should

be streamlined. In the Panchayat System, they must make the Panchayats responsible in the matter of distribution. The District Collector should monitor this scheme every week, every month, on a top priority basis. In a democratic country like India, if a poor man is not properly given the opportunity to receive the subsidised products, it will be a great crime. I must say that it will be harmful to the society.

Therefore, in conclusion, I very effectively emphasise the necessity of it and impress upon the Government that the top-most priority should be given to it. Let us review it; let us call a Conference of the Chief Ministers. The Prime Minister has committed recently on the floor of the House that he was going to call a Conference of the Chief Ministers and discuss with them. It is a welcome step. At the same time, I want the Ministry of Food to give a top priority to this and apply their mind with heart and soul to see what best they can do, how they can plug the loopholes and how they can ensure that black-marketing does not take place.

I do not believe in criticising the FCI totally. There are people in the Government machinery who are sincere. We cannot say that everybody is involved in a scam, we cannot say that everybody is deceiving, we cannot say that everybody is corrupt. I do not agree with this. Only thing is, if ten percent people are involved in corrupt practices, it causes an irreparable damage to the image of the biggest democratic country in the world. Therefore, a time has come when the Government administration must realise it and work in a national spirit so that people do not get an opportunity to laugh at the corrupt practices of this country. At the same time, we must have the heart and mind to appreciate the good people also. Therefore, even though we criticise the FCI, we criticise the Food Ministry and various administrative offices saying that so much amount has been lost, so much scam is there, we must also see the good things done by the people. We must also see as to how to plug the negative things done by them and make an effort in this direction.

In conclusion, I once again say that the public distribution system is very important. The Prime Minister has already taken a personal interest. I expect that at least within three month's time, the Government will come forward with a new blue-point about it as to how they are going to do it and how they are going to give a new life to the public distribution system.

*[Translation]*

SHRI BACHI SINGH RAWAT 'BACHDA' (Almora) : Mr. Deputy Speaker Sir, the hon. Prime Minister while intervening in the debates has mentioned about the fact that the T.P.D.S. or Targetted Public Distribution system

is not working properly. He also agreed that 10 kilograms of foodgrains is not enough to feed a family and assured that the government will think over it very soon and make a statement in the House after discussing it with hon. leaders of the political parties.

MR. DEPUTY SPEAKER : Like Shri Reddey ji, you too please finish your speech in the stipulated time.

SHRI BACHI SINGH RAWAT 'BACHDA' : Mr. Deputy speaker Sir, I am the single person to speak from the whole Uttarakhand region and Uttar Pradesh. I would like to draw you attention towards the problems there. Therefore if I exceed the time limit, kindly allow me.

Mr. Deputy Speaker, Sir, I have been continuously drawing the attention towards this foodgrain problem particularly on the situation that has become prevalent in the hilly region since the last one year. I have raised this matter on 18.12.96, 21.2.97, 11.3.97, 15.3.97, 14.5.97 and 29.7.97 but in spite of this no positive step has been taken till date and the matter was closed by saying that distribution is a state subject. While distribution is a state subject but what has been the position of its allocation. If we look into these situations, then as has been said by all the speakers, their dissatisfaction gets reflected. It was said about Kerala that the Centre is discriminating with the State. This was stated by hon. Shri V.V. Raghvan and he narrated how the 24 lakh metric tonnes of foodgrains allocated to Kerala was reduced to 20 lakh metric tonnes.

Mr. Deputy Speaker Sir, Shri Srivallabh Panigrahi of Orissa, who is also the mover of this motion has also said that earlier the allocation of foodgrains was 1.5 lakh metric tonnes per months which has now become 35 thousand tonnes and this scheme has been opposed by Orissa too. Shri Lalit Bihari Tiwaryji has given the figures about Delhi which states that 65 thousand metric tonnes of wheat and 40 thousand metric tonnes of Rice were allocated previously which has now reduced to 40 thousand and 28 thousand metric tonnes respectively. The hon. Minister in a press statement has himself accepted about Uttar Pradesh that 15 lakh tonnes of foodgrains was being sent there. The demand of the state is of 38 lakh tonnes and it is expressing displeasure over it. In the Uttaranchal region, where shops, markets are not available and where inadequate crop cultivation is done and hardly one month's foodgrains would be produced even if there is adequate rain and the monsoon arrives in time, and the people there remains dependent on governments fair price shops for the rest of the year. In the meantime the Prime Minister visited the Uttaranchal region. When leaders of all the political parties, Journalists

[Shri Bachi Singh Rawat 'Bachda']

pointed out to the Prime Minister in the convocation ceremony of Pant Nagar University that there is a serious shortage of foodgrains in the Uttaranchal region and people are depending on wild grass and that he should solve the problem. He said that action would be taken within three days to solve the problem. We are in the month of August now and this assurance was given on the 21st of June. I welcome the statement made by Prime Minister in the House earlier that the matter will be looked into but the present day's situation is that people have resorted to blockades, closure of shops and trades in Dharchula, Munshari, Ranikhet, Bageshwar tehsils and Gangoli Haat for three to six days, even then foodgrains is not being made available there. The United Front Government which was committed to make foodgrains available had mentioned in its performance budget which was presented during the Budget session that the Public Distribution System which is part of the Common minimum programme of the United Front would be made effective by giving thrust to improve its basic services. It was mentioned that 10 kilograms of foodgrains would be provided on half of its price and while allocating foodgrains we would take into account the problems of hilly states, States having inaccessible areas where there is no regular market and the States with inadequate foodgrains. Whether it has been taken into account ?

If we look into this issue in terms of figures we will find that it is very awkward. I am having the data of May as this Plan was started on 1st June, 1997. There was an allocation of 25 thousand tonnes of wheat and 18 thousand tonnes of rice for hilly areas till May but in June it was reduced to Seven thousand tonnes of wheat and three thousand tonnes of rice. Thus it was reduced to one sixth. How can we assume that the affairs would be managed in such areas where there is no productions. Gross injustice has been done to the hilly areas. It was the Government of Uttar Pradesh which diverted the foodgrains left out from allocated ones for the plain areas or from other sources and by managing its transportation to the hilly areas during crisis so as to bring stability in life there. The day before yesterday it was published in newspapers that the Gorkhaland National Liberation Front had warned that they would be observing a bandh for three days as the condition of some area of a hill state or a hilly area region in the state of West Bengal, is also similar. Shortage of foodgrains has arisen in that area also in the same way. There are no shops and Markets there that is why they are forced for three days bandh.

We are moving with the ninth five year plan. I have the approach paper 97 to the ninth five year plan 97

to 2007 before me. I Quote the matter given on the page number 18 :

[English]

"In particular, the Public Distribution System will be restructured in order to provide foodgrains at substantially lower prices to the poor in a focussed manner and to ensure availability of such commodities in the remote and deficit areas of the country."

[Translation]

Is Uttaranchal not a part of the country ? Even after raising the issue of Uttaranchal area seven-eight times that area remained neglected in such a way. The Central Government could not fix the price from 1st June to 14 June. As a result thereof the foodgrains available there could not reach the market and the consumers and therefore, people are scared. People were forced to closedown their shops. Besides the closure of market and shops another big problem has cropped up and it is coming up in the form of inverline in Munshari of Tehsil Dharchula, Dist. Pitthoragarh.

It has been opened for the foreign tourists but the Indians cannot carry foodgrains without any permit. When the war broke out with China no shop other than the Govt. fair price shop could be opened with in 15 kilometer of the border area. Another subject is coming in this issue that is transport subsidy is being given to the hilly states. A starred Question was raised on other hilly areas, whether they also would be provided with the transport subsidy for food grains. An assurance was given on this. Today whenever the matter on making arrangements for sending the foodgrains from plains to the hill area is taken up the only answer to it is no arrangement has been made on behalf of the Government.

The Jansatta dated 5th July presents the true picture before us. It says "Chawal ki Bandarbant, Sarva Janik Vitaran Pranali Barason se Lakawagrust hai". The United Front had announced to revised this issue in its political agenda but in vain and its effect is seen nowhere. Meanwhile it has come to the notice that the Quantity of rice the Ministry of food had purchased from the farmers was not available with the food corporation of India. There is difference of 24 lakh tonne in both the data. It's price, maintenance etc. has been reduced to 1400 crore rupees". Such a big scam of rupees 1400 crore, however, is not the first case with Food Corporation of India. Only this year a foodgrain scame of 200 crore rupees has been unearthed in chandigarh, but the records lying in the godowns of Food Corporation of India show full stock on papers. I made several complaints regarding the godowns lying under rail head of Uttaranchal in my



constituency. Actually it is seen that there is no stock of foodgrains in the godowns but only paper work is being done and even the poor, for whom a plan was chalked out, are not getting enough foodgrains. Actually what is the problem? It is not the problem that it is given at half a price or one fourth. The problem is the way in which 89 development blocks of Uttaranchal area was brought under Rapid Public distribution system and 10 kilogram of wheat, 8 kilogram rice per unit were made available so that they could purchase enough foodgrains. Today you are talking of providing only 10 kilograms, It would neither be enough nor the same would be available somewhere. How would you provide this? The hilly areas which have not been given the status of a state are assured of the same. The Prime Minister had given an assurance at Pant Nagar to solve this problem within three days. But, even today he has not said anything about solving the problem but had certainly intervened in it. He had told that it will be considered but till then the people in rural areas would have to remain hungry. Honourable Ministers would have to pay a special attention towards it. We have a long standing demand to implement the old Rapid Public distribution system. We do not require the food grains at half the price, but instead you should provide employment to the people. You talk of providing a subsidy of Rupees 200 crores whereas if the people be provided with employment they would prefer to purchase foodgrains after working with self respect. But where from would they get the foodgrains. They should be provided with the shops so as to enable them to get full quota food grains per unit and every family.

Kapkot, Garudh, Bageshwar, Bhaisiyachana, Lamgadha, Dhawadevi, Dorahat, Chaukhuti etc. are particularly the most affected areas of Almora Dist. Kanalichaeena, Bed, Moonakot, Champavat and besides it Dharchula, Munshiari, scheduled tribe areas of Lohaghat are such areas where no foodgrains other than beans (Rajma) and potatoes are produced. They are leading their lives in this manner. Some emergency plan should be chalked out for providing them foodgrains otherwise starvation like situation may develop.

With these words, I hope that honouable Minister would certainly take a decision at the earliest regarding the hilly areas where no foodgrains are produced, where there are no markets and he would also concentrate on such remote areas about which decision has been taken, and a mention has also been made in the Ninth five year plan. The common minimum programme of the United Front says that for maintaining price stability we would strengthen the Public Distribution

System, and I also hope that he would take an immediate decision in this regard and he would help in bringing normalcy.

[English]

SHRI N.K. PREMCHANDRAN (Quilon) : Mr. Deputy-Speaker, Sir, thank you very much for giving me this opportunity.

The public distribution system is one of the pillars which can control and regulate the open market system. One of the main objectives of the public distribution system is to ensure the availability of foodgrains and essential commodities to the consumers as well as to control and regulate the open market system in India.

The first point which I would like to highlight is for having an effective public distribution system. The Central Government as well as the State Government have got a joint responsibility. So, there should be a coordination between the Central and the State Governments so as to make the system effective.

The procurement of foodgrains and essential commodities as well as the supply of these commodities to the States is the main job which is entrusted to the Central Government. It has two purposes. One is to ensure that the farmers who are producing the essential commodities get reasonable prices, which would not be lower than the Central Issue prices; the other is to ensure that the consumers would get these products at affordable prices. So, the procurement of the foodgrains and their supply to the State Governments on time is the main objective to be achieved by the Central Government. The duty cast upon the State Governments is the actual distribution of the foodgrains and essential commodities to the consumers.

According to me, the Centre-State coordination is to be made effective and timely action by both the Centre and the States are required. When there is an acute shortage of foodgrains in a particular State, the Centre has to act on time. During the crop seasons, the procurement has to be made effectively so as to meet such acute shortages. So, the coordination between the Centre and the States has to be made effective so that the public distribution system will be more useful as far as the people are concerned.

The next question that I would like to raise is regarding strengthening of the public distribution system. The network is very important. There is a network system, from the Centre at the top to the States at the bottom, which is very important. A free, non-corrupt system is required. A mechanism is also required for evaluating

[Shri N.K. Premchandran]

the various schemes from time to time.

The next point which I would like to touch upon is streamlining of the public distribution system. The United Front Government has, in its Common Minimum Programme, stressed the need for streamlining and improving the basic minimum services. The public distribution system is one of the services which ought to be streamlined. It has to be streamlined in three ways; firstly, foodgrains shall be sold to the families below the poverty line at subsidised prices; secondly, the public distribution system need not cater to the affluent sections of the society; and thirdly, the management of the public distribution system shall be entrusted to the elected *panchayats* and *nagarpalikas*.

I am very proud to say that as far as the first point, that is, the sale of foodgrains to the families below the poverty line is concerned, the earlier Government headed by the then Prime Minister Shri H.D. Deve Gowda has fulfilled the promise of implementing the Targeted Public Distribution System by giving ten kilogrammes of – rice or wheat – foodgrains to each family below the poverty line at half the rate of the Central Issue Price. That was actually an achievement of the ten month old Deva Gowda Government. I would like to appreciate the Government for implementing this programme, which has been promised in the Common Minimum Programme.

As far as the second point is concerned, it has not been fulfilled so far. The management of the Public Distribution System should be entrusted to the cooperative sector as this sector has become a parallel economy, especially in States like Kerala. In the year 1997-98, a new system of public distribution has been introduced which is called Neethy Stores. These are being run by the primary cooperative societies which are in turn run by the farmers. Rupees fifty crore have been allocated for this purpose in the Budget. This new system is being experienced by the State of Kerala. I would like to share our experience with you.

Sir, the State of Keala has started the Public Distribution System even during the period of Travancore Maharajas. A very effective system is functioning in the State for a very long time. Public Distribution System comes under the Department of Civil Supplies. In the year 1982 a new system was introduced by which not only the foodgrains but also other essential commodities have been sold through Maveli Stores. They are run by the State Government directly through the Department of Civil Supplies. During Onam festival in every nook and corner of the State, these Maveli Stores and

Departmental Stores function. The main purpose of the Public Distribution System is to control the price in the open market system. The Public Distribution System is playing an important role in controlling the prices in the open market system and it is effectively functioning in our State. But it is unfortunate that the Central Government is not considering all these aspects as far as our State is concerned. In our State more than sixty per cent of the people are dependent on the rationing system or the Public Distribution System. But it has not been taken into consideration. I urge upon the Government of India to take the special features of the State of Kerala into consideration in respect of Public Distribution System.

For the Targeted Public Distribution System, according to the norms, the Central Government's assessment of BPL is only 25 per cent. But the actual position is that above 50 percent of the people are dependent on the Public Distribution System. Not only the working class and the poor people but also the middle income groups are dependent on the Public Distribution System. So, the excess comes to 40 per cent. This excess burden is put on the heads of the State Government. I would like to urge upon the Central Government to take this aspect into consideration.

A statutory rationing system was introduced during the time of Pandit Jawaharlal Nehru in the Year 1964 and that is still being continued. So, considering all these aspects, more grant and special allocation should be given to the State of Kerala. Recently, the allocation of foodgrains to the State has been considerably reduced without any reason. The Onam festival is fast approaching. It falls in the month of September. During the last two years, we have got 20,000 tonnes of foodgrains as additional quote. I would like to urge upon the Ministry of Food and Civil Supplies to grant not less than 50,000 tonnes of foodgrains as special allocation to the State of Kerala as this festival is fast approaching.

With these words, I would again like to highlight the importance of strengthening the Public Distribution System network. The management of the Public Distribution System must be handed over to the local panchayats and the cooperative sector. The number of items distributed in the Public Distribution System should also be increased. Under the Neethy Stores system, even the products of Hindustan Lever are being sold. If the Public Distribution System is effective, it would be able to regulate and control the open market system which will help the poor people and the consumers of this country.

With these words, I conclude. Thank you.

18.30 hrs.

### HALF-AN-HOUR DISCUSSION

#### Effective Implementation of Integrated Rural Development Programmes

MR. DEPUTY-SPEAKER : Now, we shall pass on to the next item, that is, item no. 22 of today's agenda—Half-an-hour discussion. Shri Shivraj Singh.

The discussion under Rule 193 regarding the Public Distribution System can continue tomorrow.

18.31 hrs.

[SHRI BASU DEB ACHARIA *in the Chair*]

[*Translation*]

SHRI SHIVRAJ SINGH (Vidisha) : Mr. Chairman, Sir, ours is a poor country and even today the Government data shows that more than 32 crore people are living below the poverty line. These are the people, who don't even get two square meals and more over their children die untimely due to malnutrition. The I.R.D.P. programme is being operated since 1980 to bring these poor families above the poverty line. Under this programme, employment is provided to these poor families thereby giving loans and subsidy to them and thus efforts are made to bring them above the poverty line. This programme is under operation since 1980. The poverty has increased and the number of poor people has also increased after 1980 whereas the number of beneficiaries under IRDP is on a constant decrease. It shows how serious the Government is about IRDP. In the meeting of the standing committee on Rural and Urban Development, the officials of the department say that by 2005 they will cover all the families living below the poverty line under this programme. But when I asked them about the details of the scheme and as to how much expenditure would be incurred thereon then I was told that they don't now how much the expenditure would be. It shows how much serious the Government is. The Minister himself has admitted the fact that the number of beneficiaries is declining constantly and he attribute this to increase in per family investment. If we look at the figures, we would find that during 1994-95, the number of beneficiaries was 22,15,451 but in 1995-96 it came down to 20,89,400 and it was worst during 1996-97 wherein only 11,99,613 persons could be brought under IRDP benefits. These figures are upto January. It may increase to one or two lakhs by March. The Minister says that this number is declining because of increase in the per family investment. The statement of the Minister is incorrect and misleading.

I am very sorry to say that at one hand we talk about the poverty alleviation but on the other hand, we fail to utilise the full amount allocated for IRDP under the Central, budget. During 1992-93, 12214 lakh rupees were allocated under IRDP. But it was not utilised. Similarly, 24673.72 lakh rupees and 37881.36 lakh rupees were allocated respectively during 1993-94 and 1994-95, which were not utilised. At one hand, we talk about poverty alleviation and on the other hand we fail to fully utilise the amount allocated under the budget. What can be worst for the poor people than this ?

The reason for decline in the number of beneficiaries is that the budget allocation has never been increased. We are observing for the last three-four years that there has been no increase in the allocation. Of course, there has been untimely increase. Had the allocation been increased, we would have been in a position to provide more benefits. Secondly, I would tell you as to what's the position of the loans. Out of the number of persons to whom loan has been provided so far since 1980, 14.8% of them have come above the poverty line. In fact, there is a wide spread corruption in the Banks. The corruptions starts at the very moment when the Gram Sewak provides the form and the poor person submits his application for loan. The form alone costs him 100 rupees and when the Gram Sabha approves and sends his form to the block, the poor person frequent the block. Then the case is first transferred to D.R.D.A. and then it is transferred to the Bank. When this case is transferred to the Bank, the poor person will be frequenting the bank throughout the year neglecting his other work. Several cases are often referred/transferred to the Bank. It is a naked truth that the beneficiary does not get the whole amount sanctioned to him. When a friend of mine received the loan amount, I told him that it is good that loan has been sanctioned and now he can start his own business. To which, he replied that the full amount has not been sanctioned and hence he can't start his own business. If ten was sanctioned, he was given only five. The Bank officials kept five with them. When I asked him if he didn't oppose it, he replied that he had opposed it but the Bank officials had asked him to be content with what he is getting. Otherwise he would be deprived of that also. So, thinking that it is better to have something than having nothing, he took the amount. In this way, the corruptions spreads. The beneficiary gets the half amount. A provision has been made that cash would not be given to them. Instead, he would be provided with the facilities to start business of his choice. The needy person will collect the quotation from the shop, then cheque is issued to him. But the Bank employees/officials insist to bring

[Shri Shivraj Singh]

Quotation of a particular shop, with which they have some understanding and the fact is that one will have to pay something to get the quotation from the shop. And then, if the Bank issues a cheque then the shop keeper asks him to deposit a certain share of Bank and himself as well with him, then loan amount would be provided. The beneficiary gets half the amount of the cheque. But the number of those is high, who do not get anything and even then the poor person neglects his own work and frequents the Bank. The poor beneficiary does not know and doesn't have much knowledge about it. There is a provision that the Bank officials would visit the Gram Sabhas and they would provide guidance as to in which district, what works can be done, in which district which market can be made available, the trades for which loan can be provided. But, mostly the provision is not complied with. There is a scheme called TRYSEM which aims at imparting training to the rural poor and youths and providing loan to them under IRDP. No efforts have been made, no work has been done at any level to connect TRYSEM and IRDP together. Those who gets training under TRYSEM do not get the benefits. Those who receive the loan under IRDP, they do not get proper guidance. I am telling you the truth. Out Mentality has become such that some think that the loan sanctioned under IRDP is not meant for any business but for revelry. They think that half of the amount has been eaten up by the other persons and hence we would spent the remaining amount. No one is starting any busines with this amount. I can strongly say that these beneficiaries doesn't start any business with this amount. When I visit village to village, I ask them to genuinely tell me as to what work is being started. There, I find that not even ten percent of the beneficiaries are involved in any business. They spent their amount in revelry and sit idle. Therefore, I can say that the purpose for which the programme has been started, is not achieved. Similarly, 3.88% beneficiaries have received training under DWARCA and TRYSEM. 2.13% beneficiaries have received financial assistance under DWARCA.

But no effort has been made to link TRYSEM with DWARCA. The people who were granted loans have not come above the powerty line.

The Hon. Minister has stated that he would cover all the families, living below poverty line, under the IRDP by the year 2005. In this context, I would like to know, as to how would he cover them under IRDP ? What will be the source of funds required for the purposes ? What are his plans for this ? The amount allocated for IRDP in the budget has not been fully utilised. When

would this be utilised ? What provisions would be made for this purpose ? Would he take any action against these who are responsible for the partial utilisation of the fund? What steps does he propose to contain widespread corruption in granting of loans ? Banks take many years to grant the loan. People have to frequently visit the banks for years. Banks should grant loans in a stipulated period, and the number of loan cases referred to the banks should be in consonance with the targets fixed for the purpose. If the target is 100, They should send only 110 cases, but only 500 cases are sent and all of them start visiting banks frequently. They keep aside all their assignments and start moving from pillar to post. A time limit should be prescribed so that they may get the money from the banks within that period. What arrangements would be make for the purpose ? A proper scheme should be evolved by linking TRYSEM and DWACRA, so that the persons getting loans could be able to do their desired work and could rise above the poverty line. What action would he take for this. Monitoring of IRDP could be done by Members of Parliament. What steps will the Hon. Minister initiate for its supervision, evaluation and linking of these schemes ?

SHRI PRAHLAD SINGH (Seoni) : Mr. Chairman, Sir, I am a Member of the Standing Committee on Ministry of Urban Development and my friend is also a Member of this Committee and he belongs to rural areas in true sense. Shivraj ji has stated so many things and the Standing Committee has endorsed his views. I want to ask the Hon'ble Minister this question which has been asked many a times and this is not first instance, as to whether any attempt has been made anywhere on India to link TRYSEM and DWACRA ? If any such attempt has been made, than what are the details about it ? Secondly, the Members of the Standing Committee who represent states, whether their services are being utilised for the reviewing of the implementation of all such schemes ? Whether the hon. Minister would give power of reviewing such schemes to the Members of the Standing Committee ? This is my question.

SHRI SANTOSH KUMAR GANGWAR (Bareilly) : Mr. Chairman, Sir, My friend Shri Shivraj Singh has put many things very prominently. In fact, this scheme has been formulated to improve the condition of poor people living in rural areas but the number of poor people has increased to 30 crores or it may be even higher than this. In Eighth Five Year Plan, the target was 126 lacs families. The Hon. Minister has informed us that we failed in achieving this target and could reach only upto 108 lac families. This scheme has been going on for 17 years and if we take on the average 20 lac families in one year, then during the last 17 years, we might have provided relief to 346 families, This number may be less.

I do not want to go in its detail, I only want to say this that the government has accepted at every level that there are irregularities in it and it has been said many a times that District Magistrate is the Chairman of DRDA. Member of Parliament should any how be given responsibility of monitoring, in this regard. While answering the previous question the hon. Minister has said that there is no need of involvement of Members of Parliament in this regard.

I would like to draw your attention towards one or two points for solution. What procedure has been adopted to end the exploitation of loan seekers from block level to district level? Secondly, the number of families which have benefited till date? What is the output of DWACRA scheme which was launched two years back? What are the products being sold in the market in their name manufactured by the families benefitted by DWACRA and TRYSEM? I think it is not so. If you ask the bank that what is the output of loanees under this scheme, I have visited with many committees, I have got the information that recovery is not made from 10 to 15 percent and they suggest that it would be better, if the government terminates this scheme.

I want to ask a question from the hon. Minister very clearly that even the Parliamentary Standing Committee has suggested to implement it in different form so that farmers could derive benefit from this scheme in actual terms, because they are under the impression the loans would be waived off. They receive less amount, the amount of subsidy is usurped by other people and in fact he does not get money. Will the Minister review it again and after review such a scheme be introduced which may provide actual benefit to beneficiaries and they may rise above the poverty line. Otherwise he would be finished, so is my contention.

