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**Monday, November 28,1988/1910
Agrahayana 12,1910 (Saka)**

LOK SABHA DEBATES

(English Version)

**Twelfth Session
(Eighth Lok Sabha)**



सत्यमेव जयते

**LOK SABHA SECRETARIAT
NEW DELHI**

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LOK SABHA DEBATES

LOK SABHA

Monday, November 28, 1988/Agrahayana
7, 1910 (Saka)

The Lok Sabha met at Eleven of the Clock

[MR. SPEAKER *in the Chair*]

ORAL ANSWERS TO QUESTIONS

[*English*]

Guidelines to States About Pension

*225. SHRIMATI MADHUREE SINGH:
Will the PRIME MINISTER be pleased to state:

(a) whether the Union Government have issued model guidelines to the States so that the benefits of pension can be availed of immediately by the retiring Government employees; and

(b) if so, the names of the States which have adopted these guidelines so far?

THE MINISTER OF HOME AFFAIRS (S. BUTA SINGH): (a) and (b). Pensions payable by State Governments from the Consolidated Fund of the States is a State subject as per Entry 42 of the State List in the Seventh Schedule to the Constitution of India. The question of Central Government issuing any guidelines to the State Govern-

ments does not, therefore, arise. However, simplification/innovations adopted by the Central Government for expeditious settlement of pension cases for Central Government employees are brought to the notice of State Governments from time to time for their consideration and adoption in respect of their employees. Final decision in the matter rests with the respective State Governments.

[*Translation*]

SHRIMATI MADHUREE SINGH: Mr. Speaker, Sir, I would like to know from the hon. Minister whether the changes made in the procedure have been brought to the notice of the Bihar Government recently and if so, the reaction of the State Government thereon?

S. BUTA SINGH: Sir, as I have stated, the innovations or new techniques adopted for the Central Government employees are brought to the notice of State Governments, so that they might utilize them. A circular to this effect has been sent to all the State Governments. No reply has, however, been received from the Government of Bihar so far. It is, however, deemed that they might be following this procedure.

SHRIMATI MADHUREE SINGH: Would the Government provide financial assistance to the State Government if it wants to extend the benefits of pension to its employees like the Central Government.

S. BUTA SINGH: Sir, as I have already stated in the beginning that pensions are

paid from the Consolidated Fund of the State and there is no question of any Central assistance. No reply has yet been received from the Bihar Government.

SHRI SHANKAR LAL: Mr. Speaker, Sir, would the Union Government adopt a uniform policy regarding pensionary benefits to the employees of all the States throughout the country on the basis of equal wage for equal work?

S. BUTA SINGH: As I have stated in the beginning it is a state subject under the Constitution and the Government of every State fix the pay scales of their employees on the basis of their resources and the policy. Normally they grant the same scales as are granted at All India level.

Pre-Examination Training Centres for Weaker Sections

*226. SHRI SHANTI DHARIWAL: Will the Minister of WELFARE be pleased to state:

(a) whether Government have taken a decision during the current financial year to increase the number of pre-examination training centres for the wards of scheduled Castes/Scheduled Tribes for various competitive examinations which are held by the U.P.S.C. and Public Undertakings;

(b) if so, the places where these centres are proposed to be opened;

(c) whether Government propose to provide these facilities to the children of other weaker sections of the society also;

(d) if so, the time by which this facility would be provided; and

(e) if not, the reasons therefor?

[English]

THE MINISTER OF STATE OF THE MINISTRY OF WELFARE (DR. RAJENDRA KUMARI BAJPAI): (a) Yes, Sir.

(b) Proposals have been invited from the State Governments and the Universities. The locations will depend upon need and other details of proposals.

(c) No, Sir.

(d) Does not arise.

(e) The scheme of Government of India is only for Scheduled Castes and Scheduled Tribes.

[Translation]

SHRI SHANTI DHARIWAL: Mr. Speaker, Sir, there are pre-examination centres specially for the wards of scheduled castes and scheduled tribes for the competitive examinations conducted by UPSC, Public Undertakings and Banks. Through you, I would like to know from the hon. Minister the increase being made in the number of such centres and the places where these centres would be opened? The Government has replied that proposals have been invited from the Universities. I would like to know the names of the Universities from whom proposals have been invited; the date when these were invited; and do the Government propose to open such training centres at district level or Tehsil level?

DR. RAJENDRA KUMARI BAJPAI: Sir, proposals have been invited in the month of April from the State Governments and from those Universities, where centres are opened directly by the Central Government. After receiving the proposals the Government would have a scope for opening 7-8 centres keeping in view the amount allocated for the purpose in the current year. But

the proposals are still at consideration stage. So it would be difficult to tell their locations. Nevertheless, specific consideration will be given to the places where such facilities are lacking; where reservation, etc. cannot be provided; and where students are not able to complete. Whenever such centres are opened, these are opened according to the need. This is what I have stated in my reply.