DR. SATYANARAYAN JATIA (Ujjain) : Mr. Chairman, Sir, this question is certainly related to poverty alleviation. With the objective of providing employment and improving the life standard of the people, a scheme which is known as Integrated Rural Development Scheme (IRDP) was introduced in Eight Five Year Plan, the target was to extend its benefit upto 126 lac families, as the Hon'ble Minister has informed that the target of extending benefits to 108 lac families could be achieved, the target achieved should be appreciated but the question remains that the people whom benefit should be extended and the procedure followed while providing them benefit is misleading and painful. Procedure followed in the selection of beneficiaries should be transparent and even the procedure for payment of loans from banks after selection, the actual beneficiary has to face lot of problems and he is compelled to approach personally.

It is not so that I am not aware of all those things. Measures should be evolved to make the system fair and to ensure that the benefits actually reach the beneficiary. He undergoes training under TRYSEM and DWRCRA scheme and hopes to get employment after such training. But there is difference between selection and training and getting actual benefit after it. It is due to this difference that he has to do the work which he does not expect. To whom the benefits be given is also a issue of problem. It has been mentioned that one Committee has been constituted through which we would try to impose the procedure. It has also been stated that a Committee has been constituted under the Chairmanship of Deputy Chairman of the Reserve Bank, so that the help from the banking personnel may be sought to simplify it. But where the money matter is involved, procedure becomes cumbersome. It is becoming difficult from the actual beneficiary to get the actual amount. Therefore, I would like to urge the hon'ble Minister to make efforts to achieve the target fixed for the Eighth Five Year Plan. Money is not reaching to the needy people, therefore, such a system should be evolved that money could be reached to the needy people. The Gram Panchayats and Municipalities are there for this work. A committee should be constituted for this and money should be provided to them within time bound period. The person does not get the sanctioned fund even after six months or one year until he personally approaches. Personal approach means to pay money for getting sanctioned fund. Thus corruption starts. In order to eliminate corruption such a system should be evolved that the beneficiary should get the full benefit. Sir, I would like to submit through you this point only.

SHRI SHIVRAJ SINGH : Sir, his name is there in the list. . . (Interruptions)

MR. CHAIRMAN : Just giving the names will not serve the purpose, it should come in the ballot.

(Interruptions)

PROF. RASA SINGH RAWAT (Ajmer) : Sir, there is a very important question. I have not given my name but if you allow me.

[English]

SHRI W. RAGHAVAN (Trichur) : Sir, I beg to make only two points. . . (Interruptions)

MR. CHAIRMAN : Other than those whose names have come in ballot would not be allowed to speak on this

(Interruptions)

THE MINISTER OF RURAL AREAS AND EMPLOYMENT (SHRI KINJARAPPU YERRANNAIDU) : The aim of the Integrated Rural Development Programme and the Centrally-sponsored major anti-poverty programmes is to provide income generating assets and self-employment opportunities to the rural poor. We are implementing the schemes through the *Zilla Parishads* and DRDAs. The programme are reviewed by the State level monitoring Committee headed by the Chief Secretary, the Central level Co-ordination Committees and the similar committees at block and district level monitoring Committees. The target group consists of small and marginal farmers, agricultural labourers and artisans. Generally, we are providing a subsidy of Rs. 4,000 in all the categories in the general area. Regarding the Scheduled Castes, the Scheduled Tribes and the physically handicapped persons, the Government of India is providing Rs. 6,000 as subsidy.

The IRDP Scheme is financed on a 50:50 cost sharing basis between the State and the Centre. This Scheme is implemented in all the blocks of the country. Regarding the pattern of subsidy I would like to submit that 25 per cent is given for small farmers, 33 and one third per cent is given to the marginal farmers, agricultural labourers and rural artisans. . . (Interruptions) First, I will give the programme. . . (Interruptions)

[Translation]

SHRI SHIVRAJ SINGH : Mr. Chairman, Sir, we all have general idea about it. The hon'ble Minister should reply the questions we have asked. He should tell us the way to bring improvement in it.

[English]

SHRI KINJARAPPU YERRANNAIDU : Let me give the scenario first.

SHRIMATI SUMITRA MAHAJAN (Indore) : We know it already.

SHRI KINJARAPPU YERRANNAIDU : Regarding IRDP, the manual provides for preparation of loan applications, etc., by the *Gram Sabhas*. The Block level officers, Government officials and bankers go to the village. They conduct *Gram Sabhas*. In the *Gram Sabha*, they decide as to who are poorest of the poor people in that village for the purpose of making them the beneficiaries of the scheme. The place the list before the *Gram Panchayat* in that village. These are the guidelines that we have issued.

It is a fact that different Parties are ruling in different

States. Mainly we are giving funds to the State Governments. Fifty per cent of the funds are given by the Central Government as subsidy and the other 50 per cent is borne by the State. The remaining portion is given as credit by the banks. An hon. Member was saying that while the Eighth Plan target was 1,26,00,000 families, we could achieve a figure of only 1,08,00,000 families. Following the implementation of the Mehta Committee recommendations, the system of physical targets has been abolished since 1995-96 with a view to improving the quality parameter such as higher per family investment through higher credit mobilisation. That is why the target fixed for the Eighth Plan, 1,26,00,000 families, could not be achieved. We have given the highest amount of family credit.

The recommendations of the Mehta Committee, the Committee headed by the previous Dy. Governor of Reserve Bank Shri Mehta, have been accepted by the government *in toto*. In the year 1992-93, the subsidy-credit ratio was 1:1.7. By 1996-97, it rose to 1:2.17. Per family investment in 1992-93 was Rs. 7,889. By the year 1996-97 it became Rs. 15,036. Per family investment is increasing year by year. That is the reason why the number of beneficiaries has reduced.

There are monitoring and vigilance Committees in the Districts. In some States the Chairman, Zilla Parishad is the Chairman of DRDA. In some States, the District Collector is the Chairman. All MPs, MLAs, Block Presidents, Zilla Parishad Chairman are members in the DRDA Governing Body. There is a Block level Bankers Committee, a District level consultative Committee, and a State level Bankers Committee. All these Committees review quarterly as to how much credit is given by the bankers, what is the action plan prepared, how much credit is being fixed. Similarly, there are many Committees in each State and throughout the country. I have already given instructions to all the District Collectors that meetings must be conducted quarterly of each and every District DRDA Governing Bodies. If there is a problem, if there is a case of corruption, if there is a delay in disbursement or if there is a delay in the grounding of the scheme, MLAs and MPs must raise it in the DRDA Governing Council meeting. That is the easiest resort available if any minor violation is committed by the District Administration.

To eradicate corruption, we have introduced the back-end subsidy. Previously we were giving subsidy to the beneficiary in the first stage, itself and that left a scope for fraud. Following the Mehta Committee recommendations, we have recently introduced the system of back-end subsidy. We are giving subsidy in the name of the beneficiary after the grounding of the scheme is

completed. After three years the subsidy will be adjusted in the account of the beneficiary. This has reduced corruption. In the *Gram Sabha* meeting, at the time of selection of beneficiaries, if injustice is done to any person it can be raised then and there. A person can contest that he belongs to the category of the poorest of the poor. The beneficiary is selected in front of many people and so there is little scope for corruption.

Regarding the fourth round of Concurrent Evaluation, recently the Government of India conducted. . . *(Interruptions)*

*[Translation]*

PROF. RASA SINGH RAWAT : What you are saying is absolutely right but one has to go to banks again and again to get loans. The persons do not get loan in time even after sanction of loan.

Mr. Chairman, Sir, the major problem is that loan is not provided in time. Therefore, the Government should put pressure on banks.

*[English]*

SHRI KINJARAPPU YERRANNAIDU : Sir, last year, I had answered regarding. . . *(Interruptions)*

SHRIMATI SUMITRA MAHAJAN : They ask for five per cent or ten per cent private commission, What are you doing about that ? . . . *(Interruptions)*

SHRI KINJARAPPU YERRANNAIDU : It cannot be Generalised that bankers are asking for five per cent. If there is any complaint in a particular area, bring it to our notice. We would inquire about it. . . *(Interruptions)*

MR. CHAIRMAN : Mr. Minister, you confine to the question raised by only those who raised the questions.

*(Interruptions)*

SHRI KINJARAPPU YERRANNAIDU : I am answering only those who have raised the questions. . . *(Interruptions)*

*[Translation]*

SHRI SHIVRAJ SINGH : Mr. Chairman, Sir, the reply of main question is not being given.

MR. CHAIRMAN : He has not completed his reply yet.

*[English]*

SHRI KINJARAPPU YERRANNAIDU : In the meeting of the high level Committee on Credit Control for IRDP help on 30th September, 1996, it was decided that banks

will sanction loans within one month; sponsoring and disbursing the loan within two months of the sanction. . . *(Interruptions)* These are the decisions and we are carrying out the same. . . *(Interruptions)* You are the elected representatives. You must go to the ground level. You must ask and demand. These are the decisions taken at the Central level. You must argue as to why the same is not implemented after the disbursement. . . *(Interruptions)*

MR. CHAIRMAN : Mr. Minister, what is happening is that the meetings are held during the Parliament Sessions. How can the MPs attend those meetings ? Instructions should go to the effect that the meetings of DRDA should not be held during the Lok Sabha Parliament Sessions.

*[Translation]*

SHRI SHIVRAJ SINGH : Please tell me where it is being implemented ? Many times meeting is convened deliberately during the sessions.

*[English]*

MR. CHAIRMAN : That is true.

SHRI KINJARAPPU YERRANNAIDU : This issue was raised in the House by the hon. Members so many times. I gave a categorical instruction to POs and PDs of DRDAs in this regard. A second-round workshop of PDs of DRDA is going on from today onwards. In that workshop also, I told all Project Directors to see as to how it is possible for the hon. Members to attend the meeting if the meeting is convened during the Parliament Session. After it came to our notice, we sorted out everything.

MR. CHAIRMAN : Still meetings are held during the Session. In my district, a meeting has been convened during this Session.

SHRI KINJARAPPU YERRANNAIDU : It may have happened sometime back. Recently, no PDs has convened meeting during the Parliament Session. If any PD convenes a meeting during the Parliament Session, you bring it to our notice, we will initiate action against those people. You must give evidence. . . *(Interruptions)*

*[Translation]*

SHRI SHIVRAJ SINGH : Many times it is not complied with. What one would do ?

SHRI PRAHLAD SINGH : Mr. Chairman, Sir, no meeting is convened and it has not been followed.

SHRI CHHATRAPAL SINGH (Bulandshahar) : Mr. Chairman, Sir, after repeated complaints a single line reply is given that it is not so.

[English]

MR. CHAIRMAN : You again issue instructions to all.

(Interruptions)

SHRI KINJARAPPU YERRANNAIDU : Sir, today I gave a key-note address. I quote :-

"There is a persistent concern among the MPs that they are not being associated with the programmes of the DRDAs. Many of them feel that the objectives of these programmes are not being realised and that the rural poor continue to suffer the adverse effects of poverty. In April, 1997, the Department of Rural Employment and Poverty Alleviation pointed out that Members of Parliament have been writing to the Ministry that the Governing body meetings are not being held regularly and the MPs are not being informed about the sittings well in advance. It was also observed that the DRDAs are fixing meetings during the Parliament Sessions, thus, making it impossible for the MPs to attend the same. Even now, I receive the same complaints. I am naturally embarrassed when MPs show me the notices for meetings during the Parliament Session any demand as to how they can attend these meetings. I do not know why you cannot attend to this simple aspect with some care."

In my speech, I pointed out this aspect today. . .  
.(Interruptions)

DR. SATYANARAYAN JATIA : It is very right. But the instructions is not properly imolemented. . .  
.(Interruptions)

SHRI KINJARAPPU YERRANNAIDU : Our democracy, our Constitution and everything relate to Centre and States. Whatever amount is given, they have taken . . .  
.(Interruptions) That is why, these Committees are there. You are elected by the people So you must demand and carry out these guidelines. . .  
.(Interruptions)

DR. SATYANARAYAN JATIA : The reference given by the Minister is very right. But, the instruction is not yet followed.

[Translation]

SHRI SHIVRAJ SINGH : Do you follow it ?

[English]

SHRI KINJARAPPU YERRANNAIDU : That is why, I said that all officers are under the control of the State Government. You know everything.

19.00 hrs.

So, whatever direction we have given to the States must be implemented.

MR. CHAIRMAN : You again issue a circular.

SHRI KINJARAPPU YERRANNAIDU : Regarding IRDP, I would say that since its inception we made four concurrent evaluation. In the fourth round of concurrent evaluation from September 1992 to August 1993, percentagewise, the evaluation revealed that 15.96 per cent of the beneficiary families could cross the poverty line. . .  
.(Interruptions)

[Translation]

SHRI CHHATRAPAL SINGH : What's the use of giving statistics here ? You have already read it. . .  
.(Interruptions)

[English]

SHRI KINJARAPPU YERRANNAIDU : Somebody asked, how much of poverty has been eradicated ?

[Translation]

SHRI CHHATRAPAL SINGH : After lodging complaints one line answer is received that the case has not been found fit and you read out the same in the Lok Sabha. . .  
.(Interruptions) Do you propose to constitute a Parliamentary Committee on any such matter ?  
.(Interruptions)

[English]

MR. CHAIRMAN : You reply to the points raised by the hon. Members during the discussion.

[Translation]

SHRI CHHATRAPAL SINGH : Do you propose to constitute any Parliamentary Committee to look into the complaints ? . . .  
.(Interruptions)

MR. CHAIRMAN : Please take your seat. Let the Minister reply to questions asked by the hon'ble Members

[English]

SHRI KINJARAPPU YERRANNAIDU : Sir, there are so many Committees. There is a Standing Committee of the Parliament, there is a Consultative Committee and there are committees at the regional and district levels. . .  
.(Interruptions)

SHRI SONTOSH MOHAN DEV : Sir, I have got a lot of respect for my young friend. The hon. Minister is one of the very few effective Members in this Government.



But the hon. Minister is pretending as if does not know anything.

I will give you a simple instance. A Minister from Assam, Shri S. Choudhary came and attended the Conference which the hon. Minister is talking about. After that he came to my residence. I asked him : "Why have you not formed the Committees in my district ?" He said : "There is no such instruction from the Government of India." I asked : "You have attended a meeting today, have you checked up with them ?" He said : "No. The Minister did not say anything in his speech.

Sir, then I rang up his Secretary. I did not bother about the hon. Minister. Now, we are supporting the Government from outside, but they do not bother for us. We are under compulsion to support them. So, I asked his Secretary : "Why have the committees not being formed ? I have the names of three districts."

MR. CHAIRMAN : DRDA committees ?

SHRI SONTOSH MOHAN DEV : No, not DRDA committees.

A circular was sent to the States that there should be a committee with public representatives - Members of Parliament and Assemblies would be its Members. The idea of that circular was to implement the Employment Assurance Scheme effectively. The BDO was identified, the DC was identified. Now, we have to go and request the BDO and the Deputy Commissioner. Why should I go and ask the Deputy Commissioner ? The money is given by the Centre for specific schemes. Members of respective areas should be asked to identify the schemes and if there is anything wrong technically, let them reject it. But what is happening ? As he has very rightly said that the officials of the States Governments were not in our committees. That credit we can take.

One phone call from the Secretary to the Chief Secretary is more than enough. The circular issued by the Government of India must be implemented. Now, what will happen if we stop sanctioning the money to his Ministry ? We are not going to support the Demands of his Ministry next time unless he implements the schemes.

When I go to the Prime Minister, he says : "Ask the Minister to bring a Paper in the Cabinet." When I go to the Minister of Parliamentary Affairs, he says : [Translation] "everything will be done, we are meeting just now, everything will be done, but I think nothing will be done." [English] What is this happening ? We are not begging anything. I told the Prime Minister that Members are demanding to increase this amount from Rs. 1 crore

to Rs. 2 crore. I said, 'do not do it.' But regarding Employment Assurance Scheme let the Members also be involved. I do not want money for myself.

The other day the ex-Governor of Delhi, Shri Jagmohan rightly said : "When I identified the work, I give the work to be done through the MP Area Development Fund. It should be treated that I have done my duty. If the work is not done by BDO and others, my money should not be released."

Any day there can be a mid-term poll. What will happen to me ? . . . (Interruptions) So, what I am saying is that please involve the Members of Parliament in the development work. The bureaucrats will always try to guide you not to give. They are interested in the BDOs. They are interested in the Deputy Commissioner. We are not against them but we must be allowed to be involved in this.

Mr. Minister, you please do the work through any agency. We do not want to tell you that you will have to take this contractor or not to take this contractor. We want a school to be built. We want a road to be laid. We want a small project to be executed. When I go, I find that whatever that I wanted is not being done and something else is done. By spending a sum of Rs. 20,000, they make a bill for Rs. 80,000 and the money is spent. Whose money it is ? It is our money. It is people's money. So, please act on this. . . (Interruptions)

MR. CHAIRMAN : Please conclude now.

SHRI SONTOSH MOHAN DEV : Mr. Chairman, Sir, your interest is also covered in this.

I will appeal to the hon. Minister - I know that you are a very sincere Minister - to take this matter to the Cabinet and take a decision on it.

Today, you have passed all the facilities for the Members of Parliament. We are happy about it. After at this shouting, somebody told me that in the Cabinet meeting. . . (Interruptions)

SHRI G.M. BANATWALLA (Ponnani) : What are the things they have passed ?

SHRI SONTOSH MOHAN DEV : All that was recommended by the Salaries Committee.

Today, an MLA gets Rs. 60,000 but I get Rs. 5,900. What is my position ? You want me to be honest, compulsorily honest. . . (Interruptions) Mr. Minister nobody, disbelieves your act. I would request the hon. Minister to ensure that his Circular is implemented. If it is not implemented, do not release funds, stop funds.

SHRI R. SAMBASIVA RAO (Guntur) : We should be allowed to identify the works also. . .(Interruptions)

SHRI KINJARAPPU YERRANNAIDU : Sir, this is not a question pertaining to the IRDP, speedy, grounding, banks and other things.

Whatever that had been recommended by the Members of the Standing Committee regarding all these schemes, I had circulated to the Cabinet, in which all the Cabinet Ministers were there.

In the Inter-State Council Meeting, so many State Chief Ministers had asked the Government to transfer all the Centrally sponsored schemes and they had also asked as to why the Centre is monitoring all these schemes because the staff is theirs and everything is theirs.

After the passing of the 73rd Constitutional (Amendment) Bill, so many powers had been given to the Gram Panchayats, intermediate Panchayats and Zila Parishads. They had asked as to why the Centre is keeping all these schemes, why the Centre is keeping all these funds and asked the Centre to give them to the Gram Panchayats. That was the demand of the Gram Panchayats. This is the position that I am telling. . .(Interruptions) After the passing of the 73rd Constitutional Amendment Bill, under the 11th Schedule, we transferred 29 subjects. . .(Interruptions)

[Translation]

SHRI BRAHMANAND MANDAL (Monghyr) : In Bihar, still we don't have the Panchayat's. . .(Interruptions)

[English]

SHRI KINJARAPPU YERRANNAIDU : Regarding the implementation of this IRDP, speedy grounding, disbursement and everything, many Committees are there. You must attend those meetings and then you can pinpoint where the lapses are there. From my side, whatever instructions that had been given, I will ensure that they are observed completely and implemented. . .(Interruptions)

THE MINISTER OF TOURISM AND MINISTER OF PARLIAMENTARY AFFAIRS (SHRI SRIKANTA JENA) : Mr. Chairman, Sir, I would like to make a small announcement.

As the House is sitting late today, arrangements were made to serve refreshments to the hon. Members, Press and the staff - refreshments means not exactly the dinner but other items are there.

Refreshments for the hon. Members and the Press will be served in the Central Hall counter at 8.30 p.m. and for the staff in Room No. 73.

[Translation]

SHRI SHIVRAJ SINGH : Mr. Chairman, Sir, the hon'ble Minister has not replied properly even a single question asked by me. . .(Interruptions)

MR. CHAIRMAN : It is all right. Please take your seat.

SHRI SHIVRAJ SINGH : Sir, my questions are very important. Even not a single question has been replied properly by the hon'ble Minister. . .(Interruptions)

Mr. Chairman, Sir, you know the plight of poor and labour class. Please ask the hon'ble Minister to reply my questions. . .(Interruptions)

MR. CHAIRMAN : He has noted your suggestions. He will take action thereon.

SHRI SHIVRAJ SINGH : The hon'ble Minister has not replied to the main question.

MR. CHAIRMAN : Please take your seat.

19.10 hrs.

#### SUPPLEMENTARY DEMANDS FOR GRANTS- RAILWAYS - Contd.

[English]

MR. CHAIRMAN : Now let us take up the Demands for Supplementary Grants - Railways. Each has to speak only for five minutes please.

Shri Brahamanand Mandal.

[Translation]

SHRI BRAHAMANAND MANDAL (Monghyr) : Mr. Chairman, Sir, I thank you for giving me an opportunity to speak on the supplementary budget for Railways for the year 1997-98. I also thank the hon'ble Minister for Railways who has made a provision in the supplementary budget on Railways for fulfilling the demand of two crores people of Monghyr and its surrounding ten districts pending since 40 years. That bridge be constructed on river Gangas in Monghyr. I want to thank him for this.

Mr. Chairman, Sir, I would also like to thank Shri George Fernandes and Shri Nitish Kumar ji because both these persons have participated in the movement for

constructing a bridge on Ganges in Monghyr continuously for three years. I would also like to thank to the former Prime Minister Shri H.D. Devegodaji because while he was Prime Minister he took interest in this matter and said that a provision should be made for construction of this bridge in the next supplementary budget on Railways.

Mr. Chairman, Sir, with this I would like to put, forth two three issues in brief before the hon'ble Minister. The first is regarding Jamalpur factory. This repairing workshop of Railways was constructed by the Britishers 143 years ago. Later on it became the most famous factory of Asia and 22,000 workers were engaged in it. Now it is in bad condition. Hardly ten thousand workers are working in it and they are facing crisis, also.

Mr. Chairman, Sir, you are the Chairman of the Standing Committee. You know that it was passed unanimously by the standing committee that these should be a wagon factory but so far no action has been taken on the decision of the standing committee. I through you, Sir, would like to request the hon'ble Minister that a coach factory alongwith wagons factory be set-up there for which adequate structure is available there. No where in any part of the country a factory like this can be set-up with or much low cost or this will require. Land is available there, water is available there and above all the workers found there are very very efficient and skilled. Even if in this era of latest technology, they are assigned any project with a targetted completion time, they would finish the project within that much given time. I, therefore, would request the hon'ble Minister to take an early decision in respect of setting up of a wagon factory there.

Mr. Chairman, Sir, after going through the Railway Budget and Supplementary Railway Budget, one feels that the Ministry of Railway are in dire need of more wagons and coaches. So far you have been using the same set of old wagons and coaches after repairing them needfully whereas the need is that they should have been replaced by the new ones. The installed capacity of all of your factories is far below the requirement of the country, therefore, these factories, have failed to meet the requirement of the railways. Therefore, a wagon factory alongwith one more coach factory should be set-up in Jamalpur railway factory as soon as possible.

Mr. Chairman, Sir, another thing I want to highlight is that electrification is underway from Sitarampur to Mughalsarai and probably this project would be completed by 1998. Sitarampur is on main line and loopline for Mughalsarai also originates from there. So, now we have

a direct route to Delhi from Howrah via Quel, but the problem is that there is no electrification between Sahebganj and Quel on this loop line. I, therefore, draw the attention of the Minister towards this problem and request him to take charge of electrification work between Sahebganj and Quel in his own hands. Jamalpur, factory, which earlier used to manufacture locomotive engine, is now manufacturing diesel engine and, I fear, tomorrow you might convert it into electric engine factory. Further, you are constructing a bridge in Munger and from this point of view also it is necessary to undertake the electrification work between Sahebganj and Quel Jn. Lastly, I want to draw your attention towards one more thing also. Doubling of track from Kazra to Quel Jn. remains to be completed. Doubling has already been completed from Jamalpur to Kazra and Bhagalpur but position of the track which goes through river bridge is yet to be doubled. Many people raise the technical problems expected in doubling of this portion. But, at least, you can double the track between Kajra and Quel Jn.

Mr. Chairman, Sir, the remaining track which is yet to be doubled is only 17 kilometer in distance. This work should be taken up immediately. He gave us an assurance that survey would be conducted very soon, Therefore, it would be better if it is taken up and completed in shortest possible time.

MR. CHAIRMAN : Alright. Now you have raised your three questions.

SHRI BRAHAMANAND MANDAL : I will conclude within one minute. There is a small Maheshleta halt pending clearance for years. Many times the G.M., Eastern Railways made an estimate therefore and sent it but so far nothing has been done. Therefore, as soon as possible, approval should be given to Maheshleta halt. With these words I extend my thanks to the Minister and the Chairman also as he happens to be the Chairman of the Standing Committee on Railways. You as the Chairman of the Committee, have made a lot of contribution in this regard. You have recommended to set up a wagon factory in Jamalpur factory but it would be better if you kindly recommend for a coach factory also in Jamalpur factory, With these words I conclude and thanks to you. I also thanks to the Railway Board officials who made a lot of contribution in this respect.

[English]

SHRI G.M. BANATWALLA (Ponnani) : Sir, we are very fortunate to have a Minister of Railways who is sympathetic and also very efficient. That is a fact which cannot be denied. I must say that in the person of hon. Shri Ram Vilas Paswan, we have a Minister of Railways,

[Shri G.M. Banatwalla]

who is always responsive to the demands and aspirations of the Members and of the *Janata* by itself and here that is very clear from the Demands for Supplementary Grants which we have got. I support these Demands for Grants.

It is so heartening to find and I congratulate the hon. Minister of Railways that there are only two Demands. One of them is for taking up nearly as many as 39 projects out-of-turn. That itself shows the anxiety of the hon. Minister of Railways, to be responsive to the demands that are being made. So, I must congratulate the hon. Minister of Railways for being so responsive and for being so sympathetic. As many as 39 projects are being taken up out-of-turn. There are also several other demands and encouraged by the fact that here we have an hon. Minister of Railways who is very responsive to our demands, to our requests, to our aspirations, one feels that one must place a few more things before him.

Coming to Kerala, I am happy that the survey for Kuttipuram-Guruvayur railway line has been completed. The Minister had given that assurance in one of the meetings and it has been carried out. But the alignment has not yet been finalised. There are representations made with respect to the alignments, but I shall urge upon the Government and I shall urge upon the Railway authorities to see that a decision is taken as early as possible so that the work proceeds without any further delay.

It is now twenty years that I have been asking for one thing – it is since 1977- and that is that the Ponnani town in the Mallapuram district should be brought in the railway network. The railway link has to be extended to this Ponnani town. I need not go eloquent on the need, on the significance, on the importance of this Ponnani town, the revenue that it will bring, and so on and so forth. But I still find a kind of indifference that is there to this age-old demand. I very emphatically urge upon the Government to examine it. It is not difficult to do this. Even this Kuttipuram-Guruvayur alignment which you are going to finalise, can be so extended as to include Ponnani itself in the railway network.

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN) : Ponnani from where ?

SHRI G.M. BANATWALLA : Ponnani-Guruvayur line. In the Mallapuram district, it is there. That is not very difficult also. I must admit that I have been assured by the General Manager of the Southern Railway in one of his letters that the question of including the Ponnani

town will be taken up whenever they are finalising the alignment. But the survey is over and alignment is to be finalised. Please do it as expeditiously as possible. And while doing it, kindly see to it that the Ponnani town is not deprived of the railway link.

There are several other demands. for example, there is the age-old demand for a Shatabdi Express from Calicut to Trivandrum. There is an age-old demand for an Inter-City Express from Calicut to Ernakulam. Several times assurances have been given but now let the Government examine them without any further delay and see that the various assurances that are given are fulfilled as early as possible.

The Delhi railway station is going to be modernised. My congratulations to the Railway Minister. This is a very important project that they are taking up and there is no need for me to be eloquent about it. But then there are stations here which do not have even the basic needs. In my own constituency, from Calicut, to Kuttipuram, the stations like Kuttipuram, Tirunavayya, Tirur, Tanur. . .(Interruptions)

MR. CHAIRMAN : Please conclude now.

SHRI G.M. BANATWALLA : Sir, I have hardly begun. Just bear with me. I forgot after praising the Railway Minister, I ought to have said something about your magnanimity also, Mr. Chairman. Anyway, I am sure, I shall be concluding within the next thirty minutes or so.

Sir, I will be concluding very shortly.

I was saying that the stations, Parappanangadi, Tanur and Tirur do not have even the basic facilities that are necessary. There is the difficulty about the electricity there in Kerala. These stations do not have their own generators. The stations are totally submerged in the darkness. You can understand the difficulties that are there when the trains arrive and leave. To give you one example, at Parappanangadi station, some time back, a passenger alighted from the train and in that pitch darkness he stepped upon a snake and he was snake-bitten on the platform.

Sir, at least some generators or something must be there. Some basic amenities must be available at these stations. I would say that. . .(Interruptions)

SHRI RAM VILAS PASWAN : Is there electricity in that village ?

SHRI G.M. BANATWALLA : Yes, electricity is there. The electric supply is there. But there is a power-cut.

SHRI KODIKUNNIL SURESH (Adoor) : Sir, there is a power-cut there. Everyday, in the evening, for one hour there is a power-cut. It is very difficult there.

SHRI G.M. BANATWALLA : Sir, these generators are very essential things over there in those areas of which I am speaking.

Then there is heavy rainfall and the platform covering is not at all sufficient. In heavy downpour people have to alight from the trains and get into the trains and you can imagine the condition that is there. Malabar has a heavy rainfall. So, I would say that these are the things that require great attention.

There is a proposal, I understand, for the new railway zones, you are having a proposal. It is a very good proposal. I congratulate you. But while congratulating you I must also say that the proposed South-Western Railway zone by constituted with headquarters at Calicut and the Thiruvananthapuram, Madurai and Palakkad divisions be brought under this zone. This will give an impetus to the overall development of this backward area. There is every case for it.

Since you are restless, I have only mentioned the points and I hope that it will be taken up in right earnestness by the Government.

I will conclude by saying that, perhaps, Kerala is the only State which does not have any major railway project. Why is there such a situation? In the past several assurances have been given and if I have time from you I will be able to point out as to how many assurances were given and at what time. We have a history of unfulfilled assurances. Now Shri Ram Vilas Paswan is the Railway Minister. I have said with all sincerity that he is a Minister who is responsive to the aspirations of the Members here who represent the public. Therefore, I hope, and Kerala hopes, that Kerala will also get justice through the location of a major railway project over there.

Sir, with these words I have done.

[Translation]

SHRI RAM BAHADUR SINGH (Maharajganj) : Mr. Chairman, Sir, the hon'ble Railway Minister deserves my thanks for having placed a project to lay railway lines between Daronda-Maharajganj which was closed almost 16 or 17 years back. I again extend my thanks to him for having made a promise to implement this project after passing of Budget. He has said that he, himself, would go to Maharajganj and inaugurate this scheme. In addition to this, I want to make one more request which should not be misconstrued or any complaint but

it has come in my mind and I want to discuss it. This project involves a sum of Rs. There crores and fifty seven lakhs but for now you have made a provision of Rs. ten lakh only. Which is inadequate in my mind. I, therefore, would request you to start this project with same enthusiasm, zeal and vigour with which you had placed it before the House.

I went through the gauge conversion list given in the Budget but to my dismay I found nowhere any mention in respect of three railway lines; namely, Chhpra-Masjak, Thave-Gorakhpur and Siwan-Gorakhpur via Thave. Broad gauge tracks have been laid around these railway tracks, but no mention has been made in the Budget about these three railway lines which lead to the most densely populated area of the country. I would not like to dwell at length on this issue but request you to kindly do something for gauge conversion of these three railway tracks.

When I found a mention about Munger bridge, I felt very glad but the next moment I felt sad as no mention was made about the Ganga bridge in Patna which has been a longstanding demand of the people of north Bihar. Survey was conducted and foundation stone was laid but so far it is not known as to when it will be constructed. We are also not sure whether it would be constructed at all or not? Therefore kindly take a decision soon in this regard also so that construction of the bridge is started at the earliest.

I was very glad on 17th Feb, 1997 when the hon'ble Railway Minister made an announcement to conduct a survey of Hajipur-Ialganj-Vaishali-Areraj-Motihari-Sugouli railway line. You had said that survey would be completed within six months. I will think over it later on as to what can be done. I want to share one more good news with the House regarding bringing Vaishali on the map of Indian Railways. Vaishali was the first ever republic and thousands of people from India and abroad visit this place daily. But we do not know as to what is the latest position of that railway line. I, therefore, would request the Railway Minister to start the laying of this railway track as soon as possible.

Now I would like to say something about my area. Chhapra Jn. is the main centre of N.E.R. Division. Trains arrive there from every nook and corner of the country. But the same condition, as was long back, still prevails there. Due to the shortage of booking windows, people have no way out but to stand in long queue and in absence of a booking window hundreds of passengers do not get tickets and they miss their trains. I hope you will take note of this situation also.

So far as sanitation is concerned, huge heaps of

[Shri Ram Bahadur Singh]

garbage keep lying just outside the station. Chhapra Municipality is given a handsome amount by NER for maintaining cleanliness but nothing is done there in the name of sanitation. I would request the Railway Minister to stop the release of sanitation amount as it goes waste and no sanitation work is undertaken. I request you to take the sanitation work in your own hands.

Much has been talked about sanitation and catering. Therefore, I would like raise a point in this regard. Rajdhani Express leaves Guwahati at 6 O'clock in the morning and arrives at New Delhi railway station at the same time next morning. Food and breakfast is served twice in that train which includes a mineral water bottle also. May I ask you if one bottle of water is sufficient for two times meal and breakfast? So, please take note of this also.

In 1978, a college was set up in Sonpur. So far you have not taken over that college. Some queries were sent to the college which were resolved by college staff. People are working there for the last 19-20 years but without getting any adequate remuneration. I request you to take over this college and a decision should be taken in this regard as per the existing rules and regulations as soon as possible.

SHRI ANIL KUMAR YADAV (Khagaria) : Mr. Chairman, Sir, I come from Khagaria parliamentary constituency which happens to be the native place of the Railway Minister also. I thank him for whatever development has taken place in Khagaria. At the same time, I submit that there are two assembly constituencies of Bhagalpur district in Khagaria parliamentary constituency and there is a Division close to Gopalpur which enjoys the status of a district. I have repeatedly made several demands from hon'ble Railway Minister for that area. I also told him that there are two waiting rooms each for men and women which are occupied by the CRP personnel. The Minister assured me that a new waiting room would set up. But neither the waiting rooms occupied by CRP men have been vacated nor a new one has been set up. Further, there is Naughachha railway station which is nearly one km. away from market but during rain there is heavy water logging on roads and people can not reach the station even by tractors, not to speak of other vehicles. People are forced to walk on foot to reach the station. Therefore I request the Minister to take note of it and get the road repaired immediately without any further delay.

There is a Kalagola railway station in my area. It falls in Katihar district and leads to Makhana but so far expansion of the platform has not been undertaken. I

belong to Bhagalpur district. Rajdhani train starts from Delhi but I demand that Rajdhani Express should run via Bhagalpur. I also demand that doubling of Katihar-Barouni railway track be undertaken immediately. Due to the single track, trains run usually late which causes inconvenience to the people. I have referred to the trains starting from and going to North-East regions on many occasions and requested that those trains should be provided a halt at Naughachha railway station. The Minister gave some assurances in this regard but so far none of them has been fulfilled. Nagachha division is famous for maize production but none of the said trains halt at this railway station.

With these words I conclude and thank you for giving me an opportunity to speak.

VAIDYA DAU DAYAL JOSHI (Kota) : Mr. Chairman, Sir, it has become a well laid convention of the House to place our Demands for Supplementary Grants before the House during the monsoon session and discuss the same for nearly eight to ten hours and pass it sometimes in the night around two or four O'clock. When an M.P. from Bihar was speaking today then also I said that a Member who is sworn in as Minister thinks in terms of only about his constituency. I would again request Shri Ram Vilas Paswan that comparatively much importance has been given to Bihar and Karnataka in the Supplementary Grants laid today in the House. Hon'ble Railway Minister, Sir, you are quite conscientious, so please prepare a chart of the entire India.

SHRI RAM VILAS PASWAN : I have already got it.

VAIDYA DAU DAYAL JOSHI : If you have got it then select various projects on that basis. But, I am sorry to say, you are taking projects as per your own wishes. You have selected only one project in Rajasthan which is for Jodhpur. Rajasthan is a backward state. The projects undertaken by Shri Jaffar Sharief are today running behind their original schedule. No advancement has been made in respect of any work. I request you to consider this demand with cool head. As per your Demand, 9 tracks will go under gauge conversion, one track will be doubled. Further, there are four projects pertaining to electrification work and five more railway lines are to be laid. This will give a lot of employment to many unemployed people. During the days of Britishers, every year 500 km. railway lines used to be laid. Since independence, during the last 50 years only 12 thousand km. long railway tracks have been laid in our country which comes to laying of merely 240 km. railway line per year. The construction of one km. railway line gives job to 21 people. You should decide that you have to lay railway lines running into one thousand kilometer. You will get all resources therefor.

So, atleast, show your courage and determination and issue bonds by placing your demands. Konkan Railway has mobilised huge amount and you should mobilise the same by placing your demand for entire India. Because once you do so, you will be providing jobs to at least 30 thousand people.

Likewise, there is a shortage of wagons for 26 thousand goods trains which encourages dishonesty and bribery. Much favour is done in providing wagons to people. You may give private containers to people after privatisation but you are also going to reject 25 thousand wagons by setting up a wagon factory for goods train. You have got 26 thousand boxes. In this situation one thousand boxes would be left, you tell me wherefrom you will get these boxes? How many persons can transport their goods in containers? If you start making 25 thousand boxes you can provide employment to 25 thousand people. You should think over it seriously. 60,700 kms. railway line is there and 16 lakhs of people are working. This is true that you have started new recruitments. You have made quantity even though you have not been able to make quality. You should select the persons on the basis of recruit. I was reading newspaper today morning. It was published in it that such number of accidents never took place which were occurred in the last two years. Day before yesterday also I told you that your colleague met with an accident and he is in the hospital. You please tell me that Shri Sheesh Ram Ola who met with an accident at 2.30 A.M. was attended at what time and the person who attended him was belonged to Railway Department? You said that 3 to 4 hours are usually taken. Many people die within 3 to 4 hours. This is a fact that no casualty was reported in it. He is your colleague. You please tell me who was the first person to attend him? He came to Delhi in the van of a personal friend to hospitalise. The Railway Department could not has such courtsey and nobody feel his responsibility that Shri Sheesh Ram should be hospitalised. This is true that you went to the hospital and met him. After all a Union Minister met with an accident and he repeatedly shouted that he is a Union Minister, that please enable me to talk but he was not allowed to talk while answering you please tell would you make provisions of insurance for those killed in the railway accidents? This issue is going on for many years. Those killed in the air have precious life but those killed in the railway are considered like dogs. Besides, you give 50 thousand or 10 thousand or 5 thousand rupees on your whims and fancies. You should make a rule and make provision of insurance.

SHRI RAM VILAS PASWAN : We have rules in this regard. Insurance is done of passengers who travel in the trains. Whenever an accident takes place, the family

of deceased get 2 lakhs of rupees and 10 thousand or 20 thousand or 25 thousand is given as ex-gratia payment. By increasing the amount of premium we are requesting the insurance companies to increase this 2 lakhs of rupees to 4 lakhs of rupees. . .(Interruptions)

VAIDYA DAU DAYAL JOSHI : I accept your contention and I am not levelling any charge against you. In the beginning itself it should be decided that how much time each honourable member would get. Just now Pappu Yadave ji has taken one hour time. I have been waiting for the last three days to speak but when I have got the opportunity to speak, you are pressing the bell, what is this? You decide that any honourable Member would not speak for more than ten minutes than I would also sit down. My request is that you should do justice. I went Bombay from here because the wife of Rajasthan's public works Minister underwent heart-operation. I had got my reservation from here. I had made telephone call and sent a telegram from here for retiring room at Bombay. When I reached in the room number three, they said that just now they got the felegram. Thanks for coming. Please deposit Rs. 600. I asked them for what I should deposit the money. They said because it is an air conditioned room. I thought that I would get rest. But there was no air conditioner. I enquired about room rent after coming here and came to know that in 'A' class city room rent is Rs. 400 only. It is equipped with air conditioners, newspaper, tea and television etc. I asked them under which rule they are are charging this sum. They said that if I was interested it was O.K. otherwise they would provide it to some other person. I told them that I am an M.P. and I had sent a telegram but they did not agree. After reaching here I enquired about it and they told me that nowhere in India in 'A' Class city room rent is not more than 400 rupees. This is fifteen days back incident.

Sir, Yesterday I came to Jaipur by Jammu-Tawi. I was travelling by A.C. Second Class but no air conditioner was functioning. Passengers raised their voice against its. There were 16 Japanese passengers who raised their voice against it. They said that they give in writing and claim for refund from Railways. I shall narrate one more incident. My son came from Kota, and said that what was wrong with the Railways these days? I asked him what went wrong. He told me that 50 metres ahead of Mathura the train stopped and a person came, he pounced on a woman whose purse was visible. He thought that it was full of currency notes and he pounced on her and snatched necklace and ear-rings. she should so loudly that all the passengers of the coach assembled there. Necklace and notes were recovered but earrings was taken away. Such incidents take place there. Last time also I had warned against such incidents but nothing

[Vaidya Dau Dayal Joshi]

happened. You are a good Minister and I have been continuously requesting you, I have written you ill letters. I want that from Kota to Bina and Kota to Damoh express trains should be run. Earlier I was told that because of the incapacity of the track we cannot run express trains on it. I wrote back that four trains having 80 bogies of coal run daily from Singrauli. Man cannot weigh more than coal. When the track is used for transportation of coal, then now it is unfit for expressing trains. Again I was told that if we reduce the number of stoppage of the train, people will get angry. If we run express trains there then on many stations train could not be stopped. Why the Railways is worried about it. People will get angry with me. I have to seek votes from them and I will not get votes. One train from Kota-Bhopal was started which run from Jaipur to Madras, it takes thirteen hours to reach Bhopal.

The express train via Bina will take 17 hours to reach these. You should think over it seriously. I have spoken about this trains I have also written many letters and now I am getting their reply. You should take it seriously. You should start express trains from Kota to Bina which connect South India. I would like to submit that Jammu Tawi train should be extended upto Ajmer. I would like to request that a train from Delhi to Pushkarjee should be started. Handing over the work of doubling of lane from Bandikuin to Agra to private sector is not proper. This railway line is required essentially. From Ganga Nager to Sabar Sathal doubling of railway line is to be done. There also gauge conversion is required. . . (Interruptions). Your restriction is there. Last time also at 3.30 clock at night while doizing my number had come. After that I had to go back from here. After all where and to whom we tell our distress.

MR. CHAIRMAN : You did not speak on public demands.

[English]

SHRI KODIKUNNIL SURESH (Adoor) : Mr. Chairman, Sir, I rise to support this Demands for Supplementary Grants for Railways presented before the House by the hon. Railway Minister Shri Ram Vilas Paswan. As the previous speakers from my State Shri Mullappally Ramachandran and Shri G.M. Banatwalla have mentioned so many points related to Kerala pertaining to setting up of a zonal railway office as also the railway coach factory, I am not going to go into the details. The hon. Minister is well aware of those issues as also the problems faced by Kerala. The Government of Kerala has written several letters regarding the setting up of the coach factory as also the zonal railway office. We hope that the hon.

Minister will show his due consideration to this in the coming Budget.

I am going to speak about some points pertaining to my constituency.

Regarding gauge conversion, as per the policy of the Government, during the last five years, the Government had spent crores and crores of rupees for conversion of metre gauge lines into broad gauge lines throughout the country except Kerala. The Railways have singled out Kerala in so far as spending money for gauge conversion during 1991-96 is concerned. This is a grave discrimination shown to the people of Kerala and as such, there is a great discontentment among the people of Kerala.

We have a metre gauge line between Quilon and Channai which was constructed by the British Government about 100 years ago in Kerala. But this line is the same as it was before. The British Government started the first phase of gauge conversion of this line from Chennai to Virudunagar. This line is fully in Tamil Nadu. The gauge conversion of this line is already over and it has been dedicated to the nation. The second phase to gauge conversion between Virudunagar to Quilon is covered by Kerala. That is the second phase which has already been included in the 1997-98 Railway Budget.

There was an unstarred question day before yesterday and the hon. Minister gave me a reply that the approval of the Planning Commission was obtained like that. I have got this type of a reply several times before.

The total cost of this project was around Rs. 200 crore. It also required the approval of the Planning Commission and the Cabinet Sub-Committee.

A major portion of this line is passing through my reserved parliamentary constituency Adoor which is a very backward area and this is the only railway line. So, the gauge conversion of this line, IInd Phase, has to be carried out at the earliest. In this regard I have requested the hon. Minister earlier also and once again, I request him kindly to take immediate steps to start the work after obtaining the clearance from the Planning Commission and the Cabinet Sub Committee without any further delay. I shall be happy to invite his goodself to lay the foundation stone of this project at Punalur which is the middle point of this line between Quilon and Virudunagar.

About the new train, in Quilon-Madras metre gauge route, we have only few train transport facilities. Palani is a very important pilgrim centre in South India



which is in Tamil Nadu. Thousands of pilgrims from Kerala, due to lack of train facilities, have to depend upon other modes of transport for going there. I, therefore, urge upon the hon. Minister of Railways to introduce a new train between Quilon-Madras meter gauge from Quilon-Madurai-Palani-Coimbatore so that the pilgrims can save a lot of time and money, and also do not face any difficulty.

Now, I come to the new broad gauge line from Kayamkulam-Adoor-Kottarakkara-Trivandrum which is in my constituency. During the discussion for the year 1997-98, it was assured that this line would get priority.

MR. CHAIRMAN : Please conclude. Five minutes are over.

SHRI KODIKUNNIL SURESH : Sir, I have just started.  
..(Interruptions)

The Railways had conducted a survey for the new broad gauge line between Kayamkulam-Adoor-Kottarakkara-Trivandrum and the survey report has also been submitted to the Railway Board. It is only waiting for the approval. While presenting the Railway Budget in 1997-98 also, the hon. Minister of Railways included this new broad gauge line and stated that as soon as the survey was completed for this line, the Government of India would take up this on a priority basis and start construction. I, therefore, urge upon the hon. Minister to kindly take immediate steps in this direction.

19.58 hrs.

[SHRI CHITTA BASU *in the Chair*]

Now, I come to the point of providing additional platforms at Punalur and Kottarakkara. These two railway stations are very important stations. Thousands of passengers are passing through these stations. But due to lack of proper platforms, the passengers are bound to face great hardships nowadays. I, therefore, request the hon. Minister to kindly take immediate steps for constructing additional platforms at Punalur and Kottarakkara at an early date.

Now, I come to the point of providing a railway hospital at Punalur. Punalur is one of the most important stations in Quilon-Madras metre gauge line. Thousands of employees are working there apart from an equal number of employees in the nearby railway stations on this line. At present, these employees are depending upon the hospitals located one at Shenkottai and the other at Quilon which are more than 50 kms away from Punalur.

As such the employees are facing a lot of problems in getting medical facilities. I therefore, request the hon. Minister to kindly consider this long pending demand of the employees of railway stations at Punalur and its surrounding railway stations and set up a hospital at Punalur in my constituency at an early date.

Now, I come to the point of extension of platform. Punalur, Kottarakkara and Aryankavu in my parliamentary constituency are very important railway stations on Quilon-Madras meter gauge line. Thousands of passengers have to wait for trains at these stations. They are facing great problems nowadays due to lack of proper platform. Therefore, I request him to kindly take immediate steps for extending the platform shelter at these stations so as to reduce the hardships faced by the passengers at these places.

Now, I come to modernisation. Aryankavu, Thenmale, Edapalayam, Ezhukonw and Kuri are important stations on Quilon-Madras meter gauge line. Thousands of commuters are there.

20.00 hrs.

Thousands of commuters are there. Due to lack of basic amenities they are facing a lot of problem and therefore improvement of the existing facilities and modernisation of these stations are urgently required to be done. I, therefore, request you to kindly look into the same and take steps for the modernisation of these stations.

Regarding railway overbridges, in Mylom, Nadumpaikulam, Kottarakkara, Punalur, Valakode there are a few overbridges which are very narrow. Due to this there are always major accidents and heavy traffic jams at these places causing immense problems to the passengers. There is a long-standing demand from the people of this area for expansion of these bridges in this accident prone area. I, therefore, request you to kindly take immediate steps for acquiring sufficient land and expand the existing overbridges without further delay.

Reservation facilities at Punalur and Kottarakkara are very important. At present reservation facilities for two berths are available from these two stations. Thousands of people are working outside Kerala. They are not able to get reservation from this meagre quota in these trains. I wrote to you several times requesting you to increase the reservation facilities in Kerala Express, Jammu-Tawi Express, Jayanthi-Janata Express, Island Express, and Guwahati Express from these two stations, but no action has taken so far. At present there are no reservation facilities at stations like Avaneeswaram and Aryankavu.

[Shri Kodikunnil Suresh]

Please include these stations also for the purpose of providing reservation facilities.

In Quilon-Madras metre gauge line reservation for Madras Mail is very limited and bulk of the reservation is from Quilon. It is important to note that from Quilon there are several other broad-gauge lines to Chennai and as such the passengers from Quilon can get reservation for other trains also. But the people of Kottarakkara and Punalur are fully depending upon this metre gauge line alone. As such it will be in the interest of natural justice that reservation for Madras Mail is increased from these stations.

I hope the hon. Minister will look into all these points.

DR. ARUN KUMAR SARMA (Lakhimpur) : I stand here to support the Demands for Grants of the Ministry of Railways. I must put on record the sense of gratitude on behalf of the people of the northeastern region to the hon. Railway Minister who has taken keen interest for the development of the railway system in that area.

In this connection I must also say that all his efforts will be incomplete if a line linking the northeast to the mainland is not properly developed. I want to point out that the northeast is a geographically isolated area and it is linked to the mainland only through a 33 km. strip of land which is called a chicken neck. The only communication network to link northeast to the mainland is a two-line small road which is in a very deplorable condition. The only alternative is the railway line which is of single track till now. I would like to request the hon. Railway Minister to make this track from New Jalpaiguri to Alipurduar a double track, so that in the event of a problem arising in this section, the rail communication is not hampered.

We have information that during floods and during accidents, the rail link to the North-East is totally cut-off because there is only a single track of this railway line. This is an important issue for the entire nation. This should find a place in the Demand for Supplementary Grants also. In future, the Ministry of Railways should seriously consider to have rail link with the North-East, through a double track line.

Secondly, the hon. Minister of Railways, during his visit to Assam on the 19th May, made a specific declaration regarding two projects. It was made by him on the 19th May, in the presence of the hon. Prime Minister when a ABG line was inaugurated. The gauge

conversion of Makum-Dangori section of NF Railway, a 30 kilometre stretch of railway line is yet to be completed. It was to be completed this year, and it was to find a place in the Demands for Supplementary Grants. I notice that this assurance does not find a place in the present Demands for Supplementary Grants, So, I would request the hon. Minister to include this in the Demands because it was also stated in a Press conference on the 20th May that this will be covered in the Demands for Supplementary Grants.