SHRI SHANTI DHARIWAL: You have stated in your reply that the number of these centres would be increased in the current financial year but the specific number has not been given. I had also enquired whether similar training centres would be opened for the weaker section also. Mr. Speaker, Sir, the situation in the country is such that these facilities are available to the students belonging to scheduled castes and scheduled tribes and they are getting good jobs but the students hailing from weaker sections are still leading the same life in villages for lack of these facilities. Would the Government review this policy and open similar training centres for the weaker sections also at various places?

DR. RAJENDRA KUMARI BAJPAI: For the time being, these centres are opened only for scheduled castes and scheduled tribes.

[English]

SHRI SHANTARAM NAIK: Now in this training centre, what is mainly involved is giving of lectures on particular subjects connected with the examination. One lecturer can give lectures to 100 students or 200 students. Suppose in an area which is having Centres which are meant for the Scheduled Castes and Scheduled Tribes, there are non-Scheduled Castes and non-Scheduled Tribes candidates who propose to appear in the various examinations of UPSC, can you make available the same facility of hearing lectures to those non-

Scheduled Caste/Scheduled Tribes candidates if in that particular area there is no other Centres for non-Scheduled Castes and non-Scheduled Tribes candidates? This will help the candidates and it does not involve much effort in addition. The same lecture can be heard by another 100 or 200 candidates.

DR. RAJENDRA KUMARI BAJPAI: It is not only the lecture that is given. The boys who are residential are given postal facilities. A stipend of Rs. 250/- is also given. For day scholars also a stipend is given. It is not only hearing of lectures.

SHRI K. PRADHANI: I would like to know from the hon. Minister how many such pre-examination training centres are there in the country and how many students qualify for the UPSC Examination. May I know how many students qualified in the UPSC Examination last year?

DR. RAJENDRA KUMARI BAJPAI: There are 23 Centres for Civil Service Examinations in IAS and IPS, three Centres for Combined Engineering Service Examination, 27 Centres for Banking Service Examination and a total number of 96 Centres for other Service Examinations like the Indian Economic Service and other provincial Civil Services and Subordinate Services like GIC, LIC etc. We are going to increase the number of these Centres in the future. I have got rough figures of the total number of seats available in these Centres for Scheduled Castes and Scheduled Tribes candidates. There seats available in 1986-87 and 5,525 are the number of seats has increased to 7,398 in 1987-88.

SHRI K. PRADHANI: How many qualified?

DR. RAJENDRA KUMARI BAJPAI: I do not have that figure. The figures which I have with me are of the boys who have taken

advantage of these coaching classes which are on the increase.

[*Translation*]

SHRI V. TULSIRAM: I would like to know the total number of such centres to be opened in each state in the country? Have any proposals been received from the Andhra Pradesh Government and if so, the places recommended by them and the places where the Government propose to open them?

DR. RAJENDRA KUMARI BAJPAI: Proposals have been invited by us and these are under our consideration. I cannot tell you the names of places where these will be opened as these have not yet been finalised.

[*English*]

Atomic Power Plant in Bihar

*228. SHRI RAMSWAROOP RAM: Will the PRIME MINISTER be pleased to state:

(a) whether a demand from the State of Bihar has been pending for long to set up an Atomic Power Station in that region;

(b) if so, whether any decision has since been taken by Union Government to set up such a Station in that State; and

(c) if so, the details thereof?

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

(c) and (c). There is no proposal at present to set up an Atomic Power Station in

Bihar. In view of the availability of coal in this region, the priority for setting up Atomic Power Station is relatively lower compared to the other electricity regions. Also, the adjacent North-Eastern electricity region has large hydel potential which when tapped can serve the eastern electricity region also.

[*Translation*]

SHRI RAMSWAROOP RAM: Mr. Speaker, Sir, the reply given by the hon. Minister regarding setting up an Atomic Energy Station has not impressed me. There is acute shortage of power in Bihar, both in industrial and agricultural fronts. Farmers are unable to get power supply even for two hours a day for their pumping sets. Due to shortage of power, industrial development is not taking place in our State. Keeping this in view, I wrote a letter to the Hon. Prime Minister on January 14, 1988 and have received a reply that the letter received in connection with the setting up an Atomic Energy Station in Bihar is being got examined.

Mr. Speaker, Sir, Bihar is the most backward State in the country and there the percentage of per capita consumption is the least. In spite of the directions given by the Hon. Prime Minister and the Government of India, there has been no improvement in the power supply. In the circumstances, we can solve this problem only by setting up an Atomic Energy Station there. Keeping in view the shortage of power being faced by a backward State as Bihar, will an Atomic Power Station be set up during the Eighth Five Year Plan? In view of this long standing demand of the residents of Bihar and also the problem being faced there, will directions be issued for setting up an Atomic Power Station there?