Another assurance was also given in the same meeting and also in the Press conference to reintroduce the railway service and on the gauge conversion of the Silghat-Hoiborgaon line. This was to be taken up in the district of Naogaon. This was declared in that meeting and announced in the Press conference also.

There is another point which also found a place in the Railway Budget but the progress of work is not up to the satisfactory level. We have not seen any tangible progress regarding the survey of the Rongia-Mukongchelek section of the NF Railway. This railway line is the only line linking Arunachal Pradesh. It runs along the River Brahmaputra, through seven districts of Arunachal Pradesh and covers the entire northern districts of Assam. There are a few railway stations on this line. They are at Silapathar, Murkongchelek and North Lakhimpur. These railway stations are in a very bad condition. They have to be improved. This request was taken up by us time and again.

Another point that was represented was regarding the establishment of a computerised reservation centre at Lakhimpur though there is a centre at Itanagar, people from Assam have to take a pass, an inner line permit from Arunachal Pradesh and travel more than 400 kilometres to purchase a railway ticket. They have to go to Tezpur, Guwahati or Dibrugarh for this purpose. So it is very important that there should be a computerised reservation centre at least at Lakhimpur. This is a tribal area inhabited by backward communities and for their benefit a centre should be provided immediately.

Another point that I want to raise is this.  
..(Interruptions)

SHRI RAM VILAS PASWAN : In the North-East, there is no railway line facility but at each and every State headquarters, we have given this facility of computerised reservation.

DR. ARUN KUMAR SARMA : Thank you very much. You have visited Itanagar also. ..(Interruptions)

MR. CHAIRMAN : That is all right. All the stations have got that facility.

*(Interruptions)*

SHRI RAM VILAS PASWAN : There is no station in the North-East because beyond Guwahati there is no railway line.

*[Translation]*

But we had made the announcement to provide computerised reservation facility in each of the state capitals of Manipur, Mizoram, Meghalay, Arunachal Pradesh, Tripura, Sikkim, etc. so that people may have reservation facility there and people may not have to rust to Guwahati or elsewhere for it. This facility has been provided in all the state capitals and even in Itanagar. Now the hon. Member is demanding this facility in other places also. It is not possible.

*[English]*

MR. CHAIRMAN : All the State Capitals have got the computer reservation facility.

DR. ARUN KUMAR SARMA : I am asking this because of the technical problem that the people are facing. People cannot go to Itanagar without getting the inner line permit. They have to get inner line permit to get the ticket. That is another justification that I am giving. It is towards north of Brahmaputra. People have to travel 400 kilometres to buy a ticket. That is the problem we are facing. I would request the hon. Minister to consider this.

In Tinsukia, a new railway station is being established. The people of that area are demanding that this new railway station should be named as Bengmora Bhawan. It is a place of historical importance. It was represented to the hon. Minister when he came there. The people belonging to the Motok community are the original inhabitants of that area. They are demanding that this new railway station which is being established at Tinsukia should be named as Bangmora Station.

Sir, my next point is regarding Bogibill bridge which was included in the Ninth Plan for completion. The work was about to be completed this year, but the progress of the work is very slow. I would request the hon. Minister to expedite the survey work so that, as declared by the hon. Prime Minister this bridge is completed within five years.

*[Translation]*

MR. CHAIRMAN : Shri Mohan Rawale.

SHRI MOHAN RAWALE (Mumbai South-Central) : Mr. Chairman, Sir, one of our colleague wants to leave the House. Please permit him. . . *(Interruptions)*.

MR. CHAIRMAN : All right. Shri Anandrao Vithoba Adsul.

SHRI ANANDRAO VITHOBA ADSUL (Buldhana) : Mr. Chairman, Sir, today we are discussing in the 11th Lok Sabha the Supplementary Demands for Grants related to the Railways. Hon. Members of all political parties have expressed their opinions here. I also want to express my opinion in the same sequence. I was very happy on the day the United Front Government was formed and our dalit leader. Shri Ram Vilas Paswan became the Minister of Railways and the Leader of the House as well. I felt happy that time also when the proposal came for making him the Prime Minister of the country. But today I am a bit constrained to state that he has started playing game.

Our hon. colleague Shri Anant Gangaram Geete has raised certain fundamental issues. I do not want to repeat them.

MR. CHAIRMAN : I would like to remind you that the time at your disposal is very little.

SHRI ANANDRAO VITHOBA ADSUL : I know it and my problems are not umpteen. I do not want to go into those issues, but I am going to speak on the proposals of my Parliamentary Constituency here for the fourth time. It hurts me when the hon. Minister of Railways tries to play a political game. My constituency Buldhana is a verybackward area. The people there have been demanding to undertake the work of 175 km. long Saigaon-Jalna Rail line. I have raised this issue many a time in this august House. I have made correspondence many times in this regard.

MR. CHAIRMAN : Sir, I would like to bring this to the notice of the hon. Minister that in his reply to my letter dated 30.7.96 he stated that my demand was long standing, but the Planning Commission is opposed to it.

SHRI RAM VILAS PASWAN : From which place to which place ?

SHRI ANANDRAO VITHOBA ADSUAL : From Saigaon to Jalna. Earlier it was known as Khamgaon to Jalna.

In your reply you have written that it is opposed by the Planning Commission. I wrote letter to the Planning Commission on 20.12.96 depicting the importance and necessity of the construction of this rail line. The Deputy Chairman of the Planning Commission Shri Madhu

[Shri Anandrao Vithoba Adsual]

Dandavate wrote a letter to the hon. Minister of Railways. The hon. Minister of Railways wrote a letter to Shri Madhu Dandavate. In this letter dated 9.6.97 the hon. Minister of Railways had expressed an altogether different idea.

Mr. Chairman, Sir, first the hon. Minister of Railways wrote to me that the Planning Commission was not prepared for it. Now the Planning Commission is ready, but the hon. Minister by Railways is not ready. The hon. Minister asserts that at present he has a project of Rs. 12 thousand crore with him, but the Ministry does not have any funds. Therefore, this rail line would not be laid. He further states that he will look into it only after the funds are made available. The Minister of Railways says that the Planning Commission provides Rs. 200 to Rs. 400 crore to the Ministry, but this line projects worth Rs. 12 thousand crore are pending with it. Under such circumstances this rail line can never be laid.

Mr. Chairman, Sir, the reply very carefully admits the importances of laying the Railway line, but it also shows the helplessness of the Ministry for want of funds. Should it be interpreted as a game of politics or something else? I am saying so because whenever any project for Maharashtra is sent to the centre, it is denied. Many of my colleagues are not present here. The reason is that they have put forth their views and proposals, but they were not considered at all and the hon. Minister of Railways did not take any action in this regard. He, therefore, does not want to repeat them. That is why those of my colleagues are not present, but I am speaking here for the fourth time because my constituency is very backward.

Mr. Chairman, Sir, through you I would like to draw the attention of the Hon. Minister to one thing. Maharashtra has two parts Marathwada and Vidarbha. This rail line links seven districts of Marathwada and nine districts of Vidarbha. Constituting the population of two and half crore. Therefore, it has a greater importance. There is Lonar pond and the people all over the world visit it. The people coming to this place will be facilitated by this rail line. The samadhi of Gajanan Maharaj is at Saigaon. At least 16 thousand persons visit this place every day. Thirdly, the parlance of hon. Minister of Railways. I would like to point out that no industrial development can take place in that area until a rail network is constructed.

Mr. Chairman, Sir, the backward area of Marathwada, Vidarbha and Buldhana does not have any industry at all. The reason is that there is no national highway or rail line. The rail line is very essential for industrial development

and the upliftment of the area as well. This way the unemployment problem of that area will come to an end. I, therefore, request for the fourth time here to lay the rail line there I am not giving any threat here, but I must assert here at least this much that if my demand goes unheeded, we will have to launch a mass movement as an effective means of democracy. This is a long standing demand. You also admit that our demand is genuine. The Ministry underakes thousands of new projects, but why does it not do so in this case? This is a project of Rs 200 crore only. I would like to tell you this much that the hon. Minister had issued bonds for the Konkan Rail Project and a large sum of amount was mobilised in Maharashtra. Similarly, I also promise him that if our demand is accepted, at least an amount to the tune of Rs. 100 crore would be mobilised from any constituency. But it won't do if the issue is handled in such a manner. If you will rise above party politics, I would be grateful to you.

[English]

SHRI SUNIL KHAN (Durgapur) . Mr. Chairman Sir, it is very painful for me to support the Supplementary Demands for Grants for Railways for the year 1997-98 because no funds are allocated for the long-pending demands of West Bengal like Eklakhi-Balurghat, Digha-Tamluk, Bankura-Damodar River Railways Dum-Dum Barrackpore metro rail project and others. You have done some miracle in some States but I am not going into that. You are aware that my constituency is Durgapur which is linked with some parts of Bankura which is a very backward district in West Bengal. Several meetings were arranged by you and you assured as about Bankura-Damodar River Railway project but no funds are allocated to this project whereas there are railway lines and infrastructural system and many deputationists were arranged by the people of Bankura to protest against Govt. for non allocation of funds. Then, why should there be such stepmotherly treatment to the people of Bankura? You should look into the matter carefully.

You are aware that Durgapur is a rush area of Eastern India. So, Durgapur station should be modernised for its present industrial network. Moreover, Durgapur is now a Municipal Corporation and it is a junction of four districts, namely, Bankura, Purulia, Birbhum and Burdwan. So, I would like to point out that one new train should be introduced from Durgapur to Howrah. The entrance of Durgapur station is barricaded by the mini bus stand and the taxi stand. So, these two stands should be shifted to the nearest surplus land of the Railways. If it is done, the passengers can go there easily and the ticket-sellers in the railway counter will also not be disturbed in counting money or tickets. The VIP lounge should be modernised.

The platform of Rajbandh should be high. A halt between Panagarh to Mankar, namely, Chandipur should be there with a ticket counter so that the Railways will get the revenue. Patna-Cochin train should run at least once in a week through Durgapur and Burdwan. A new EMU train from Chittaranjan to Burdwan should be introduced. In Burdwan station, two over-bridges should be constructed between the fifth and the sixth platforms. More EMU trains should be introduced between Burdwan and Sealdah and one super-fast train from Sealdah to New Delhi should be introduced.

From Raniganj to Mejia MTPS, a railway track has already been completed by Damodar Valley Corporation. I request the hon. Minister to extend it from Mejia MTPS to Bankura which is only 18 km. away.

My last submission is that the birth centenary celebration day of our freedom fighter and rebel poet, Kazi Nazrul Islam, will be held on 25th May, 1998. His birthplace, Churulia, is very near to Asansol railway station. I request the Minister of Railways to instal a statue of that freedom fighter in front of the Asansol railway station.

[Translation]

SHRI BRIJ BHUSHAN TIWARI (Dumariaganj) : Mr. Chairman, Sir, at the outset I rise to support the Supplementary Demands for grants for Railways. I would also like to thank the hon. Railway Minister for including our demand of gauge conversion between Gorakhpur and Gonda in these Supplementary Demands. As a result, development will take place in that area. This is not only my personal feeling but it is the feeling of people of my area and Purvanchal as well. I would like to remind you that Shri Shivnarayan was the railway Minister during 1977-78. Because of his efforts, survey had been conducted regarding Khalilabad and Balrampur railway line. This is a most backward area and there is no railway line around nearly 200 km area. Therefore, it is mine as well as a general feeling that the Railway Minister should take a decision on the survey conducted regarding laying of the said new railway line. I would also like to thank the railway Minister for sanctioning/approving new railway line from Etawah to Mainpuri because it is the area of our Party President hon. Mulayam Singh Yadavji. The Minister has approved the new railway line between Etawah and Mainpuri. But I would like that from Mainpuri it should be extended to Etah and announcement should also be made in this regard. The Naugarh Railway Station is the Head Quarters of Siddarthnagar district. I have written letters several times and personally too, I have made a request in this regard. I have also written a letter to the hon. Home Minister because it is the feeling of the people

of that region as well as mine that the Naugarh railway station's name may be changed to Siddarthnagar. But in the reply, a lot is said about the technical points. I think that action should be taken in this regard after reconsideration.

The people from my region migrate to Mumbai, Delhi and other major industrial cities in large number to earn their livelihood. There they face a lot of inconvenience in railway ticket reservation. Therefore, I demand that the reservation quota available in Naugarh particularly for Mumbai and Delhi may be increased. Moreover, the Bombay V.T. train service in Mumbai is not adequate. It would be convenient for the people of Gorakhpur region, if Pushpak Express bound from Mumbai to Lucknow is extended upto Gorakhpur.

Vaishali is a very good train but it is so crowded that even A.C.II tier is not comfortable. The unreserved coaches are also over crowded. Two trains have been pressed into service but they run in odd hours, which doesn't suit us. Therefore, I demand that a Superfast Express train be introduced before or after one hour of the departure time of Vaishali, which would ease the congestion of traffic in trains and thus travelling to Delhi would become convenient.

Whatever demands have been made in writing regarding railways, they have been accepted so that the hon. Member can raise the problems concerning his region/constituency in this House. It is right. But the major hindrance it faces is about the resources and hence be it a Railway Convention Committee or Standing Committee or Standing Parliamentary Committee or Consultative Committee, in their recommendations they have demanded that railway should be given more and more budgetary support because railways achieves its social target through its internal resources and moreover train is an important means of transportation in our country from all points of view. The railway plays an important role in social and economic development of the country but if we would not mobilise the resources in this regard than we wouldn't be able to achieve the targets. Therefore, I demand that the budgetary support should be increased, resources should be increased. The hon. Railway Minister or this Government has paid attention towards the tribal areas and hilly areas and the demands have been accepted but we had an unpleasant experience in the past wherein we have noticed that the pace of execution of work is so slow that its cost escalates day by day and it gets delayed. Therefore, more and more funds be allocated for these schemes at the earliest and efforts be made to complete these schemes in the stipulated time.

[Shri Brij Bhushan Tiwari]

With these words, while once again thanking the hon. Minister, I support these Supplementary Demands for Grants.

SHRI CHANDRABHUSHAN SINGH (Kannauj) : Hon. Chairman, Sir, I thank you for giving me an opportunity to speak on the Supplementary Demands for grants.

We proudly say that our railway system stands second in the world. During 1995, the route kilometer was around 62-63 thousand kilometers. But we feel sorry when we compare and say that the modernisation of railway has begun in the Seventh Five Year Plan but we could undertake only 18.6% electrification since then so far, whereas Japan has done 93% electrification and even in Portugal, which is a small country, 75% electrification has been done in railways. It is unfortunate that despite of all this, the budget presented by the hon. Railway Minister has if pleased the Members of Parliament of Karnataka and Bihar, it has displeased the Members of Parliament of other states though they don't show their displeasure and greet and use commendable words against him in his presence. Sometime back there is a Railways Minister from Uttar Pradesh but it is unfortunate for Uttar Pradesh that since then to one from Uttar Pradesh has assumed the office of Railway Ministry. Had there been a railway Minister from our state, Uttar Pradesh, it would have benefited one state.

Uttar Pradesh is the largest state with a population of 14 crore people, whereas the hon. railway Minister has formulated only two new schemes for the state. I think the total length of the line is around 120 kilometers. The line between Mainpuri and Etawah was laid because of the efforts of our hon. Defence Minister. Fortunately, socialist leader, Lohiaji was a MP from our district, Farrukhabad at sometime. At that time, he had formulated a scheme for constructing a railway line. Survey had also been conducted in this regard, wherein it was said that the line would be connected from Itawah to Farrukhabad, Farrukhabad to Shahjahanpur and upto gola Gokamath. But it is unfortunate that Lohiaji has passed away. Later many MPs, including my father, have also made efforts in this regard. But the scheme remained as it is.

Today, I will talk about past only. I am happy that the hon. railway Minister has sanctioned a railway line for Itawah and also a double line from Shikohabad to Mainpuri. Definitely the Defence Minister influenced it and you got it done under his influence. So far as the question to track renewal is concerned it is finding less attention day by day. -I have got the examples with me. 1 thousand 163 crores

of rupees were earmarked for track renewal in 1992-93. It became 1 thousand and 128 crores of rupees in 1996-97. Your department needed money for renewal of 6 thousand kilometers of tracks in 1995-96, it is unfortunate that the Kalindi express, which is the only train to run between Delhi and Farrukhabad, completes its 295 kilometers of journey from here to Shikohabad in quarter to five hours but four and a half hours are taken to cover the distance between Shikohabad to Farrukhabad which is merely 105 kilometers. Drivers have been instructed by officers that they should not exceed the speed limit above 30 kilometers per hour because trains cannot run beyond this limit on that track. Believe me that the condition of the track is very bad. I feel sorry that the track is laid on the ground wherein there is no broken pieces of stones, sleepers have given way and trains are running on it. A major accident can happen any day.

It is good that you construct the double track upto Mainpuri but it is also important so that more money is not needed for the renewal of 105 kilometers of the track. Only Kalindi express run between Farrukhabad and Delhi. You charge the express rail fare for it but it definitely runs slower than a passenger train between Shikohabad and Farrukhabad. I would like to submit that it is unfair for the passengers and the Government should look into it.

Discussion about gauge conversion has taken place here. You said that two schemes from Kanpur to Kasgunj, Mathura and from Bareilly to Kasgunj have been taken up. Conversion from metre gauge to broad gauge would be done. You have allocated only ten crores of rupees for it. If you convert the metre gauge line from Kanpur to Farrukhabad into broad gauge immediately then Shikohabad would be linked.

MR. CHAIRMAN : Please conclude now.

SHRI CHANDRABHUSHAN SINGH : I have hardly taken five minutes but many hon. Members have taken more time.

MR. CHAIRMAN : It was decided that hon. Members would speak for five minutes each and you have taken your time. Please cooperate with the Chair.

SHRI CHANDRABHUSHAN SINGH : Alright. I will conclude within Five minutes. My request is that you get the track repaired from Shikohabad to Farrukhabad so that trains could run at a faster speed. If you would convert the Kanpur - Farrukhabad line into broad gauge quickly then we would get already constructed track upto Shikohabad because broad gauge is already upto Farrukhabad. It would be easier to divert the heavy rush of passengers between Kanpur to Shikohabad. I would

request that you please personally inspect the Kalindi express which is presently running from here, as you have inspected New Delhi Railway Station, or send someone else for the same who can travel by this train upto Farrukhabad. He may be asked to travel in first class compartment, it is important. What is condition of it, neither there are doors nor windows in them nor the condition of bathrooms is good, passengers travel in groups of two's or four's and there are two passenger cabins. I never like to travel in first class compartment and always travel in the second class. But employees of the Railways ask me that why don't I travel by first class. I reply to them that it is unsafe to travel in first class because they don't have any locks even in the Cabins and the condition of toilets is bad. Unfortunately, I am living in a district like Farrukhabad where there is no direct rail link upto Lucknow. You have done broad gauge conversion from Kanpur to Lucknow but we have middle gauge line and all trains stop at Anwarganj. There is no other alternative but to travel by rickshaw from there . . . (Interruptions)

MR. CHAIRMAN : Please conclude now.

SHRI CHANDRABHUSAN SINGH : I am concluding. Lucknow is the capital of Uttar Pradesh. You cannot reach there without changing train at Kanpur. I hope that the hon. Minister would get the track repaired. I thank you for giving me an opportunity to speak.

[English]

SHRI K.P. SINGH DEO (Dhenkanal) : Sir, first and foremost, I heartily support the Supplementary Demand No. 2 Miscellaneous expenses, Detailed Investigation and Final Location Survey of the Kosi Bridge which will restore the Nirmali-Baptai, North-Eastern Railway. The second is रेल सुरक्षा कल्याण निधि for the welfare of the Railway Protection Force personnel and their families.

But primarily I got up today – because I had spoken in the Railway Budget – to convey my grateful thanks of the Minister of Railways, Shri Ram Vilas Paswan, the Chairman, Railway Board and the Railway Board, the Ministry of Railway and the other officials of the Railway Ministry, the Chairman of the Planning Commission, Prof. Madhu Dandavate, Shri Srikant Jena, and the Government of India for having sanctioned the new broad gauge line, Angul-Sukinda Road, that is, Dhubri - 90 Kms. costing Rs. 245.58 crore which will connect the coal belt with the six steel plants coming up at Dhubri. Ultimately, this will connect Haridaspur and Paradeep and some of the coal will also be going to the four southern States by a rail-cum-sea route.

I also thank him for the new line from Bishrampur to

Ambikpur in Madhya Pradesh – Rs. 40 crore, 22 kms. South-Eastern Railway. This will be for the socio-economic development of backward tribal belt of Sanguja district and also for the evacuation and the exploitation of mineral wealth.

The hon. Minister has been consistently saying it in Parliament; I wish to congratulate him that he has kept his word and he has also implemented it. Here, I would like to send a discordant note. My senior colleague Shri Dau Dayal Joshi is not here. Although the Supplementary Budgets are not very welcome, in this Supplementary Budget, I think, the Minister of Railways has been extremely mindful of the fact that the Executive has to be accountable to the Legislature. This is one of our ways of scrutinising the Executive's action and he has kept the administration and the constitutional requirements. Otherwise, he should not have come to us for Rs. 50,000. But now that he has come, he wants the approval of Parliament for the number of items which are enumerated in the Supplementary Budget and I congratulate him for that.

The third one is doubling of the Nirgundi-Cuttack-Ragnathpur line. The reasons have been given cogently on pages 28 and 29. I will not repeat them. It amounts of Rs. 105.32 crore. This will also carry coal from Talcher to Paradeep. It would be going to the power plants of the four southern States.

Fourth is the Mancheswar-Hindol Road-Angul line. In the Supplementary Budget, it is written as Hindol. It should be Hindol Raod and not Hindol. It is because there is no Railway line to Hindol. I am going to demand one line for Hindol also. He has made a provision of Rs. 5.9 crore for 2 GHz 8 MB digital ultra high frequency link.

So, I do hope that the hon. Railway Minister would keep his promises made earlier both in the House and also in the meeting with the Members of Parliament from different States. First by, completion of Talcher-Sambalpur broad-gauge line for which Members from Orissa have been speaking right from the time of the First Lok Sabha, from my previous generation when – both my father-in-law, my mother and my father were here. It has been inordinately delayed for the same reason as the hon. Member from West Bengal was saying, that is, due to too little or inadequate allocation.

This year, we require about Rs. 80 crore but only Rs. 56 crore have been allocated. I do not know the hon. Railway Minister is going to keep his promise that by the end of 1997-98 – I do not know whether it is Calendar Year or the Financial year – it will be completed.

SHRI RAM VILAS PASWAN : I have been told by the officials that this amount is sufficient. I have given a word that this would be completed in the year 1997-98, that is, by 31st March 1998.

SHRI K.P. SINGH DEO : Thank you, Sir.

Sir, along with the completion of this Talcher-Sambalpur line is co-terminus the completion of Angul Diesel Shed for which Rs. 30 crore has been provided. The work is in progress and completion of Angul-Box-n Depot for which only the foundation has been laid. The foundation work is going on and I do not know whether it would be ready by 1997-98 or not.

Then, the container station from Mehrmandli is either missing or basic amenities like platform shelters, drinking water, toilets and benches in Joranda Road, Shamacharanpur, Garh Dhenkanal, Dandimal, Sadasiwapur, Hindol Road, Mehrmandli, Budhapenka and Anugul stations have been inadequate. It is a growing line.

Then, naming of the Muchi Bahal Station to Muchi Bahal Veer Maharajpur Road; Overbridge at Dhenkanal, Angul-Jarasingha Kumunda; Rail siding near Dhenkanal, FCI Godown where we cannot take in full rakes. Now we have to do with half a rake. As you know, Sir, Orissa always has floods, droughts, cyclone and a lot of relief operation has to take place. This has been a constant companion from 1965 onwards, that is, introduction of Inter-city Express between Bhubaneswar and Sambalpur; and then the Delhi-Bhubaneswar rail link can go via Sambalpur-Angul-Dhenkanal, which will reduce the distance between Delhi and Bhubaneswar by 350 kms. Instead of having a *Bharatdarshan*, we will have a direct route.

Sir, I also thank the hon. Minister for the sanction order for the preliminary engineering survey for Talcher-Bimlagarh Railway link. For twenty-five year we have been demanding it in Parliament and suddenly it was shelved. Thank God, now the orders have been given for re-survey. I think, similarly, same thing should be given to Talcher-Gopalpur via Hindol and Nayagarh, which the Government of Orissa has also been demanding for the same reasons, why Angul-Sukinda-Haridaspur-Paradeep has been linked. Two major steel plants are coming up in Golapur Port and this same pole will be going from Talcher to Gopalpur. It will pass via Hindol and Nayagarh, but no orders have been issued so far. This type of order which was given on the 9th of July for Talcher-Bimlagarh, similar order should be given for this also. Nawapada Road to Bargarh via Padampur where there is a lot of limestone, cement factories will link with main line which is going to Mumbai.

Sir, I would like to congratulate him for having got 18

million Riyals from Saudi Arabia for doubling Titlagarh to Lanjigarh Road connecting Vizag. The Government of Orissa have also agreed for road cum rail bridge over the river Tel, which will shorten the distance between Titlagarh and Kesinga. This will be for the same reason you have done it for Sarguja. Kalahandi district is now synonymous with famine, starvation and migration. This would help a long way. In the Lanjigarh Road to Junagarh, only two per cent of the rail work has been done so far in the last three years. So, that should be expedited.

Then, I also congratulate him for the Press report, which had appeared in *The Hindu*, which says that "the budgetary support to the Railways will be increased in the Ninth Plan."

My contention is that the enemy of the best is not the worst but the good enough. The Railways are asked to carry social responsibility and obligation to backward areas, to tribal areas, to remote areas and to subsidise so many other things to the extent of 15 per cent to 17 per cent. Even the Standing Committee had said that all the Governments – whether it is Socialist, Communist, Marxist or Capitalist – and all the railway systems in the world compensate their Railways for the social obligation and the social responsibility. But, Sir, no compensation has been given.

No separate planning or sub-plan has been given for backward, under-developed and infrastructurally inadequate areas of the country in spite of the fact that even the Standing Committee had said it. Here, Shri Dau Dayal Joshi was also saying about that. Therefore, the Railways and the Planning Commission must meet, define, conceive, formulate and implement the sub plan as it happens for the hill and other areas.

Now, I come to rail safety. All of us are very much concerned about it and the hon. Minister should be doubly concerned about it because in his State, Bihar, trains go without any lights in the night. Therefore, it is the invitation for dacoits, murderers and criminals to board the train and do the needful.

Then, I come to railway assets. We have been talking about commercial exploitation of railway assets to finance the Railway Plan, which have been hanging fire in the Cabinet, whether it was my party in power or other parties in power. I hope that the Government takes a quick decision so that the Railways are allowed to exploit their commercial assets. The strangest thing is that the Railways are not even aware of what assets they had from the time they took over from the British Railways.

On technology and modernisation, Computerisation,



Inventory Control and Satellite Reservation Offices had been opened in many places. I am only requesting the hon. Minister for opening these Offices for Kurda Raor, Angul, Talcher, NALCO areas and Sambalpur.

In this Supplementary Budget, there is a mention of railnet to the Zonal Railways. I do hope that the new East Coast Railways will also get the benefit of this railnet.

Then, the duration of Sambalpur-Delhi-Nizammuddin Hirakhand Express this was the demand of Dr. Bhoi also – which was reduced from four days to three days should be made daily. Between Bhubaneshwar and Koraput, already goods traffic has started going and it has been put in the timetable but the passenger traffic has not started going.

The last one is about travel concession to visual artists. I do not know why we should discriminate between artists when we can take the definition from the Ministry of Culture. All artists within the resource constraints can be given the same thing. Why should it be only left to dancers, musicians and not to the other artists as defined by them?

*[Translation]*

SHRI SURENDRA YADAV (Khalilabad) : Hon. Chairman, Sir, I rise here in support of the supplementary demand for grants on Railways for the expenditure of Central Government. I am extremely pleased that the hon. Rail Minister has made a new record in the development of the Nation by taking up the laying of new rail lines and gauge conversion of the olders ones, doubling of the railway tracks, electrification, Construction of bridges in the backward regions and the whole country as well. One of my friend says, "Jheel mein panni barasta hai hammare desh mein, Khet paani ko tarasta hai hammare desh mein." Work is done on grand scale in the regions of top leaders but it does not happen in the regions of common workers like me. I had made a simple request to the hon. Minister. The Vaishali train passes through my region Khalilabad. Two Members of Parliament belong to this town but stoppage of that train has not been provided there so far. We have been receiving numerous assurances in this regard. Through you, I would like to request the hon. Railway Minister that my demand should be fulfilled.

The present Uttar Pradesh Government is rapidly creating new districts. 85 Members of Parliament belong to the state the hence 85 districts would be created, and if it happens then this train will have to be given a stoppage at our district headquarters. But it would pain me if the stoppage of this train is provided by another leader but

not by our leader Shri Paswan ji . . . .*(Interruptions)*. Therefore, I would like that our hon. leader should definitely do this work because I believe that the hon. Minister has to go a long way in his political career.

Magahar and Khalilabad are historical cities. After Gautam Buddha, Mahatma Kabir was the another great person who worked against casteism and religion for creating a good atmosphere in the country by bringing humanity together. Today the expansion work of railway station falling under Magahar which is the nirvana place of Gautam Buddha is not being done. There is no lodging facility for the tourists there. Khalilabad itself is a historical city. Mahatma Gautam Buddha stayed in nearby Kopia which is 11 kilometers away from the city after coming from Kapil Vastu. His relics are found there. The Khudva nallah where he had abandoned his horse and proceeded for penance is located there. I urge upon the hon. Minister through you Sir, that in view of the importance of these cities the railway stations of Maghar and Khalilabad should be expanded. Earlier Sabarmati – Ahmedabad Express train used to pass through these cities but it has since been discontinued. It is heartening to note that hon'ble Minister has made a provision for stoppage of these two trains i.e. Amritsar Express and Barauni Express at Khalilabad station and Delhi-Gonda Abida Express train has also been extended to Gorahpur and a stoppage has been provided at Khalilabad station. In view of historical and industrial importance of Maghar and khalilabad, Vaishali-Cochin Express and Jammu Tawi Express trains should also have a stoppage here. Lastly I would like to mention that on request of hon'ble Member, Shri Brij Bhushan Tiwari who is like our elder brother, a survey for railway line from Khalilabad to Balrampur was conducted. I would urge that this railway line should be laid upto the border of Nepal from Khalilabad via Naugarh. A survey of this route has already been conducted. Nepal is our neighbouring and friendly country. The said railway line will link us with Nepal.

21.00 hrs.

Bangla Desh and Kashmir have also been brought on the railway map and they have been linked through railways with other parts of the country and credit for this goes to the hon. Railway Minister. Similarly north-south and east-west have also been linked with railway lines. The hon. Minister has done a good job. He has indeed done a noble work by sanctioning a grant of Rs. 60 lakh from the Railway Protection Welfare Fund for the members of Railway Protection Force and their families. I would like to thank him for this. There association has still not been accorded recognition. He is worried about their association, their association should be recognised so that they may fight for their grievances.

[Shri Surendra Yadav]

My friend, Mr. Joshi has said that level crossing is the responsibility of Railways. A few days ago six persons were killed at a time a Rasulpur crossing. In an another accident Renu Nagar Suresh Gupta both lost their lower limbs. Even one of my friend, Chaudhary Saheb of Githani Bazaar met with same fate. Is the railways not responsible for it ? That particular railway crossing has been declared as abandoned. But that crossing should be converted into level crossing. It is the responsibility of the railways to convert this crossing into level crossing. If any accident takes place there, the Railway department will be responsible for it. The persons who were killed in train accidents their family members should be given compensation worth Rs.2 lakh.

With these words, I thank you for giving me an opportunity to speak.

SHRI MAHENDRA SINGH BHATI (Bikaner) : Mr. Chairman, Sir, a praiseworthy task has been done by making a provision in this budget for C.I. pipes for Jodhpur in Rajasthan in demand No. 16 at serial No. 12 under the supplementary demands for grants for 1997-98. Jodhpur is an important city. I would also request the Government to pay attention towards those stations and headquarters of Rajasthan where adequate light and water facilities are not available.

21.03 hrs.

[SHRI P.C. CHACKO *in the Chair*]

The Railway Minister had made several announcements in 1997-98 budget. A railway line is laid Sarapsar Jn. (Ganganagar district) to proper Ganganagar via Jaitpur, Raisennagar, Gajsinghpur, Karanpur, Kesri Singhpur markets which is known as canal loop. This is a very old railway line and it has been in existence since the time of kings. It was laid at the time of Maharaja Ganga Singh. This 160 kilometers long railway line is a meter gauge line and is known as canal loop. The Railway Minister had given an assurance that a token money of Rs. one lakh will be earmarked for this line in the budget for this year. If this railway line is converted into broad gauge the Railway department is likely to earn 15 per cent. profit by it. The gauge conversion of these lines will prove to be profitable. Mere announcements are not enough their implementation is also required and funds should also be allocated for this purpose.

Similary, there is a train between Delhi and my Constituency Bikaner. It runs on meter gauge line. Our demand for gauge conversion of this line has been for a long time. The Government had made a provision in the

budget for this year for gauge conversion of railway track between Rewari to Sadalpur but the work has yet not started. Metre gauge conversion between Rewari to Sadalpur will no suffice. I submit that work of gauge conversion of entire metre gauge line from Bikaner to Delhi should be taken up this year or a provision should be made for it in the next year budget. A new railway line should be laid from Kalayat, a holy place in Bikaner district to Phalodi in Jodhpur district. This is a very important place from the strategic point of view. The Railway Minister has taken several steps in this regard it and had ordered for a survey of this line. To the best of my knowledge, the work of survey has been completed and now work should be completed by giving it financial approval. A new broadgauge line should be laid from Bikaner to Delhi via Suratgarh-Pilibanga-Bhatinda. The work on Rewari-Sadalpur line is going to be completed and this route from Delhi to Bikaner will be closed. If the alternative project is taken up earlier the people of this area will be benefitted, it will prove economical too and the passengers will be able to reach Delhi from Bikaner in Lesser time. The people of Bhatinda, Suratgarh, Ganganagar and Hanumangarh districts will also be benefitted by it. I suggest that a link Express train should be introduced for Jodhpur by reducing the financial expenditure anyhow. Six coaches should be provided in the train bound for Mumbai from Jodhpur for passengers of Bikaner so that they may be benefitted. Western Railway has also made this demand. Bikaner. Ganganagar and Jaisalmer are boarder district and whenever there is a war with Pakistan our army personnel are based there. If a train is introduced via Ganganagar, Anoopgarh, Chensana Rawla 365, Khajuwala, Chhattargarh Pugal, the army personnel will be benefitted by it. The farmers will also be benefitted by this train. This is a command area. So, the agriculturists will be adequately commercially benefitted as per the policy of Railways.

Mr. Chairman, Sir on 23rd January, 1992, Shri Jaffar Sharief Ji, the then Railway Minister, had paid a visit to Bikaner alongwith Chief Minister of Rajasthan, Shri Bhairon Singh Shekhawat to review the position in respect of level crossing in Bikaner and it was agreed in principle that a by-pass will be constructed to award level crossings in Bikaner. At that time present Chief Minister, Shri Bhairon Singh Shekhawat had announced that Government of Rajasthan would provide the required land free of cost for by pass. But no progress has so far been made in this regard. I submit that commitment made by any railway Minister should always be honoured irrespective of the fact whether that Railway Minister remains in office or not.

Mr. Chairman, Sir two overbridges were sanctioned

for Bikaner construction work of one bridge has been completed. It was agreed that if state Government bears 50 per cent charges Central Government will complete the work by contributing the remaining funds. This demand was also raised by Shri Pappu Yadav and intervening in the discussion hon'ble Railway Minister made it clear if the State Government could provide 50% of its share, he had no objection.

Sir, I would like to convey to the Government through you that when the State Government is ready to provide the amount you should start the work of overbridge at the earliest.

Mr. Chairman, Sir, the railway workshop at Bikaner is functioning since 1924 and thousands of workers are engaged in it. The labourers there are under employed with the connivance of the officers. I have come to know that entire work is being diverted to Jodhpur. I would request to offer this work to the Bikaner Railway work shop. The only suggestion given here is assigning the work.

Similarly as in case of the overbridge in Bikaner, the state Government has also given its consent for the under bridge. If the state Government is ready to share the 50 percent of expenditure then it would enable to construct two under bridges in Bikaner. While inaugurating the Jaisalmer Express in November 1996, honourable Minister for Railways told that he was considering on the demand of Jodhpur-Dehradun train and he also said that efforts are being made to extend the trains running between Madras and Jaipur to Jodhpur. In the event of starting the train from Jodhpur, I would suggest to extend such facilities to Bikaner also.

Sir, Ajmer is a very important place in Rajasthan. It is also important for the farmer as Ajmer is the headquarter for our Revenue Division. The head quarters of the State Public Service Commission and the office of Railway Recruitment Board is also situated there. Therefore, a train should be introduced between Bikaner and Ajmer so as to benefit the people of Ganganagar, Hanumangarh, Bikaner, Churu, Jaisalmer and Barhmer.

[English]

MR. CHAIRMAN : Shri Bhati, Please conclude now.

SHRI MAHENDRA SINGH BHATI : Yes Sir, I am concluding.

[Translation]

Laying of a new railway line from Anupgarh to Jaisalmer via Gharsana, Rawala, Khajuwala, Dantor, Godu Bajjus, Sutaswala, Mohangarh should be approved and this would certainly benefit the people of this area. Train

number 2468 is an intercity Express which runs between Bikaner and Jaisalmer. At present this train takes seven hours to reach Jaipur. An intercity Express also running between Jodhpur and Jaipur at the same time takes 4 hours 20 minutes to cover this distance. This train stops at Madhta city which falls in Jodhpur area and as a result there of the train going to Bikaner and leaving Jodhpur are delayed or we should send a train of sixteen coaches from Bikaner without any expenditure, out of which eight coaches could be shunted to Jodhpur train which would go upto Jaipur and rest of the eight coaches would directly go to Jodhpur. In this manner we would get a new intercity train between Bikaner and Jodhpur. Similarly a direct train on metre gauge was running between Bikaner and Ahmedabad but when the gauge conversion work into broadgauge at Bikaner to Madhta Road and Jodhpur line was taken up this train was stopped. Since the gauge conversion has been completed, the services of this train should be restored and this would not accure any financial burden on your department. It is suggested to give a halt at Ghatatisar station new Bikaner so that the people settled in the outer area of Bikaner are benefitted and the halt stoppage would certainly facilitate the passengers there. He had declared in the last financial year's Railway Budget that no unmanned level crossing would be constructed. I would say my parliamentary constituency may differ from the one in Bihar and Uttar Pradesh but my area is a command area where important schemes such as Indira Gandhi Canal Scheme are being implemented. The Government is rehabilitating new farmers there in small villages separately. On the policies you are framing, according to the people settled in the east you have framed the policy that no new level crossings would be constructed. I would suggest to pay particular attention to the western Rajasthan and separate attention to people of the command area.

You may provide an unmanned level crossing or any other railway gate which you find fit. You would certainly make some amendment in it.

[English]

MR. CHAIRMAN : Thank you. Please take your seat now. Shri R. Sambasiva Rao to speak now. . . (Interruptions).

MR. CHAIRMAN : You have taken 12 minutes. This is not the way. I do not like to interfere. But you should also understand.

SHRI MAHENDRA SINGH BHATI : Sir, I will complete in two minutes.

MR. CHAIRMAN : No. You conclude in only one minute.

[Translation]

SHRI MAHENDRA SINGH BHATI : A proposal for introducing a rail bus from Suratgarh to Anupgarh has also been sent by the D.R.M. office of Bikaner. Kindly approve it. Likewise, the people of the Vijayanagar Market of Ganganagar have also told that the parcel facilities which are important for the businessmen have been stopped. Nagpur Legislative Assembly area is in my area. It would be nice if some facilities are provided in the Legislative Assembly area. I would also suggest the Udyan Abha express starting from Ganganagar is usually delayed by five to seven hours. I came by that train yesterday night. Despite of my reservation in IAC the said coach was not attached to the train. There were no bedrolls, no cleanliness, no light in the train. This Udyan Abha Express which connects Bhatinda and Delhi via Ganganagar. We should certainly pay attention to it.

[English]

MR. CHAIRMAN : In fifteen minutes, you have not spoken a single word about what we are discussing here. Please take your seat now.

[Translation]

SHRI MAHENDRA SINGH BHATI : I conclude with these words.

[English]

MR. CHAIRMAN : Before Shri R. Sambasiva Rao starts, I would like to say that I do not want to interfere with the speeches of the hon. Members. Kindly confine to the Supplementary Demands and do not take more than five minutes. We have 14 more Members to speak.

SHRI R. SAMBASIVA RAO (Guntur) : Mr. Chairman, Sir, first of all, I want to thank the hon. Minister of Railways for inaugurating the Guntur Division. I would also like to bring to the notice of the hon. Minister the projects which are required to be taken up immediately.

The new Railway Division at Guntur has since been inaugurated by the hon. Minister on 5th of July. The demarkation of the boundaries for the new Division from KC canal to Tada should be notified immediately. Also, the allocation of funds to the tune of Rs. 50 crore for the construction of office accommodation, housing for the staff and other ancillary facilities may be made by making necessary provisions in the revised Budget Estimates for the year 1997-87.

I want to thank the hon. Minister for arranging the

survey of the following lines at the time of inauguration and request for allocating funds for these projects.

- (1) Electrification of the line between Guntur and Nadikudi and
- (2) Doubling of railway line between Guntur and Nadikudi.

He had also promised to provide funds for the survey of the above projects. I would like to draw the attention of the hon. Minister of Railways that since the electrification project between Guntur-Nadikudi line and the laying of a double line between Guntur-Nadikudi sector are long overdue, the allocation of funds for these two important projects may also be made in the Revised Budget Estimates.

I may also bring to the notice of the hon. Minister, through this august House, that unless a double line is laid between Guntur and Nadikudi, it is difficult to cope up with the demand of transport of Cement, Cotton, Chillies, Tobacco and other products and also to provide travelling facility for the public. Hence, the doubling of Guntur-Nadikudi section is quite essential. This will also increase the revenue of the Railways. It is the shortest route between Hyderabad and Guntur and the journey period will be reduced.

Further, I would like to request the hon. Minister to make a provision for allocation of funds for the following works :

- (1) Construction of a new railway over-bridge at Guntur on Mangalagiri Road.
- (2) Construction of a new railway over-bridge at Guntur near Kanakaragunta level crossing.
- (3) Widening of the existing railway over-bridge near Guntur Railway Station over Amaravathi Road by six feet on either side.

At the time of inaugural function of the Railway Division at Guntur on 5th of July, 1997, the hon. Chief Minister of Andhra Pradesh had graciously agreed to share 50 per cent of the cost of above three works from the State Government side and accordingly, the hon. Minister of Railways was kind enough to announce that necessary sanctions for the above works would be accorded and requisite funds would be allocated to immediately start the works. Another thing is that apart from all these things, the above works have been accepted by the Railway Minister when he was in Guntur.

We also request that the following trains should be introduced. A day time train should be introduced between

Guntur and Chennai and *vice-versa* or extend the present Nagarjuna Express to Ghennai. The Ratnachal Express from Vizag should be extended up to Guntur.

I would also like to bring to the notice of the hon. Minister that there are about 10,000 people living near Nambur railway station. There is a Guntur Cooperative House Construction Society. They have constructed houses where about 10,000 people are staying. They want that a level-crossing be arranged near Nambur railway station, at 7/11 kilometre stone is the South of Nambur railway station. The Railway Department has also agreed to provide the level-crossing technically in its note dated 27.9.95 but with a rider that the cost should be borne by the Society, including the recurring expenditure. The proposed level-crossing is quite essential for negotiating the residents of the colony with N.H. 5. Apart from it, it is quite useful to the surrounding villages, namely, Venigandla, Jonnalagadda, Pedakakani etc. There are about three or four villages and they have a population of more than 10,000 people. The Society is also willing to bear the entire cost of the level-crossing, except the recurring expenditure. I would request the hon. Minister to kindly instruct the South Central Railway to provide a level-crossing at the place mentioned without insisting on the payment of recurring expenditure by the Society as it is proposed in the interest of public.

I would like to request the hon. Minister of Railways to allocated adequate funds for all these works in the Revised Budget for 1997-98 and also for the extension of the trains. I support the Supplementary Demands for Grants.

SHRI A.G.S. RAM BABU (Madurai) : Mr. Chairman, Sir, I rise to support the Supplementary Demands for Grants (Railways) for the year 1997-98. I would like to put forward certain demands regarding gauge conversion, introduction of new trains, etc., which are the long felt needs of the people of Tamil Nadu.

The hon. Minister of Railways has announced gauge conversion between Madurai and Rameswaram and has allocated Rs. 10 lakh for this purpose during this year. The total cost of the project is Rs. 240 crore. So, I would request that more funds should be allocated for this project I also thank the hon. Minister for taking up this project because both Madurai and Rameswaram are holy places and they have to be connected directly so that the people from North India can directly go to Rameswaram via Madurai.

Then, Madurai-Dindigul railway line had already been converted into broad gauge. In addition to that, Dindigul-Tiruchy-Vizhupuram conversion is expected to be completed by March, 1998. was a news item

regarding this in the Press. So, I would request the hon. Minister that more funds should be allocated for this project so that this line is completed by March, 1998. If this conversion is completed, all the trains running in the other route can be diverted through this route which would save a lot of distance.

Sir, the conversion into broad gauge of the railway line between Madurai-Bodinaickanur-Ernamulam is a long pending demand of the people of southern parts of Tamil Nadu. So, I would request the hon. Minister to immediately sanction some funds for the conversion of this line so that a lot of people can travel in this route and a lot of goods can also be moved in this direction.

Sir, Madurai has been connected with the Capital of India, Delhi, by a Link Express on the 50th year of our Independence. I would like to thank the hon. Minister of Railways for this kind gesture of introducing a Link Express between Madurai and Jammu Tawi recently. I would like to request the hon. Minister to introduce a direct express train from Madurai to Jammu Tawi which should be a daily express from Madurai so that it can cater to the needs of the people belonging to the southern parts of Tamil Nadu. I also thank the hon. Minister of Railways for introducing a train between Madurai and Bangalore recently. But it is now routed through Bangarapet which will take a lot of time to reach Bangalore. So, I would request the hon. Minister that the same train should be routed through Salem-Hosur line so that a lot of time of the passengers can be saved.

I would also request that Madurai should be connected directly with Calcutta and Varanasi so that people from the southern parts of Tamil Nadu can directly go to Calcutta, Varanasi and other places of North India. In addition to that, the train between Nagercoil and Mumbai is running for only four days a week now. Since there is a lot of demand for this train, this train should be made a daily train so that it can meet the demands of the people of Tamil Nadu and also of the people of Mumbai.

Then, I would request the hon. Minister to introduce two Shatabdi Express trains between Madurai and Bangalore and another between Madurai and Chennai so that it can meet the demands of the people of my constituency. Then, there is a need for a train from Quilon to Nagarcoil via Madurai, Nagoor and Velankanni. Since Madurai, Nagoor and Velankanni are all holy places, a lot of people visit these places throughout the year. There is a pressing need for this train since there was a train earlier in this route. I would request the hon. Minister to take steps to introduce this train immediately.

Sir, we give a lot of encouragement to yoga these days. So, I would request that yoga practitioners

[Shri A.G.S. Ram Babu]

should be allowed to travel in trains at concessional rates so that they can do more good work in the field of yoga.

There was a news item in the Press recently that a Container Terminus Station is going to be opened in Madurai shortly. There is no port facility in Madurai and so, for the development of Madurai district, I would request the hon. Minister to allocate funds for construction of a Container Terminus Station at Madurai.

Then, there is a pressing need for constructing railway overbridges at four places in Madurai. They have to be constructed near Madura Coats, Periyar Bus Stand, Thathaneri and Koodal Nagar Railway Station. I would request the hon. Minister of Railways to take steps to construct overbridges across the railway line at these four places so that it would help the people of my constituency and also the people belonging to southern parts of Tamil Nadu.

I would request the hon. Minister of Railways that these points should be considered.

SHRI P. KODANDA RAMAIAH (Chitradurga) : Mr. Chairman, I thank you for giving me this opportunity to speak on the Demands for Supplementary Grants for the Railways.

I have gone through the Demands for Grants and I find that 39 works have been included and the Railway Minister proposes to meet whatever he would like to spend during the current year from out of reappropriation of the unspent amount on other accounts. It is a good sign to see that not much is being sought from us for sanction.

Of these 39 works, eight new works are proposed in the Supplementary Demands, but I regret to say that the work for which I have been pressurising the hon. Minister for the last two years has not been included once again.

There have been statements by certain hon. Members that Karnataka and Bihar are favoured by the Railway Minister in the sanction of lines, but I do not know how far that statement is true in the sense that the work I have been insisting for us has not been included though I am from Karnataka. I do not know the reason, but I recall my lavish praise on the Minister of Railways in the last Budget when I compared him to Mona Lisa which portrait has got that view of smiling at anybody who looks at the portrait and I was sure that Shri Ram Vilas Paswan would be able to smile at any M.P. who makes a request to him, but

in my case it did not happen. I find that there is something preventing him from sanctioning this railway line for the last two years and I would once again urge upon him to sanction this line about which I would like to speak for some time.

I represent Chitradurga constituency in Karnataka and we have got the largest concentration of Scheduled Castes and minorities in that constituency. I particularly chose that constituency and I am glad that the people have elected me to represent that constituency. This constituency is on the National Highway connecting Bangalore and Hubli and on to Mumbai National Highway No. 4.

There is a railway line again along the road from Bangalore to Tumkur and from Tumkur it deviates and goes through a circuit route and joins a place called Dawangere again on the National Highway. This circuitous route makes a distance at least 100 km more than what it would have been had the line been laid along the National Highway. I have brought this to the notice of the hon. Minister that if a new work is taken up connecting Tumkur by Dawangere by direct line, the distance between Mumbai and Bangalore will be reduced by 100 km. This survey has been done some two or three years back, survey for laying a new line between Tumkur with Dawangere and the former Railway Minister Shri Jaffer Sheriff had announced that he was sanctioning the line and survey had been done, but to my misfortune, this line has not been taken up despite the fact that I have been representing about this line for the last two years. I remember to have written at least about six to eight letters to the hon. Railway Minister about this line which is a very important line indeed. Firstly, it reduces the distance. Secondly, it develops the hinterland of the backward area. Thirdly, it will act as a catalyst for further economic developments of this area which has got the largest number of backward people of the State.

I would once again urge upon the Railway Minister through you that the Project should be included at least now. I am happy that he has sanctioned many new projects for which surveys have been done in Karnataka. We appreciate that, but then I would request him to give priority to this which is an old work and which has been surveyed and which has not been taken up despite my pleadings to him.

There is another project again of Chitradurga and that is Railway Wagon Workshop. It is a repair workshop which was again promised by his predecessor and for which 30 acres of land has also been acquired and this project once again will improve the economic conditions of the backward people and the Scheduled Caste people of this area. We have no irrigation facility in that area and

we live sub-marginal life. The hon. Railway Minister will be doing a great favour to the constituency if he takes up this Project which was again cleared by the Railway Ministry some time back. It is cleared in the sense that it has been surveyed and has been accepted as a vital Project and yet it has not been taken up. Near Chitradurga town, a Railway Wagon Repair Workshop has to be started and it was agreed to. I am sure that Shri H. Hanumanthappa, my colleague in Rajya Sabha, has also represented about this matter to the hon. Railway Minister and I, therefore, request the hon. Railway Minister to take up these Projects and help the area which is very very backward.

I do not like to speak about other aspects because this particular thing is a sort of a life and death problem, for the people of Chitradurga. I earnestly request the hon. Railway Minister, through you, Sir, to include these two projects in the current year, at least. Since he is so nice and good to accept my suggestion, I am making this demand. I request him to make a token budget provision and take up the work because it has already been pending for a long time.

Finally, I thank you very much for giving me this opportunity to speak.

MR. CHAIRMAN : Now, Shri Satya Pal Jain to speak.

*(Interruptions)*

*[Translation]*

SHRI PRABHU DAYAL KATHERIA (Ferozabad) : Mr. Chairman, Sir, my name is before his name in the list.

*[English]*

MR. CHAIRMAN : No, it is Shri Satya Pal Jain's number first. Please do not argue like this. Please take your seats.

*(Interruptions)*

MR. CHAIRMAN : Shri Katheria, what difference does it make ? There is a prepared list and it is before me. You please adjust yourself.

*[Translation]*

SHRI SATYA PAL JAIN (Chandigarh) : Mr. Chairman, Sir, I shall be very brief. I am grateful to the Hon'ble Minister of Railway for making provisions in the Supplementary Demands for the Chandigarh Railway Station. Moreover, I would like to bring two three points to his kind notice. I convey my thanks to him for making arrangements at Chandigarh and assurance about bringing improvements in this regard. secondly, I had requested him to make

arrangements for halting trains at the Basua Railway station, which he has kindly accepted. I once again thank him for that. There has been a demand for the electrification of Ambala Chandigarh railway section. The railway line between Delhi and Ludhiana has been electrified and distance between Ambala and Chandigarh is fifty kilometres, I submit that the demand in regard to electrification of this line may kindly be accepted, too.

A new circular has been circulated and as per this circular, goods are booked at the Railway stations for the destinations to which trains are available at that railway station and not for other destinations. We are facing lot of difficulties at Chandigarh because there are two or three trains from Chandigarh which connect major cities and there are no trains for other station. I request this circular be withdrawn and goods be booked for all destinations at Chandigarh so that people are not compelled to go elsewhere for the booking of goods.

The hon. Minister has provided funds for expansion and development of Chandigarh railway station. I submit that this may be expedited so that new platforms could be constructed at the railway station by the end of the year and terminal facilities could be made available there.

The hon. Minister has mentioned about Ludhiana railway line. I think he has taken a good step by according approval to this. The shortest possible route for this railway line from Chandigarh is via Mokali-Khair-Morida. This reduces the distance by 10-15 kilometres. If he wants to construct this rail line via Rajpura than it will take more time and the distance will be more as compared to other route. Therefore, the proposal pending since 1971 for constructing this railway line from Chandigarh via Mohali-Khair-Morida be taken up and construction work on this railway line must be started early so that passengers from Ludhiana, Amritsar, Jalandhar and Chandigarh can travel within less time and conveniently.

SHRI RAM VILAS PASWAN : You want Chandigarh-Mohali-Morida railway line.

SHRI SATYA PAL JAIN : Thereafter, there is single line, there is no dispute about it, Sooner the work started on it. better it would be.

The hon. Minister has written about Anandpur Sahib. I had raised this demand last time also. Three hundred years of establishment of Khalsa Panth is going to be completed. Guru Govind Singh ji was born in Patna and he established Khalsa Panth at Anandpur Sahib Therefore, I request that a special train between Patna and Anandpur Sahib be introduced and the message of this great man

[Shri Satya Pal Jain]

be spread along both these station. The Minister had given assurance that he would look into this demand. My submission is that it would be a welcome step if he could expediate a decision in this regard.

SHRI RAM VILAS PASWAN : We have already given this assurance. We are developing Patna Sahib because still there is no such arrangement at that station. We are developing it and as soon as development work is completed we would introduce the said train which would ease the overload on Magadh Express also. If the said train starts, one hour after or before of the said train, as has been said about the Vaishali Express, it would ease the load of Magadh Express and it would render great service to the people.

SHRI SATYA PAL JAIN : My second point is that already there are so many trains for Amritsar. But the trains which runs through this region via Anandpur Sahib to Chandigarh are very few and both these places have their own importance. I do not belittle the importance of Amritsar. It would be another important thing if we connect Anandpur Sahib where actually the Khalsa Panth was established 300 hundred years ago. Therefore, my submission is that the Minister should look into it.

We have been demanding since long to connect Chandigarh with major cities. There are 1.5 lakh labourers from States like Bihar, Tamil Nadu and Kerala and they desire that there should be direct trains to major cities of there states for Chandigarh so that they could go to major cities to work. The Himalayan Queen from Delhi reaches Chandigarh in the evening. I would like to request the Minister to kindly either increase the speed of this train or reduced the distance to be covered by this train. At present this train is taking about five hours to cover the distance between Delhi and Chandigarh. I request him to kindly either start superfast train for passengers travelling by second class or reduce the time taken in covering this distance so that it could cover the distance between Delhi and Chandigarh in three or three and a half hour.

Ram Vilas ji, I would like to request you that Sarhind is a place of pilgrimage for Muslims, Hindus and Sikhs. Roza Sharif of Muslims, Jain Temple and Gurdwara are located near Sarhind. There is such a rush of trains there that several times the railway gate at the railway crossing remain closed for hours. A proposal for the construction of overbridge there has been pending since long. Construction of overbridge would be helpful for the convenience of the people of a great extend. I

request you to consider the construction of overbridge there.

SHRI RAM VILAS PASWAN : We would consider it but let the state Government also consider it.

SHRI SATYA PAL JAIN : We will request the state Government to consider it, but you please make an announcement in this regard. I would personally take up this matter with the Chief Minister.

SHRI RAM VILAS PASWAN : Do roads exist both of its sides ?

SHRI SATYA PAL JAIN : Yes, roads are there on both the sides.

SHRI RAM VILAS PASWAN : Let the proposal come from the State Government and should provide its share then will also give our share. I assure you that it will be executed.

SHRI SATYA PAL JAIN : Thank you very much, Sir. Please get it done. There should be a railway halt as there is not halt for any major train. The trains can stop for all the pilgrims, be they muslims, Hindus, and Sikhs and can express their views.

You have made loud announcements for the senior citizens. My submission to you regarding them is that more facilities and concessions may kindly be provided to them as it has been their long-standing demands. I hope you will pay attention to their plight.

I will be concluding my speech after saying that nobody is to blame for the burglary and accidents in the railways. I do not say that you are to blame. But since these incidents are on increase, resentment among the people is going on. I am not casting any aspiration at Bihar or U.P. but I would like to assert that fear and apprehensions crop up in the minds of people travelling by trains passing through Bihar. I request you to take all possible measures to ensure safe journey of passengers. If you provide safety to passengers I feel the problem will be resolved.

SHRI RAMASHRAYA PRASAD SINGH (Jahanabad) : Mr. Chairman, Sir, I express my thanks to you for giving me an opportunity.

First of all, I would like to express my thanks to hon. Minister for Railways. I wish him a long life. No doubt, he has taken care of the entire country impartially and is not affected by regionalism. He, therefore, deserves thanks. It is indeed, the first duty of the hon. Minister to think that he is Minister for the whole country and not for a particular region.



Secondly, he has executed the work for which people had been aspiring for long. He has executed a laudable job by setting up a zone at Hazipur that is a major achievement for Bihar.

I would like to make some submission regarding my area. The hon. Minister has sanctioned the proposal in respect to a very old line i.e. Patna Gaya line. He has issued orders to double this line for seven kilometres. I would like to request him to provide funds for it from the Supplementary Budget for 1997-98 so that work from Warsha to Taregana may be undertaken. Required funds should be provided for this purpose.

Secondly, I have been repeatedly requesting for undertaking work on Fatwa to Islampur narrow gauge line. This line was constructed by the Martin company which was nationalised by the Government but this line was closed instead of making it operational.

This track was for the use of common people and it was used for the movement of material produced by farmers. Farmers have to incur a four or five times excess expenditure on the transportation of goods by road after its closure. If Fatwa-Islampur line is linked direct with Bodhgaya. It will serve a great purpose and this backward area will move towards development. I had made submission in this regard hon. Ministers in the previous Governments and request you to approve it. I hope hon. Prime Minister will reply to these two questions while replying to the debate, with these words. I conclude.

[English]

SHRI P. UPENDRA (Vijayawada) : Thank you very much, Mr. Chairman, Sir. I do not want to raise new demands because the hon. Minister of Railways is a much harassed man. I know, the way he is being harassed. He is losing his shine and he is losing his smile gradually. So, I do not want to raise fresh demands. But I want to thank him for certain things he has done and I also want to remind him about certain promises which he had made and which he had not fulfilled so far.

First of all, I refer to the Item No. 27 of the Supplementary Demands for Grants, Railways in which he has conceded the remodelling of the Vijayawada yard to facilitate removal of the railway line from the heart of the city. This has a 20-year old history. Several Prime Ministers and several Railway Ministers were approached but they could not do it. Through this was technically and formally approved two years ago by the then Prime Minister, the credit for allotting the money goes to Shri Paswan. I thank him for that.

But the point is that he has allocated only Rs. 10 lakh

in the Supplementary demands. The Municipal Corporation is already prepared to give another Rs. 50 lakh. So, they should speed up the work and complete it within one year. The total cost of the project is Rs. 4.4 crore but he has allocated only Rs. 10 lakhs so, it should be increased.

The second point which I would like to mention is that in the regular Budget, Rs. 1.7 crore was allocated for providing escalators at the Vijayawada Station. The steps are so steep, they are like Tirupati hill. People are facing a lot of difficulties in getting up and down but the work is not being started in spite of the allocation in the regular Budget, they say that the estimates are still being prepared. I do not know why do they say like this. When the money is there, I do not know why should it take so much time.

Sir, I would also remind him that they are providing escalators only upwards and not downwards. The people who go up should also come down. Therefore, I think, both ways he has to do that.

Vijayawada-Visakhapatnam electrification has already been completed but the electric trains are not being started because they want to bring the Prime Minister or the Railway Minister for formal inauguration, which is being delayed. Therefore, they should immediately arrange the function and start the electric trains on that important section.

Sir, in the month of September, the Railways had introduced M-EMU trains on the Vijayawada-Guntur-Tenali Section. Sir, they have only replaced the old trains and put the electric trains. The net benefit for the passenger is that the toilets have been removed. They cannot sit. They have to stand and go. In fact, we wanted circular trains and local trains to go round with more frequency but that has not been done. Therefore the net advantage is not there. One more rake will ensure more frequency and better services. I would request the hon. Minister to sanction this.

Similarly, D-EMU trains from Vijayawada to several stations are not running punctually. Regular trains have been replaced. Actually, public is not getting the benefit. Punctuality of these trains has to be kept up.

The hon. Minister has promised the delegation of MPs from Andhra Pradesh that their demands for superfast trains from Visakhapatnam to Mumbai and Visakhapatnam to Bangalore will be considered. In fact, there were three demands. He has conceded only one demand and that is, superfast train to Delhi. But the other two demands are pending.

Now, the Nandiyal-Guntakal line has been completed.

[Shri P. Upendra]

Therefore in the shorter route he can run the trains. He should immediately concede that also. Similarly, there is a demand for a fast passenger overnight train between Vijayawada and Hyderabad which the Minister has agreed to consider and he should do that. Vijayawada station is in a bad shape. It is a very important junction station and also a million people are there in the city. The platform shelters are leaking. The Railway authorities themselves have agreed that some remodelling has to be done. He should attend to that. There is a demand for more catering stalls at the stations because a number of platforms are there. Now they say that there is a ban from the Railway Board; they cannot give new stalls for Fruit Juice food and all that.

SHRI RAM VILAS PASWAN : Who said that ? I have only told that no authority will have the power to sanction the stall; they will have to first advertise it, so that we can give it to the people of SC, ST and other categories.

[Translation]

It is not that we have imposed any ban in this regard. But we have asked for issuing advertisement so that nobody gets any opportunity to adopt any unfair means.

[English]

SHRI P. UPENDRA : But the divisional management says that Railway Board's ban is there. They have justified new stalls and sent it to the railway zone but that they are not giving permission to open the stall.

One more serious thing which I wrote to the Minister also is that suddenly the assistance to vendors – there are vendors and there are assistance to these vendors; each vendor has five assistants—have been removed. They have said that not more than two assistants will be allowed. They have to go and serve in the trains. Two hundred and forty people have been removed from their services at a stretch. I represented to the Minister also. Even now the problem has not been solved; still they are jobless. He should kindly consider their request.

There is an industrial township called Kondapalli. It is a very famous station. No train stops there. Ten months ago I went with the divisional officers. They made a public announcement that at least one express train would be stopped up and down. But, so far nothing has been done in these ten months. I am putting all these on record. I could have written to the Minister and met him also. But I want it to be recorded, so that people would know

that we do raise these issues here. I will send a copy of this to the Press. He should at least now concede that !

There is a railway electrification offices at Vijayawada and because the Vijayawada-Visakhapatnam electrification work has been completed now, they wanted to shift it to Visakhapatnam. The Minister has again sanctioned a new survey for electrification between Guntur and Bibinagar. Therefore, that office should be retained. He should keep that office there. There is Bitragunta station which is a big station. There was a big loco shed there. After the steam traction has been removed, that shed is lying vacant. But a lot of infrastructure is still there. He can start a small workshop there so that certain things can be done there to use the infrastructure.

My last point is he has ventured on the formation of new zones. Now he has to face the music also. He has had discussions with the Chief Minister and the convener of the United Front about the Waltai Division being added to the South Central Railway and Guntakal Division not being disturbed from the South Central Railway. I do not know how he will solve it. It is a very emotional issue and he should carefully consider these two demands also, so that the South Central Railway will be strong.

[Translation]

SHRI PRABHU DAYAL KATHERIA (Ferozabad) : Mr. Chairman, Sir, thank you very much for giving me this opportunity did not want to go into that matter. I wanted to say something else. But the chair is above all. I would submit my stand on the Supplementary Demands for grants for the year 1997-98 in this Budget. I personally respect the hon. Minister for Railways. Even after being a member of the opposition yet, I would like to assert that you have present a good image in the Ministry of Railways as well as in the country, as you have heard the voice of the poor and have done justice to them who had remained unheard for long. The day he assumed his office in the Ministry of Railways, he has brought about all round development in the country. But unfortunately there are some like me who have to oppose, despite my utmost regards for you. During 1989 the regime of the Janata Dal when Shri Vishwanath Pratap Singh was Prime Minister and and Shri Ajay Singh was Minister for railways, a survey was made in respect to a rail line to connect Agra to Fatehabad via Jaitpur-Bah-Udimoh-Etawah.

I have been frequently approaching to the Ministry of Railways since 1989 in connection with that rail line. Shri Jaffar Sharief was the incumbent of the office that

line. I have been visiting frequently the Ministry of railway since you have assumed the charge.

I am constrained to state that you are discriminating. I could not make out why it is so. You do have a dynamic personality, but you are relagating yourself to nepotism. I express my thanks to the hon. Minister for providing rail line at Mainpuri. But the irony is that this case has been going on since 1989, and I have drawn the attention previously also. I got an opportunity to speak here at a quarter to six last time and I waited till 7 p.m. you had also assured me to pay attention to my demand. We expected that it would be included in the Supplementary Demands for grants. But I am constrained to state that it was not included at all. One week ago I went to the Ministry of Railways and was on hunger strike for four hours and twenty minutes. My friend Shri Kalp Nath Rai ji persuaded me to call off dharna staged by me. The concerned officers are present here. There can not be any more humiliation than this. I do not want to talk about humiliation caused to me in the House. I was assured twice that I will get chance to speak on supplementary demands but I am very sorry to say that my name is not included in the list of speakers on the supplementary demands. We have been harrassed for ages what you will do more than this. My friends and member of the Parliament are not special people. Please take care of the leaders. We have also been elected by the people, we are also representatives of the people. Please don't construct the rail line if I want to construct it for myself by any means but atleast think about the people. That region is extremely backward. There was rail line in the entire area between the rivers Chambal and Yamuna during the British rule. The Survey was conducted for the said rail line. The government have conducted survey twice in this regard and lakhs of rupees have spent thereon without any outcome. We are considered to be small leaders, it is not so. We want to do it for the people. We are public servants. Therefore. I would like to request that I have been an M.P. for a long time, but you know my problems. It is very disappointing that after giving assurance twice my name has not been included in the list.

SHRI RAM VILAS PASWAN : You have spoken for ten minutes but you have not mentioned its name so far. . . (Interruptions) you have been talking about rail line, for the last ten minutes but you have not mentioned the name of the rail line you are talking about. . . (Interruptions)

SHRI PRABHU DAYAL KATHERIA : My name has

been included in the list of participate in the debate. There is a rail line between Uttar Pradesh and Madhya Pradesh from Agra to Fatihabad via Gorakhpur and Udomor via Etawah and the hon Minister is aware about it for last several years. I will not make a speech as I am facing some problems. But I would like to draw his attention towards two or three points.

I have raised the demand of an overbridge at Sikohabad many times in the Lok Sabha. Hon. Minister must have remember that we have witnessed a devastating accident at Sikohabad-Ferozabad. We have ourselves carried dead bodies. I have myself seen that accident. We have witnessed such devastating accident at Ferozabad that have ever occured in the history of railways in the country. The Ministry has not stated so far that they are going to construct an overbridge at Ferozabad. We have been demanding railway overbridge since long. My second point is. . . (Interruptions) Delhi-Bombay highway passes through Agra and on this highway traffic jam remains for hours together. Several accidents have occurred on this road. We have been demanding railway bridge on this highway. Ferozabad is known as a historical place all over the world. Ferozabad is famous for manufacturing and trade of bangles and glass not only in the country but all over the world. The traders from all over the country visit this city. But the condition of the Railway Station here is becoming bad to worse. You have assured us three times that funds would be provided for beautification of the Railway station at Ferozabad but funds were not provided for this purpose. In addition to this an assurance was given regarding computerisation of Ferozabad railway station, but same has not been done so far. Traders not only from eastern region but from all over the country visit Ferozabad. There is no train to Ferozabad from Orissa. We demand to provide haltage of Neelanchal Express at Firozabad. Agra is a central and tourist place and every tourist from all over the world visit here every year. There should be haltage at Agra for every train passing through Agra. Maximum number of trains should be halted at Tundla Station also. The gauge conversion of Bandikui rail line be taken up as early as possible. Shri Joshi ji also said about this. The Government have awarded this job to a private organisation. We demand that the job awarded to private organisation be taken back and it should be done by the department itself. It is imparative to have D.R.M. office at Agra so this office should be set up at Agra as early as possible.

Sir, at the end I request you that even the God would have considered my request after listening all this. I have putforth my points before you. With these words

[Shri Prabhu Dayal Katheria]

I conclude. The Hon. Minister should keep this in mind that a Member of Parliament is coming to him in this connection since 1991. Thank you very much for giving me an opportunity to speak. . . (Interruptions)

Please give some assurance.

SHRI RAM VILAS PASWAN : You are asking to conduct survey.

SHRI PRABHU DAYAL KATHERIA : Hon'ble Minister Sir, please do not try to give any excuse. Survey has been conducted twice in this regard. You have replied to all the hon'ble Members, please give some assurance to us also. Atleast we have this much right on you. . (Interruptions)

[English]

MR. CHAIRMAN : The explanation may please be given after this, but not now.

[Translation]

SHRI PRABHU DAYAL KATHERIA : Shri Paswanji, please tell something.

MR. CHAIRMAN : Whatever you have stated is on record.

(Interruptions)

[English]

MR. CHAIRMAN : Shri Prabhu Dayal Katheria, you have presented your case well. Please take your seat now.

[Translation]

SHRI RAM VILAS PASWAN : Shri Katheria, you know that hardly one or two projects of any region can be undertaken with the supplementary budget. There is a so long stretch alongwith Nepal border from Gorakhpur to Sitapur via Gonda and Bahraich and I was not pressurised by anyone to accord approval for this line. But I know it is very important because it passes alongwith Nepal border. Therefore, I accorded approval for that. When you came to me, I told you that survey had already conducted and I forwarded it to the Planning Commission immediately. I assured you that I will do it as has been done with proposal of Ms. Uma Bharati. I have referred it to the Planning Commission, let it come back. I can not assure you more than this. I assure you that I will consider it sympathetically and when I say I will consider, I will not disappoint you.

[English]

SHRI P.C. THOMAS (Muvattupuzha) : Sir, I thank you very much for giving me this opportunity to speak. I am very happy that the hon. Minister is taking keen interest to expedite things and also to see that the Railways perform more effectively.

Sir, I refer to serial no. 34 of the Demands for Supplementary Grants which speaks about the rail net. It is a very good step. The hon. Minister has taken a very important step by connecting all the railway zones with rail net, that is connecting the zones with INTERNET, E-Mail and other modern facilities in order to make their functioning very effective. I hope with this development the accidents could be minimised or nullified. This is a step in the right direction. I hope that we will succeed in this endeavour.

22.00 hrs.

I would also say that this railway net should be connected to the divisions and to the stations in due course and at the earliest.

With regard to Demand No. 35, Serial No. 35, which is for Konkan Railway, the hon. Minister has submitted that more funds are necessary to complete the line. This is a prestigious project which is going to be completed soon and I congratulate the hon. Minister for taking keen interest in this with all the difficulties which he has to face in-between. When this is completed, I think that many States will be benefited by this new railway link. The way in which the Konkan Railway Corporation was formed and the way in which the funds were raised for such a Corporation, I would say that it is laudable and can be imitated for other new railway lines which have been proposed and which are going to be taken up soon. For example, the new line which has been sanctioned in the last Budget, that is, from Sabarimala to Angamali. I think that funds can be raised by forming a Corporation, if possible, in the name of Sabarimala Railway Corporation. Sabarimala is a place of national fame. Sabarimala Railway Corporation, if formed, will be very helpful and that would reduce the load on the Railways, though the Railways will have its own share. I am sure that not only the State of Kerala, but also all the other States will join this to give more funds for such a Corporation because Sabarimala is a place visited by pilgrims from all the States in India in large numbers.

So, formation of a Corporation in the nature of Sabarimala Railway Corporation will be helpful to the Railways to expedite the work from Kottayam, which has been sanctioned in the last Budget and also in the

Supplementary Budget.

We are very glad that you have sanctioned this Sabarimala line in the last Budget not only because it passes through my constituency, through the constituency of our Chairman who is occupying the Chair now, Shri Chacko and through the constituencies of many other hon. colleagues, but also because it takes a long way all through Kerala, through the backward areas and agricultural areas where there is no rail link at all so far. That is a very good step which has been taken now it has been approved by the Railways, taken up in the Budget and the work is started. Earlier, it was sent to the Planning Commission; it was returned; it had gone to the Expanded Board where it was taken up. I do not know what exactly has been the result. But the hon. Minister has made a commitment that all the railway lines which have been taken up in the last Budget and which have been assured would be taken up, whatever be the consequences. As the Railway Minister has said, I am sure the Cabinet Committee on Economic Affairs will meet soon so that the railway line between Sabarimala and Angamali will be taken up at the earliest. This would be fulfilling a great aspiration of the people not only of Kerala, but also of entire India; people would be satisfied with this. I do not go further into this.

SHRI RAM VILAS PASWAN : For your information, this would be done very shortly. For the new railway lines there is no lack of funds. This time, for the new railway lines, we have allotted Rs. 400 crore; and I apprehend whether we can expend that amount of Rs. 400 crore or not. As soon as we get the clearance from the CCEA, I assure that the funds would be available as much as is required.

SHRI P.C. THOMAS : The suggestion which you have made very rightly, is a novel one, that is, 'a doctor in a train'. That is a good suggestion which you have made. That would be very useful and that has to be implemented. It is a must.

I would also suggest that some more powers should be given to the police personnel in the trains, if at all there are any because there are a lot of problems which are arising in many part of India inside the trains. As we all know, the employees in the Railway Protection Force do not have powers actually to arrest a person who has done some offence; they have only some powers to deal with the properties. I am happy that you have found time and you have found funds for this; and thus you have demanded Rs. 60 lakh for a Welfare Fund for the RPF Employees. As has already been dealt with today during the Zero Hour, I am sure that you will take up

that matter and see that the aspirations of all sections of our people are fulfilled which are long pending. I think, that will be taken up soon.

I would also like to congratulate the hon. Minister for one thing. We have heard through newspapers and other forum that you have inspected some railways stations, especially the New Delhi railway station. I am very glad about it. After immediate inspection of one railway station, I think, you might have gone to more railway stations. That itself has shown you that there are some problems within the railway stations. There is touting which is going on even now. I think immediate action should be taken not only for putting an end to touting and helping the passengers and travellers who are waiting to book their tickets but also be cleansing up the whole area.

[Translation]

SHRI CHHATRAPAL SINGH (Bulandshahar) : Mr. Chairman, Sir, in terms of rail services Bulandshahar can be compared to economic condition of Bihar. As the economic condition of Bihar is very poor, similarly, the condition of Bulandshahar is equally poor in terms of rail services. Despite being in NCR, Bulandshahar enjoys the topmost position in respect of recruitment of Jawans in the army, milk, export and wheat production and inspite of that it is utterly backward in terms of rail service. Bulandshahar is only 70 kms from here but it neither has train link with Delhi nor with the state capital Lucknow. To visit anywhere, you have to travel a distance of at least 40 kms to catch an Express train. This is the condition of Bulandshahar. The Daily passengers have to waste two hours either at Hapur or at Khurja for changing the train. I have raised this issue repeatedly through various channels including Northern Railway Committee, zero hour and Inder Rule 377 and many a time I have written to the Government about this matter, but I failed in turning the wheel of railways in my case.

I would like to put forward certain suggestions. At least the Hon. Minister can add one bogie from Khurja Junction to Farakka Express which runs to Banaras and Farakka via Lucknow. This would provide a direct rail link from Bulandshahar with Banaras, Lucknow and Poorvanchal. I had sent a written request in this regard. But the reply received to this effect stated that this train is already carrying excess load. If the load increases by adding one bogie, then the part remains that the railways official do not want to work. Jaffer Sharief Sabeb has set the things right in South. Shri Ram Vilas Paswan has been improving the condition in Bihar. But on the other side he has failed in providing a direct railway link for the

[Shri Chhatrapal Singh]

capital with a place located in the NCR barely at a distance of 70 kms from here. The Government intends to ease traffic congestion in Delhi. But the measures suggested to bring down the number vehicles are not implemented. If the passengers for 100 kms start travelling by train, then the number of vehicles in Delhi would certainly come down. My submission is that if one bogie is added to the Farakka Express then it would serve as a direct rail link from Bulandshahar to Banaras and Lucknow. I strongly demand that a passenger train should be started from Khurja junction. It should reach New Delhi or Old Delhi from Bulandshahar, Hapur and the same train should be sent on return journey in the evening on the same route. If this train starts at 6.30 in the morning from Khurja junction, then it would reach Delhi by 9.30 a.m. and in the evening, if it starts at 5.30 p.m. from Delhi, it would reach Khurja junction by 9.00 p.m. Earlier, a train used to operate on this route, but afterwards the railway officials got this train service cancelled. They maintain that they were not getting any revenue from this route. But the fact remains that the railway official fail in making proper arrangement for ticket distribution and consequently the passengers travel in that ticket this train service was cancelled about five six years back. A number of changes have occurred during this period. Traffic has increased many times. Infact, if this train service is resumed, it would not be loss making proposition.

Mr. Chairman Sir, my suggestion is that Bulandshahar should be linked with the main line. Chola station is located at a short distance from here and in the last Budget, provision for survey was made for that. My request is that this work should be completed. This would obviate the problem pertaining to my area. There is only one platform at the Bulandshahar railway station. There is abundant wheat production at this place and three sugar mills are located here, but, neither wheat nor sugar can be located for F.C.I. After falling on the ground, these items get spoilt and the traders have to suffer loss and sometimes demurrage has to be paid. My request is that arrangements should be made for the construction of one more platform.

Mr. Chairman, Sir, there is no direct train service between Aligarh and Haridwar. Even the Minister of Railways knows that Haridwar is a religious place. My submission is that a fast passenger train should be introduced on this route via Muzaffar Nagar, Roorkee and Luxor. This would provide a travelling facility to the pilgrims from hapur and Meerut. I had written a letter to the Minister of Railways in this regard and I had given

some suggestions during the meeting of Northern Railway Advisory Committee, but the railway official gave me an evasive reply stating that due to resources crunch, it was not possible to run this train. I would like to know from the Government that when no bogie or railway engine is needed to be purchased, then why cannot this train service be operated. If the Ministry can start Shatabadi Express, then why can't they operate a passenger train to link Bulandshahar ?

Mr. Chairman, Sir, there is no train service for Nauchandi from Bulandshahar. One has to go by bus only; Railways Officials say that 2 km is available at 7.45 a.m. from Hapur, but it operates from Meerut. In this manner, railway official are spreading disinformation and the hon. Minister send the same reply to us, which is supplied to him by these official. This tendency should be mended. Action should be taken against the railway official, who are supplying wrong information.

Mr. Chairman, Sir, I hope that my demand would be met since I do not have any major demand, but I merely demand a passenger train secondly, in Nauchandi Express, there is no quota in 2-tier A/c for Bulandshahar. This constituency has nine MLAs and two Members of Parliament. My request is that there should be a quote of two berths from Bulandshahar in Nauchandi Express.

I extend my thanks for giving me an opportunity to speak.

[English]

SHRIMATI LAKSHMI PANABAKA (Nellore) : Mr. Chairman, Sir, I thank you very much for giving me this opportunity. For the last one year, I have been putting forward very important problems being faced by the people in my constituency. Nellore. Everytime, Shri Paswan has been giving an assurance. But he has not provided anything so far. Even in the Demands for Supplementary Grants, it has not been included. That is why I am again requesting the Minister of Railways through you to provide something for my constituency.

Bitragunta is an important railway station as well as railway town on Indian Railways. It is situated on Chennai-Vijayawada main line which falls under South-Central Railway. In steam days, the locos were being maintained in the Loco Shed at Bitragunta apart from other rail activity. The Steam Loco Shed was one of the biggest Loco Sheds in Indian Railways. It has a major yard and also interchange Depot for the Drivers and Guards.

Consequent to the closure of Steam locoshed at

Bitragunta, the infrastructure, other equipments and land have not been utilised for any purpose. It is painful to note that no thought was given by the Railways to make use of the existing infrastructure, the big Locoshed and land etc. available at Bitragunta. It should have been converted into either as a major Electrical Locoshed or a Carriage and Wagon Workshop instead of developing a fresh one at other places by huge investments.

I have inspected the entire Railway station and its activity a couple of times based on the demand of the local people as well as the employees of the Railways. The people and employees of Bitragunta are very much concerned about the indecisive attitude of the Railways for considering any one of the points. In fact, any one will be convinced to set up a unit if one sees the facilities at Bitragunta.

I would also bring to your notice that an extent of 1500 acres of railway land, more than 2000 staff, school buildings, yard and other infrastructure facilities are available. The closed Steam locoshed is also idling. In fact, there is every justification for creation of a new Railway Division at Bitragunta, since Bitragunta is centrally located on Vijaywada-Chennai main line which is also convenient for operational and administrative point of view. The overloaded railway activity at Vijaywada and Chennai may be shifted to Bitragunta which has three hours' running time on either side.

You may also be aware that the rail activity will be much more in near future in and around Bitragunta, Nellore and Gudur to the following reasons :

A major Urea Fertilizer Plant by IFFCO, a Government of India project is being set up at a cost of Rs. 1568 crore at Racherlapadu near Bitragunta in Nellore district. This is the first factory being established by IFFCO in South India. The anticipated production would be around 4,45,500 metric tonnes of Ammonia and 7,26,000 metric tonnes of urea per annum.

Rail transport clearance for movement of raw materials and finished products was already given by the Railways. The nearest Railway take off point for establishing Railway siding is Talamanchi railway station which is only three kilometres away and 15 kilometres from Bitragunta. RITES were entrusted to lay the siding. As per IFFCO authorities, the commercial production would be started within one or two years and hence the fertilizer activity will be heavy. Consequently, the wagon mobility stabling/wagon repairs and maintenance will be more at Bitragunta.

A major port is coming up at Krishnapatnam under

international consortium which is just 35 kilometres away from Nellore. A railway siding is also planned to be laid taking off the main railway line at Vedayapalem (Nellore). The import and export of foodgrains, fertilizers and other core items will be handled at this port and rail movement activity will be much more shortly.

A power plant is also coming up near Krishnapatnam for which the rail linkage will be required. Coal is being carried by the Railways to the thermal power station at Padugupadu.

It is also learnt that a petroleum siding is also coming up at Singarayakonda which is just 65 kilometres away from Bitragunta. The oil tank maintenance can be taken up at Bitragunta by modifying the existing railway infrastructure.

A new railway line is also proposed to be laid between Nellore and Cuddapah which was included in the Railway Budget for the year 1997-98. The stabling of coaches, repairs and other activities related to the trains both, goods and passengers, can be undertaken at Bitragunta.

Keeping in view of the existing facilities of Bitragunta as well as various projects which are being set up in and around Bitragunta-Nellore-Gudur as detailed above. There is an urgent need to develop rail activity at Bitragunta by making use of existing railway assets and planning for additional facilities. Nellore, being the District Headquarters and an important town just thirty minutes run from Bitragunta, will also take care of the needs of the staff and officers. It is requested that immediate action for setting up a new Subdivisional Office/Area Control Office, Electric Loco Shed, Carriage and Wagon Repair Shop, EMU/MEMU Maintenance Depot at Bitragunta be taken at the earliest.

In the last Budget, the hon. Minister announced to conduct survey of Nellore to Cuddapah line, Nadikudi to Kalahasti line but till now the works have not started. I request, Shri Raswanji, through you to come and lay the foundation stone for those works.

MR. CHAIRMAN : You can give the other suggestions in writing to the Minister.

SHRIMATI LAKSHMI PANABAKA : For the last one year, I have been asking for one local train from Nellore to Chennai. The hon. Minister may please consider that request.

[Translation]

DR. AMRIT LAL BHARTI (Chall) : Mr. Chairman, Sir, the Parliamentary Constituency which I represent at

[Dr. Amrit Lal Bharti]

present was once represented by Pt. Jawahar Lal Nehru, but now this constituency has been divided into three districts—Allahabad—Kaushambi—Fatehpur. Our area is located between two rivers and it is popularly known as Doaba. On its left flows the Ganga and on the right is Yamuna. Kausambi had been the capital of the King Parikhshit and it has its historical importance and from the religious point of view this has been a famous pilgrimage for Budhists and Jains. King Ashoka had established a city at this place from where he propagated Buddhism. On the other side of Yamuna, across our area Chitrakoot is located which is a religious place. Despite all this our area is the most backward in the whole country even after fifty years of independence.

For example I would like to say that in this Parliamentary constituency there is no Junior high School or Degree college for girls. I feel that there cannot be any glaring example of backwardness than this, there is a flood of other problems. As far the expansion of Railways is concerned, Supplementary demands for grants for Railways are being discussed in this House and the Minister of Railways has tried to link all the areas through railways for which a number of hon. Members have complimented him and he certainly deserves these compliments but when I look at my own Parliamentary constituency, I fail to understand as to how should I offer my compliments to him. Even than I can not help complementing him because he has inaugurated a Zonal Railway office at Allahabad. I wanted to express my pleasure and gratitude for this gesture but you can see that in my constituency about 90 kilometre area is such through which trains from Calcutta pass via Allahabad and reach Delhi but it is a matter of regret that none of these trains has any stoppage in this area. . . (Interruptions) I can tell you the names of these stations.

Mr. Chairman, Sir, those four major towns are Bharawari, Sirathu, Khaga and Manauri and this is 90 Kms. area, Therefore, I would like to urge that it has got a great importance of being a religious place. Tourists from all over the world and country visit this place. The stoppages of important trains should be provided there for the convenience of the tourists. I think, if 4083 Up Mahananda, Express, 5033 down Chowra-Chowri Express, 8101 Up and 8102 Down Moori Express trains are halted at this place and the stations falling under this area are given a face lift, then the railways can earn a lot of income.

Mr. Chairman, Sir, secondly, if a person want to go from this end to that end i.e. Bharwari to Chitrakoot then

he will have to go via Bhanjanpur and will have to cover a distance of 225 Kms. Whereas its exact distance is hardly 35-40 kms. If Bharawari is directly connected with Chitrakoot then this distance can be reduced by around 180 kms and this distance can be covered in a little time. In addition to this, I would like to bring into your notice that the traffic remains disrupted for a long time in absence of railway bridge in Bharwari and Khaaga towns falling under Delhi Calcutta line, I myself, got held up in these towns several times and I had to remain held up there for one and half hour whereas, as per the rules of Railways, the railway gate can't be closed for more than 20 minutes but due to not having overbridges in these towns, traffic remains disrupted for two or more than two hours. Therefore, I request that overbridges be constructed in Sirathu, Bharwari and Khaaga so as to facilitate smooth flow of traffic.

Mr. Chairman, Sir through you, I would like to submit that a large number of people of my city, Allahabad visit Vaishnodevi shrine but there is no direct train to Jammu from Allahabad as a result our people held to face a lot of inconveniences. I would like to request the hon. Minister to pay attention towards this also and a direct train be started from Allahabad to Jammu. In this context, I would like to submit to the Railway Minister that now-a-days the number of train accidents has increased to a large extent and there is a negligence on the part of Railways at some stage or other. I would like the Minister to pay attention towards it also. Many incidents of looting and robbery take place between Allahabad and Mughal Sarai. The passengers are given drugs or poisonous eatable items and are looted. Such incidents are occurring in large number. In every two-four days, one-two incidents of such nature occurs. I request the Minister to make all efforts to check this.

Mr. Chairman, Sir, through you, I would like to submit that the wreckage of the trains remain at the site even after many years of occurrence of accident. Several times, the wreckage lying by the sides of road is not removed for years together. The local people misuse it. They throw it here and there but the Railway Ministry makes no effort to remove it. I request the Minister to pay attention forwards it also. It should be collected and auctioned properly. The money collected from it should be used properly. It should not be misutilised. Once again, I would like to request the Minister to give assurance to this effect then I will think that he has paid attention towards my request. Mr. Chairman, Sir, I thank you for giving me an opportunity to speak.

SHRI BHERU LAL MEENA (Salumber) : Mr. Chairman, Sir, I would like to draw your attention towards



Udaipur region. The Minister had given an assurance to this effect. Udaipur is the land of Maharana Pratap. Which is famous through out the world. Secondly Udaipur city is the second largest tourist place after Kashmir. Thirdly, lead zinc and phosphete is being extracted by Hindustan Zink Ltd. and Marble, soap stone etc. is being extracted by RSMH in Udaipur. Since these minerals are found in abundance there. Despite of having all these things, Udaipur region has not been connected with the capital Delhi with broadgauge. The existing lines were constructed during the British regime and since then no work has been done on these lines. We had sat on dharna, before the hon. Speaker on this issue. After that dharna. The then Railways Minister Shri Jaffer Sharif had given us an assurance. After giving an assurance to us, he want there. Then Shri Kalmadi became the Railway Minister. We had also requested him in this regard. He came to Udaipur and has also laid a foundation stone but till now, the work has not been done. Now, Shri Paswan Sahab has assumed the office of Railway Minister. We requested him also and in turn he gave us an assurance. There after, he allocated five crore rupees for conversion of line. But I am sorry to say that the amount so allocated is just like a drop in the ocean. Therefore, I would say that this amount is not adequate. I have got an information that an office has been set up in Udaipur for undertaking gauge conversion work.

Further, I would like to submit that your goodself had given an assurance that not only Udaipur but upto Ahmedabad gauge conversion work would be done but I would submit that gauge conversion from Udaipur to Ahmedabad is a distant thing. Broad gauge is required there upto Chittorgarh which starts from Sawai Madhopur. The exact gauge conversion route is Delhi, Jaipur, Ajmer, Bhilwara, Chittorgarh and Udaipur, Bhilwara and Ajmer has not been connected. I request you to undertake conversion of the existing line at the earliest so as to avoid discontentment among us in future. The people of that region is cursing us. A scheme has been formulated to undertake conversion of lines into broadgauge in the entire country but it has not yet been started in Udaipur. Therefore, I request you to convert the said line into broadgauge as early as possible. Calcutta is 1500 kms. far away from Udaipur and it takes 17 hours to cover this distance whereas the distance between Udaipur and Delhi is 700 kms. and it takes 22 hours to cover this distance. The time factor is so much varied. That's why the people of that area curse us. The foreign tourists also visit there in large number. But there is no proper air service to Udaipur. Less number of people visit Udaipur due to not having broadgauge facility whereas Udaipur is the second largest tourist place after Kashmir and it

is an historical place also.

Without taking much time, I would request the Minister to undertake this work at the earliest. All the friends have congratulated you and I, too, would like to congratulate you for not intervening/interfering in this issue in any way. You work without taking consideration of any political affiliations and remain above the politics. Therefore, I would like you to connect this land of Maharana Pratap with Delhi at the earliest. Recently, we have celebrated centenary year of Maharana Pratap. Now, we are celebrating Golden Jubilee year of independence of our country. I urge upon you to connect Udaipur to Delhi.

With these words, I conclude.

SHRI SUKDEO PASWAN (Arariya) : Mr. Chairman, Sir, I rise to support the Supplementary Demands. First of all I would like to pay thanks to the Railway Minister because from Kashmir to Kanyakumari there is no such State where more or less work has not been got done by him. Therefore, the more you pay him thanks, the less it would be.

Some months back a programme in regard to laying the foundation stone for gauge conversion of Mansi-Saharsa-Forbisganj was held in Saharsa. In a true sense, it is very important railway. Whose line leads to Forbisganj via Mansi-Saharsa Surpol which is situated on the border of India and Nepal. The work of laying the railway tracks has been started upto Saharsa whereas it has to be laid upto Forbisganj. We would like that work of laying the railway tracks should be started from this State also in this very year.

Shri Ram Vilas Paswan : So far as the gauge conversion is concerned, there is a new line and there is gauge conversion. If we start all works altogether in gauge conversion, the all trains are to be suspended. When trains are suspended, there is resentment among the people. Therefore we do this work part wise such as, the work from Mansi to Saharsa. If we lay the railway line to some distance, the train of broadgauge will continue moving and thereafter an other will also continue running on Metregauge line. If we introduce all lines altogether, it would be yielding this result that a person who having a metregauge train no his reach, can not take even that train. So, we lay these lines phasewise.

SHRI SUKDEO PASWAN : A provision has been made for Katihar-Jogbani in the budget. I have been elected to Lok Sabha since 1989. Since then I have been expressing my views whether it is railway budget, any matter Under Rule 377 or Zero hour. not even so, when

[Shri Sukdeo Paswan]

Shri Jaffer Sharief was the Railway Minister we had picketed at his residence because he had not given us assurance and from there we were sent to Jail. The railway tracks from Katihar to Jogbani is very important. When the premier to Nepal visited India, at that time Shri Chandra Shekhar was the Premier. I had also had a dialogue with him that the work of laying the railway line from Katihar to Jogbani should be certainly got done. I put forth my views in Lok Sabha hundred times in this connection. I would like to facilitate the Railway Minister for taking up the work of railway line from Katihar to Jogbani for gauge conversion and making a provision for them in this supplementary budget. The demand for Jogbani-Katihar which are located on Indian border, has been long over-due. A new line Katihar-Jogbani has been laid in 1901 from Forbisganj Jogbani railway station. Late Shri Lalit Narain Mishra was the Railway Minister and he was from our constituency. He worked as a Railway Minister for a short period and this work could not be done. But some works were done during his ministerial period in our area. Katihar Jogbani line is being, consider a big achievement for this backward area.

When our Railway Minister went to the function in regard to laying the foundation stone of Mansi-Saharsa-Forbisganj, he gave an assurance on our insistence in a public meeting that a new railway line about 100 kilometres long upto Arariya would be constructed via Supol, Pipra, Triveniganj, Jaria, Margama, Raniganj, Gitwas, Rajokhara. In the very meeting he had also given an assurance that the work of survey would be completed as early as possible. We would like that after completing the work of survey without any delay, a provision in regard of laying the railway lines from Supol to Arariya via Khawaspur, Kushikara to Gangaliya which is on the border of West Bengal, should be made in the ensuing budget because in a true sense, the people of that place have not seen the train. That area is very backward and bordering area of north Bihar. This work is very important and in a true sense if you go to village and ask the people there about train, you will find that railway line would be about at the distance of 150 kilometres from that areas. The people have not seen the railway line from Supol to Salgaliya; with laying to the railway lines, people of that backward area would certainly be benefited.

Our Railway Minister had put the matter of conducting survey of Madhepura, Sidheshwar, Triveniganj, Chhatarpur, Narpaganj in the previous budget and had said in his speech in the House that the work of survey up to Jogbani via Madhepura, Sidheshwar, Triveniganj,

Chhatarpur Narpaganj would be conducted and would certainly be looked into seriously. Late Shri Lalit Babu had also expressed his wish in regard to laying the railway line from Behariganj to Jaria, Chhatarpur and from Narpaganj to Vathnaha, Jogbani but he could not have more time. Therefore, it could not be done. There is not a single railway line in border area from Jogbani to Kushikara, Sikri and Plassey to Siligudi. So, we would like that it should also be looked into seriously. From Vathnaha, Sursar, Valua Bazar to Bhimnagar – which is situated on Indo-Nepal border and when the construction work of the barrage on narrow gauge was started in Bhimnagar in collaboration of Indo-Nepal, a new railway line was constructed there in order to transport the materials by narrow gauge from Vathnaha to Bimnagar-so that work might be started there. Lately, many pieces of railway lines were stolen away and may be, that property belongs to central Government or not but may be, that comes under immigration deptt. of Government of Bihar. If that is under Central Government then due to all misuse of Government property the whole section would be paralysed as no train is being run there. If it is central Government property, the central Government should certainly manage its safety and security.

Rajdhani Express runs three days a week from New Delhi to Gauhati. Previously it was running once a week in that area. But our railway Minister enhanced its frequency by two days a week. Now, it is running three days a week from new Delhi to Gauhati via Katihar. Over a month its booking is found full. So, we would like to urge that it should be made a daily running train. If its daily running is not possible, its running from three days a week to five days a week should certainly be made.

North East 5621 DN train which was first of all used to run and it is still being run. It has only one A.C. two tier coach and only one A.C. three tier coach and when we go to our areas, we have to face a lot of difficulties. We have urged upon him many lines that you should certainly attach one more two tier bogie and one more three tier bogie it. We would like to urge upon that one more bogie having a two tier AC should also be attached and one more bogie in North East with three tier A.C. should also be attached and one more bogie in North-East with three tier A.C. should be attached. Now, the incidents pertaining to train accident, which are taking place, in a true sense a matter of great unfortune. There are some such points which make the entire nation worried over their solution. But I would like to urge upon the hon'ble Minister that the technology you have got and if you do not have got, it should be brought from some other places and be utilised and the accidents

taking place due to fault of railway employees and officers should certainly be taken into consideration and by making some technical management the train accidents should be minimised.

Mr. Chairman, Sir, there is no model railway station among Narpatganj, Ararira, Farbisganj, Supaul as yet. I request to develop Narpatganj, Ararira, Farbisganj or Supaul a model railway station. Farbisganj has computerised reservation centre, it fulfils all the eligibilities, therefore, it should be developed as a model railway station.

Lalitgram Railway Station is after the name of the former hon. Minister of Railways. Thousands acre of land has been lying. There unutilised. I want that the railways should utilise it. A factory can be set up there the 113 Up and 114 Dn. regular part of train running between Katihar and Jogbani was discontinued last year. It should be re-introduced. There is not train for a long interval of time. It causes inconveniences to passengers, Farbisganj railway station lie between N.G. and N.F. The trains have to halt there for hours. There are only two lines. I demand to lay a third line there and prevent the halt of trains for hours and avoid inconvenience being caused to the passengers.

The railway employees belonging to Scheduled Castes and Scheduled Tribes are harassed by their officers. They face great difficulties in their promotion. I request the hon. Minister that those who are fit for promotion and fulfil the eligibility, must be promoted.

SHRI MANOJ KUMAR SINHA (Ghazipur) : Mr. Chairman, Sir, I come to the point directly within the stipulated period of time. I had been listening to the speeches of my colleagues for a long time. Once the debate was going on in Lok Sabha. I was reading out the written speeches of one of the Ministers of this Cabinet. He had stated that Uttar Pradesh is backward only because it had given many Prime Ministers. Lastly, he stated that I would pray to God for the development of Uttar Pradesh even if it would give any Prime Minister or not. But it seems to me that some values in politics have changed. It has been found lately that the state that gives a Prime Minister develops. The State that gives a Minister of Railways makes progress. The new trend has been seen in politics during last days. Bihar has certainly been very neglected. I agree

I would like to point out to the hon. Minister of Railways very categorically. He would not have to make any expenditure. I have been making this demand for last one year. But no action has been taken so far in

this regard. Ghazipur is our home district. We are celebrating the golden jubilee of our Independence. I want to know whether by excluding the names of Shri Mangal, Pande, Shri Chittu Pande and Shri Pujan Rai the history of the Independence of India can be written? I think it can't. If they are at all to be honoured, why these are being neglected? Something must be done in their names. The railways won't have to make any expenditure for it. The Ministry of Railways should make arrangements for halting trains at the birth places of such freedom fighters. The freedom fighters of the area have also met you. But no action was taken thereon. Whenever any correspondence is made to the Ministry, the letter send to its reply is of routine nature on that the matter has been forwarded for necessary action. I think such assurances are being given for last on year. I request the hon. Minister to do something for them so that they remember him as a bold Minister who actually did something for the freedom fighters. There is a big railway station in my area. Shri Vishwanath Singh Gahmari had been a Member of Parliament in past. My hon. friend from Saharanpur has pointed out that their has been great contribution of this village of the army of the country. I think 150 persons. Come to Banaras every day from there. The Farakka Express also passes through it. The Railway officials also visited and inspect that place. Report appeared in favour of Gahmari and Dumraon. But the Farakka Express is not stopping there at all. An E.M.U. train used to run from Buxar to Banaras. Now it is terminated at Mughal Sarai Jn. itself. The passengers are facing so many difficulties. I had demanded to extend it up to Banaras. There is no justification to terminate it at Mughal Sarai. Its extension won't in our any expenditure. Gazipur is a district headquar. r, but it has no overbridge there. Now Gazipur has been linked with Hazipur with the national highway. Now I request you to link Gazipur with Hazipur with rail in your capacity as the Minister of Railways. It has been stated that the construction of the overbridge over the National Highway No. 29 railway need not to in our any expenditure. The persons responsible for construction of the National Highways would bear the expenditure. I am quite sure about it. The people have stated that they would bear the expenditure of the construction of overbridges as a part of the National Highway.

SHRI RAM VILAS PASWAN : This overbridge is concerned with Ministry of Transport of Uttar Pradesh and Bihar. . . (Interruptions).

SHRI MANOJ KUMAR SINHA : It is concerned with Government of Uttar Pradesh. The Government of Bihar has nothing to do with it. But I think that we shall bear the expenditure, and if you sanction it, we. . . (Interruptions).

SHRI RAM VILAS PASWAN : You mean over the river, don't you ? . . . (Interruptions).

SHRI MANOJ KUMAR SINHA : No, no Sir, this overbridge is in the city and two national highways pass through this route. One is from Gazipur to Mau and the second from Ghazipur to Hazipur. People have to wait for about two hours. There is city railway station of district headquarters in city Ghazipur. You will be surprised to view the station. We have been pursuing a rate point issue for long. It creates a lot of problems in loading and unloading, be it either fertilizers or foodgrains. If that is executed, it will benefit to so many people. I was referring to Citty Pandey, for last time also I made a demand that a DMU train should be introduced between Balia and Varanasi. An assurance was also given by you but so far that trains has not been introduced. Last time you stated that a passenger train would be introduced very soon, but my request is that a DMU train between these two cities must be introduced. In the recent days I read in a newspaper that you are likely to decrease the Varanasi reservation quota in Shramjivi and Farakka Express. In this regard my humble request is that there should be no decrease in this quota and if at all it has been cut down then please you yourself look into the matter. I hold that Varanasi is an important city Kashi assumes its own significance from every point of view.

I want to submit one thing in respect of our players. Railways have been issuing passes to players, therefore, if you take into consideration the welfare of our high class players then in return it will yield benefit to the whole country. We were also discussing here the issue of crimes

SHRI RAM VILAS PASWAN : We hold a meeting with renowned players and out of 31 demands, which were placed before us, we have accepted 24 demands which includes matter of their promotion also. Their demand was that period of exercise during their duty hours should be treated as duty hours. 24 out of 31 demands have been implemented. There remains only 7 demands which are yet to be met. There is a matter of Jaunpur and Varanasi which I hold is an important matter. It is being delayed but I would like to convene a meeting of the concerned officers and we, including you, will sit together to reach an amicable solution.

SHRI MANOJ KUMAR SINHA : There is a cancer institute of railways in Varanasi. Poorvanchal is an extremely backward area and most of patients from eastern Uttar Pradesh and Western Bihar come only either to this hospital or Sunderlal Hospital run by Kashi Hindu

University but a common problem faced by the patients is that when they go for radiotherapy, they are told that this facility is not available as the machine has gone out of order and therefore, they can not be given the required treatment. I have written to you in this regard on a number of occasions. Every this and that day, I am receiving a lot of complaints in this regard. So, I urge upon you to look into the matter and it will be beneficial to that area.

After making a brief submission in respect of contract system, I would finish within one minute. The contract system in the railway has given birth of criminals in the entire area. They are earning a huge profit and indulging in endless violent killings. Several political killings have taken place. This requires your immediate attention. The way terror is increasing, there will come a day. When there would be no one in entire Uttar Pradesh, except for criminals, to enter into politics these people are misusing the railway property openly or in other words there is nothing in the name of law and order in eastern Uttar Pradesh. Railways are not allowed to play any role in the administration by these elements. It is the rule of only these criminals in eastern Uttar Pradesh. I am saying it without any hesitation. This also needs your immediate attention. If you take some action in this regard it will benefit the country and the people of this country.

With these words, I conclude.

DR. SATYANARAYAN JATIA

Mr. Chairman

Sir, it is very long discussion on Demands for Supplementary Grants (Railways) we are holding here. We have dwelt on electrification of tracks, gauge conversion and railway welfare fund. Certainly these items are covered under Supplementary Demands. Different measures are taken to mobilise fund for the development of railways. But our difficulty is that proportion of problems in railways is equivalent to that of Indian railway itself. As there is no effective mechanism for resolving the problems, they keep on assuming larger proportion. If something is said repeatedly, one must understand it. Everybody is wise here. It is not like that they do not understand it rather they do not want to understand it. Members do come here and submit their views which is heard by the Ministers including the Railway Minister but statement of their accounts become a very larger. Every one raises his demands but there is no proper system to take measures to fulfill those demands. Members speak here in anticipation that their voice will be heard and understood but only part of their demands are met and measures are taken to fulfill them. Therefore, I urge the Railway Minister to evolve such a system whereby Members are not required to

approach him again and again. In order to get my only one demand fulfilled, I had to meet him on many occasions throughout the year. No doubt, everytime when I visited him he gave me very cordial treatment, but it took me to make several visits to him in order to get my work done. I kept on visiting him throughout the year but it was due to our faulty system which should be corrected as soon as possible by taking effective measures.

SHRI RAM VILAS PASWAN : Mr. Chairman, Sir, though I am not supposed to make any interruptions in between but here I would like to make a brief one. In case matters pertaining to any project are raised, I find myself in a position to declare that I may or may not take up this or that project but I find myself helpless when a member insists on his demand to provide halt to any particular train at a particular stations. . . (*Interruptions*) as it involves certain technical difficulties and we have to see as to whether there would be any adverse effect on other trains by providing halt to that train. I get it done to some extent by putting some pressure. Your 90% case remains same. However, I give assurance but that is fulfilled to some extent.

DR. SATYANARAYAN JATIA : We are not disappointed yet. There is no reason for disappointment. We are hopeful and we should take a good decision. We are always hopeful for a good decision and we have no complaint because we know that you are also a Member like us and I think that you may be appreciating our problem. You have worked as a responsible person and not as only a Railway Minister.

I am happy that you have managed to provide a Railway stoppage for village and people of that village celebrated this occasion. But on 27th of July, we come to know that three trains running since long have been withdrawn but I told these people that they have got a stoppage for their village after several months struggle.

SHRI RAM VILAS PASWAN : Today, you have given us in writing. I'll get it inquired. I agree with you. I have said so and the same I would like to say to the officers.

23.00 hrs.

It is not proper to give something with one hand and take it back from another. Therefore, I'll look into the matter seriously and if I come to know that instead of starting one train, three trains have been withdrawn I will take action against this officer responsible therefor.

DR. SATYANARAYAN JATIA : I would like to thank

you for this and certainly I expect from you to take care of this matter yourself. It is always very difficulty to bring every matter to your notice. We also do not appreciate that. But there must be a system at zonal level as well as at D.R.M. level. This House is so big that here points regarding big project should only be presented. I believe whatever your have said and that's why I would like to thank you for this.

Sir, so far as stoppages of trains are concerned, it so happens that every year demands of providing stoppages of the slow moving train pour in and as time progresses, its stoppages also increases. There was a time when Malwa Express was started, it has no stoppages. But afterwards it so happened that it had stoppages everywhere on the route. When the demand of a member for providing a stoppage is accepted, another Member also raises his demand on the same grounds, then the Minister of Railways can either accept this demand or refuse to accept it. But it so happens that because of their influence and good impression, their demands are accepted whereas demands of some Members are not accepted. That is why I say that nobody should be discriminated against in this regard. We are also representatives of people and have been returned to this Parliament for years together. I was elected to the Seventh, Ninth and Tenth Lok Sabha and are now sitting member of the Eleventh Lok Sabha. On the basis of my experience I know as to what should be done and where, but we are forced to make a request for having a response and we have the right to make the request because we demand not for ourselves but for the public. So, attention should be paid to our demands. I had demanded that a stoppage of 4005-4006 train should be provided at Mahidpur Road for the convenience of the public. Likewise one stoppage of the Gangaur Express should also be provided at Vikramgarh Alot. This train stops at Vikramgarh, Chaumehla, Suvasara, Shyamgarh, Bhawani Mandi and Ramganj Mandi. Similarly, the stoppage of 4005-4006 at Mahidpur Road will also facilitate the travelling public from and upto Indore. Hon. Minister said that it cannot stop there but then it is stopping at 15.20 Kms. from there. In the manner it seems that some influential person has managed to get his demand accepted through his influence and that is why perhaps our demand is rejected, but I do not consider my viewpoint as ineffective. I think that an uniform criteria should be adopted.

Sir, so far as computers are concerned, at the time of Kumbh Mela in Ujjain, a lot of people come there and that is why I had said that a train to Delhi should be started and 1226-1268 Bhopal Train be extended upto Ujjain. I also said that the train No. 2962 from Indore

[Dr. Satyanarayan Jatia]

be extended upto Mumbai Central. These small demands should be considered. Likewise, I said that season ticket holders should be allowed to travel between Indore and Ratlam in the train 2962 Avantika Express. Electrification be done at Ujjain, Dawas and Indore and the signalling system may also be modernized accordingly. I was reading electrification and felt happy that it was going on there. Earlier, the Railway Minister was Shri Prakash Chandra Sethi and then others were also there. He had sanctioned some work with token money but that was withdrawn later on.

Sir, the Railways must be aware about the importance of meter gauge but no steps are being taken in this regard. I witnessed in my own region that no train has been introduced between Ajmer and Khandwa during the last three-four years. About this they say that there is no power, no coaches. Now the work of gauge-conversion is not going to be completed very soon. So to maintain this gauge, a new train should be introduced. I had demanded that a train be introduced between Neemach and Mahu for which an assurance was also given. This assurance was given by then GM of Western Railways. No train has been introduced by Western Railways on this section. So I would like to say that the assurances with regard to the meter gauge should be fulfilled. Gauge conversion between Neemach and Ratlam be done at the earliest. Broad gauge conversion should also be taken up.

Sir, I will conclude by mentioning one more thing. There was a narrow gauge line between Ujjain and Agar which has been dismantled. A new Railway line be laid on the Ujjain-Ghonsla-Agar-Ramgarh Mandi route. I would like to say one more simple thing that there are some very long distance trains. The reservation is never available. Facility should be provided there by attaching general bogies. Usually waiting list is displayed for the passengers of the train. I want to submit that general bogies should be attached and marked for the general passengers and they be accommodated separately. Rural people do face a lots of problems because they board in anyone of the bogies and have to pay fine. They should know that this bogie is not reserved. With this I thank you for giving me an opportunity to speak. I also thank the hon. Minister for displaying such generosity.

SHRI PANNU LAL MOHLE (Bilaspur) : Hon. Chairman, Sir, I simply congratulate the hon. Minister though everyone has congratulated him for doing the work. In the Fifth Finance Commission's report recommendations have been made about the decision of opening new

Railway zones. On the basis of maximum work load, least establishment lost and favourable actual conditions while deciding about the selection of Zonal division of the Railways which is facing financial crunch. The Pay Commission had recommended immediate closure of the 6 new Railway Zones which has been announced by the hon. Railway Minister as they are not according to the norms. But Bilaspur alone is such a right place which not only fulfills all the norms of the Pay Commission for opening up of new Railway Zones. The Railways have adequate land building and other zones. The Railways have adequate land building and other important legal sources at Bilaspur for new Zone. Geographically too Bilaspur is most suitable from operational, control, management and work load point of view. Only a formal declaration is needed to open a Railway Zone there. I want to assure you that there would be no additional burden due to this. All Members of Parliament of this area met with the former Prime Minister, the present Prime Minister and the hon. Railway Minister earlier. All the Members of Parliament belonging to the Congress, Bhartiya Janata Party and of all other parties of Bilaspur region had met with them. The Chief Minister of the State is in agreement with it and the hon. Railway Minister has also given an assurance. I request that this demand may please be included in the supplementary budget. You had given an assurance. I had met with the Prime Minister here and 10 more members of Parliament have met with him. Therefore, I would like to request the hon. Minister that it would be better if he announces the creation of a new Railway Zone at Bilaspur in the Supplementary budget.

You had announced about the laying of Bilaspur-Mandla rail line in the last budget. It should be included in the supplementary demands of the budget to construct this line. It should link Bilaspur to Mandla and Jabalpur. It would benefit the people of the region from industrial point of view.

I would like to raise another point that the Durg-Samath Express should be stopped at Pentra Road and Bilha station and other superfast trains including the Jabalpur Bhopal Express too should be provided stoppage at Amarkantak and Durg, so that more and more people may visit to the pilgrim places of Allahabad and Amarkantak. Over bridges are needed at Belgrahma and Uslapur railway stations. The orders for their survey has been issued. The proposal of over bridges of Belgahna and Uslapur in Bilaspur region should be included in the Supplementary budget.

I had mentioned about the computerised reservation system of Bilaspur last time also. It was requested to get it linked with Sikanderabad, Calcutta and Mumbai

but this has not been done upto now. You have assured that it will be linked soon. You please get this system linked with Bilaspur soon so that common people could avail this facility.

Likewise I would like to say about the increasing accidents that it is happening almost every day and people are being killed. The inquiry team should look into this fact that what is the problem in that 10 to 15 kilometre stretch which results into accidents. The Railways should start a system to avert the accidents in the same way as the meteorological department forecasts about the occurrence of storms, hailstorms. There is no cancer treatment facility in Bilaspur. Railway hospital. No doctor is there for the treatment of tumors, heart and kidney ailments. People go to Calcutta for treatment. There is shortage of doctors. Please appoint doctors there so that people may get treatment there. Jai Hind ! Jai Bharat !

PROF. OMPAL SINGH 'NIDAR' (Jalesar) : Mr. Chairman, Sir, I am one of the two Members of Parliament whose Parliamentary constituencies fall in five districts. One can imagine about our busy schedule due to this. I wanted to speak in the last budget session but unfortunately, I fell ill. Therefore, I thought today that even if I am allowed to speak for two minutes I would not let the opportunity to go. I am not here to congratulate the hon. Minister nor do I support the supplementary demands. The reasons for it are very trivial. The first reason begin that having continuously trying for 15 months and believing that our relation and friendship are fine, I am known to him for the last 26 years so this work will be done in the same easy manner as he had changed the track. My dear friend Shri Jatiaji was mentioning that he has changed the track. He said to me that he could do anything alone the stoppage of a train. In my region there is not much work which would be done. Therefore, it has pained me that having repeatedly reminding and putting the truth before him this work has not been done in an area which falls under five districts. A work was done there. The Department of Railways Knowingly did not give me the credit for the stoppage of Prayag Raj there. I am deeply pained by it. I gave it in writing. Probably, I am the only Parliamentarian to whom information has not been given about providing the stoppage of a train on his demand even after a month. This is one of the reason. The second reason is that the hon. Railway Minister had said earlier that sometimes he may... (Interruptions)

SHRI RAM VILAS PASWAN : Whether it stopped automatically

PROF. OMPAL SINGH 'NIDAR' : You may be knowing it. I am saying that it stopped on my demand.

SHRI RAM VILAS PASWAN : Whether you had demanded it ? It stopped there as Shri Jatiaji had demanded. I said to him that I have informed you about the same. You please go there, organise a function and I would not go there.

PROF. OMPAL SINGH 'NIDAR' : I myself am clarifying that this was my demand. The work was done but I was not informed about it for several months. I come to know about it at Tundla as it is an important station. There I was informed that Prayag Raj was stopping there. I did not make any comment on it. I came and wrote a letter to you. I am sorry to say that it stopped after I made a demand and you did the needful but I was not informed about it.

Now If I say that this halt was made on my demand then what does it mean ? I said this at that time. Secondly, you have told and I have seen it in the papers when you have inaugurated at Ganganagar and Ahmedabad. You have said yourself that the information will be given to all the Members of Parliament without any discrimination who come under the range wherein the work has been done and their names would be given but the names of Sakshiji and Shervaniji are given in the programme of gauge conversion from Mathura to Kenpur.

SHRI RAM VILAS PASWAN : I shall check it. All the Members of Parliament of the Constituencies falling in the range of work from where it begins and ends, are informed about it. We have instructions to the authorities to invite the Members of Parliament may be two, four or ten twenty in number who are interested to participate in the function, special guests, generally Chief Minister or Governor are invited as Chief Guest. I have given all the names in this regard, when I personally went to Jammu and asked the members of Bhartiya Janata Party and other parties they showed their willingness to go there. All the names were there and they would have certainly got the information but it seems that no acceptance has come from you. If you have not received any information then I would look into the matter.

PROF. OMPAL SINGH 'NIDAR' : Mr. Chairman, Sir, this issue is related to the supplementary demands of grant Railways, therefore, it is justified to speak it. I do not claim to have computer brain but I can say that due to the god's grace I do not require such a preparation even today. Even after hearing to the speeches of 545 Members of Parliament I can quote 20 more problems of the country I am not talking about any constituency alone. When Dr. Chhatrapal was speaking about Bulandshahar to have produced maximum soldiers in the last 50 years, I told him that he could demand a Railway line for Bulandshahar if he desired. Now it would become a personal thing. I would like to say that



[Prof. Ompal Singh 'Nidar']

Shri Chandra Bhushan Singh is from Kannauj, the Railway line passes through his constituency and further it passes through Etah the constituency of Dr. Mahadeepak Singh Shakya. Similarly, thereafter this railway line goes through Hathras, the constituency of Shri Kishan Lal Diler, again from Mathura of the constituency of Shri Tejvir Singh. So also further this line goes through the constituency of Shri Rawat ji. If I have not been communicated, let it be but at least all these persons could have been given the information. But they also have not received any communication. I might have forgotten that I am proudy. Are these persons too proudy ?

Mr. Chairman, Sir, Satpal Maharaj is a good friend of mine and I respect him. He was present at the function though he was not Minister for Railways. As you are very well aware that Ferozabad is the constituency of Shri Katheria's and I had been staying there for the past 26 years. It is a matter of proud for me that with only a seven lakh of population, Railway is earning a revenue of one and half lakh to seventy eight lakh rupees every day. I have told about Tundla that it connects Etah, Mainpuri, Ferozabad, Agra, Mathura, Dholpur, Bharatpur, Muraina. Ten lakh Jain people residing in this area are associated with 'Samvet Shikhar' in Bihar, a stoppage for Neelanchal Express at Tundla should be provided to benefit them. It will bring you a great honour and people's respect for you may increase at a higher it is a business centre.

SHRI RAM VILAS PASWAN : Which train are you talking about ?

PROF. OMPAL SINGH 'NIDAR' : I am talking about a stoppage of Neelanchal Express at Tundla. Kindly note this. Earlier this train had a stoppage there. I do not know as to why these people are being deprived of their rights?

SHRI RAM VILAS PASWAN : From when onwards it has been stopped ?

PROF. OMPAL SINGH 'NIDAR' : It was started 7-8 years back. I have also boarded this train. Now why should the people not fight for this ? However we were attending the 'halabole' agitations wherever it takes place. I would request you to take note of this issue and send note to this effect to the Ministry of Railways.

Mr. Chairman, Sir, a train from Hathras Fort to Delhi and Delhi to Hathras Fort is there which stops for 10 hours. I have asked to start this train from Tundla so that the Jalesar Road and Burham would be benefited. They do not want anything. The train which is lying idle is a passenger train and it does not clash with any superfast train. If this train starts from Tundla, the purpose may be

served. It would help Railways to get more revenue. I would certainly like to say one thing. Just now Katheria ji was saying and he had made a request but I am forced to say because some area of Mathura and Agra come under my constituency. Express and Super Fast trains should also have a stoppage there as Mathura has its own importance. This place should not only be considered for its religious importance but Mathura also connects the entire Western Railway. Similarly, the trains passing through Agra should have a stoppage there. If we want to make it an international city then we should provide stoppages of all trains there and we should also provide reservation facilities in all those trains which have stoppages in both these cities.

From the point of view of tourism also I had said one thing that Etah is an important district but there is no express train for Etah. If any train is operated from Delhi to Etah, since there is a railway line, then it would do something good for that region. I know that I am mentioning such two points which do not come under supplementary Budget but I would request to keep this thing under consideration in future that Etah be connected with Kasganj. Secondly, Mathura be connected with Mahaban which is as important as Srikrishna was, he had played there in childhood. Similarly Baldev is also a much important as Mathura is. Then Sadabad, pahapau and Jalesar road should also be connected. It would connect Tanakpur and the entire area of Pilibhit. In the end I would say that my feelings are with you. Friendship is altogether a different matter. I really appreciate you. Since it is my habit and more over I am poet and the poet always writes the truth. If someone wants me to appreciate then the minor work which I mention should be executed. At least H.A.D. train from Hathras Fort to Delhi and Neelanchal should be introduced during the fiftieth year of independence. I would say that people have become a bit proudish. I am hurt to see that still or country and independence is divided. We do not have complete independence a complete nation and moreover my demand is also incomplete. At least this demand of mine should be fulfilled. Fifteen months have passed, if we worshipped the god for fifteen months then the god would have showered his blessings in some way or other. But we are worshipping and demanding a person.

With these words I conclude.

SHRI MOHAN RAWALE (Mumbai South-Central) : Mr. Chairman, Sir, I don't want to repeat it. I would like to mention about Dadra only.

[English]

MR. CHAIRMAN : Dadra is already said. You earlier Speaker has already said about Dadra.



[*Translation*]

SHRI MOHAN RAWALE : The people belonging to Konkan reside in and around Dadar. Nayagaon, Vadala and Prabhadevi area comes under it. Lalbagh, Kaala Chowki, Majhgaon, Bhaykaal, Arthur road, Ghodapdev comes under my constituency. Here we find Worli and Shivdi. The people belonging to Konkan reside there and it is the area of mill workers. The people of my constituency/region has a demand that the train should be started from Dadar. I had met the Chairman of Railway Board during the last week. He had told me that he is going to conduct a survey and approval would be accorded in this regard within a week. After that, what happened I don't know. I have read your statement in the newspapers that if the train is provided with a stoppage at Dadar then we will have to board other train. Suppose, four trains starts from Dadar, then one train will have to be shifted to Kurla. You please think over as to what the feelings of majority of people are. I request you to find out some solution to this problem.

SHRI RAM VILAS PASWAN : Yesterday also I had given the reply to it. Today, once again I would like to say that I am as much concerned about Dadar as Rawaleji is. I would like that Konkan bound train should start from Dadar. I have asked the Chairman, Railway Board to inform me about minute-to-minute programme regarding the number of suburban trains playing long with their departure time. Thereafter, I will also sit and talk with you and I will invite leaders of every party atleast I will invite the leaders from Maharashtra. Please check out if we can take out some time for providing stoppage of a train bound from dadar to Konkan then I promises you that I will do it.

As per the information available to me, four trains start from Dadar viz. Dadar to Nagpur Sarvodaya Express, Dadar to Amrtisar, Dadar to Chennai and Dadar to Gorakhpur. Except Chennai, your party is in power in Gorakhpur, Uttar Pradesh, Amrtisar and Nagpur. Therefore, there is no possibility of providing a stoppage. If still there is time then you can have the stoppage of a train or else you publicly tell me that this train be started form Kurla, that train be extended upto Dadar then I am ready to consider it. I had said the same thing there, which I am repeating now. I am ready to sit and talk to you. If the people ask me then I will tell them to go and talk with the Shivsena people.

SHRI MOHAN RAWALE : If that train starts from Dadar then we, the people of Mumbai would welcome you and we would raise slogans in your praise.

Secondly, I would like to talk about Dr. Baba Saheb Ambedkar, towards whom we have a high regard. He was

not only the leader of dalits but we consider him as the leader of the entire country. I have heard that the Railway Minister wants to change the name of Dadar Railway Station to Chaitya Bhoomi. Today, Maharashtra Times paper is with me wherein it has been published that dalit leader Namdev Dhasaal has protested against this.

[*English*]

MR. CHAIRMAN : Shri Mohan Rawale, please do not repeat it.

SHRI MOHAN RAWALE : I am not repeating

MR. CHAIRMAN : You are repeating the same point.

[*Translation*]

SHRI MOHAN RAWALE : Here I would like to putforth other point because at one place it is published in the newspaper that... (*Interruptions*). I do not want that anyone should have any disregard towards Dr. Baba Saheb Ambedkar but if you will try to change in the name of Dadar then the people would protest against this move. Dadar has it own history and that is why the local people are protesting against this move. Change in the name of Dadar may lead to tension, it would create casteism barrier and it may also give wrong signals. Please take care of the feelings of the people.

You have paid a surprise visit to Delhi. We know your competence as a Minister. We all like you very much and convey good wishes to you for future. If we all praise any Minister in this House. It is our railway Minister. When you will visit Mumbai city. I would like you to visit the harbour also and see the poor condition of trains plying there. The Chairman, Railway Board has just returned from Mumbai and he knows about this. I would like that its condition should be improved.

You had also taken initiative in the agitation/movement that took place in our region. You know that 700 apprentice have not yet been absorbed, whereas 825 vacancies are existing in Lower Parel. I have written to the workshop manager of Lower Parel and Maatunga. 85 vacancies may be existing there but so far these vacancies have not been filled up. I request you to take decision in this regard at the earliest.

Mr. Chairman, Sir, I thank you for giving me an opportunity to speak. I also thank the hon. Minister for his cooperation. With these words, I conclude.

[*English*]

MR. CHAIRMAN : The list is completely exhausted now. All the hon. Members who wanted to speak were given time to speak. So, the discussion on the Demands for Supplementary Grants is over.

[Translation]

Mr. Minister, when will you reply ?

SHRI RAM VILAS PASWAN : Sir, I will reply to it tomorrow after the Question Hour.

[English]

MR. CHAIRMAN : The hon. Minister will reply tomorrow, the 12th August, 1997 after the Question Hour.

Hon. Members, I thank you all for your cooperation and participation. The House now stands adjourned to meet tomorrow at 11.00 a.m.

**23.30 hrs.**

*The Lok Sabha then adjourned till Eleven of the Clock on Tuesday, August 12, 1997/Shravana 21, 1919*

(Saka)

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