[*English*]

THE MINISTER OF STATE IN THE

MINISTRY OF SCIENCE AND TECHNOLOGY AND MINISTER OF STATE IN THE DEPARTMENT OF OCEAN DEVELOPMENT, ATOMIC ENERGY, ELECTRONICS (SHRI K.R. NARAYANAN): Sir, we have not entirely ruled out that in the future there will not be any atomic power station in the Eastern Region. But what the Government's stand is that the power resources especially from coal are so great in the Eastern Region, particularly in Bihar which has the major part of coal—about over 56 billion tonnes of coal; that is the known resources of Bihar. So, it has a lower priority as far as atomic energy plants are concerned because thermal power plants can be established there and in course of time it would be possible to tap hydel resources of the north Eastern Region also. Therefore, in the list of priority Bihar comes lower in respect of nuclear power, but not in respect of other sources of power. Bihar itself had proposed about five sites and apart from the general consideration, we have examined these five sites and we found that some difficulties or the other with regard to these five sites proposed by Bihar. Either, there was non-availability of fresh water or it is highly seismic region or the foundations were not good. Therefore, these particular sites proposed by Bihar were not found to be suitable also. As I said, it does not mean that in future, in the Eight Plan or some other time, we would not consider nuclear power plants in the region.

[*Translation*]

SHRI RAMSWAROOP RAM: Mr. Speaker, Sir, it is not right to say that availability of coal in Bihar is less than that in other States, because 2/3 production of coal of the whole country is contributed by Bihar and Uranium is also available there. I would like to know that in view of the potentiality available in Bihar, even Hon. Prime Minister has issued instructions to make power generation more economical. I would, therefore, like to know whether in view of the above

circumstances the setting up of a nuclear power station in Bihar will be reconsidered.

MR. SPEAKER: With repetition, words lose their importance.

[*English*]

SHRI K.R. NARAYANAN: We do understand the contribution made by Bihar in respect of mineral resources. I would like to point out that mining of coal is actually subsidised by Government and so also is the transportation of coal. This rich resource that is available in Bihar should be utilised for thermal electricity generation. It would be more economic also because at the pit-heads thermal electricity would be cheap. I am glad that the Hon. Member is demanding a nuclear plant when many others are not crying against it. But still, I think, in the overall situation, it would be more economic if the thermal resources are developed for electricity generation and also hydal resources are tapped.

[*Translation*]

SHRIMATI PRABHAWATI GUPTA: Mr. Speaker, Sir, the reply of the hon. Minister has disappointed the hon. Members particularly those from Bihar. He has mentioned in his reply that there are coal based and hydel power stations in Bihar. Whether the hon. Minister is aware of the fact that the consumption of electricity in Bihar is the lowest whereas that is the fundamental requirement of that State. Due to non-availability of this thing of thus fundamental requirement, Bihar is the most backward State in regard to the industrial and green revolution. In view of the potentialities of a nuclear power station in Bihar, I would like to urge upon the Hon. Prime Minister and the hon. Minister who are present here to assure us that they will meet the requirements of the people of Bihar in near future, because the per capita income in Bihar is the lowest one

along with lowest mark of its consumption of electricity. People of North Bihar live in perennial darkness. I want an assurance for the people of Bihar. In this context, the maxim, 'Near the Church, farther the Heaven' is a reality.'

(Interruptions)

MR. SPEAKER: It is so.

SHRIMATI PRABHAWATI GUPTA: Power generation is not in accordance with the installed capacity.

SHRI KRISHNA PRATAP SINGH: Mr. Speaker, Sir, In his his reply, the hon. Minister has mentioned the names of five places, but even these are not viable. May I know the reasons for which none of these places have been selected.

[English]

SHRI K.R. NARAYANAN: The places we had considered were Baradih and Gorla in Rohtas District, Dumri in West Champaran District and Kishanpur in Ranchi District. As far as Kishanpur is concerned, there is already a hydro plant going up there. In other places, non-availability of adequate quantity of cooling water was one problem. Another place was a flood-prone area where it would be dangerous to set up a nuclear plant. And another place was a very highly seismic area. And in yet other places of Gorla and Baradih, they are near the proximity of a major population area. It was for these specific reasons that the selection committee which went into it did not approve of these sites. This is apart from the general considerations priorities that I have mentioned.

Review of Technology Missions

*229. PROF. NARAIN CHAND PARASHAR: Will the PRIME MINISTER be pleased to state:

(a) whether any review of the work done so far by each of the Five Technology Missions set up during the Seventh Plan has been undertaken;

(b) if so, the findings of the review and the precise progress made in streamlining the procedures and processes for actual implementation of the programmes taken in hand by the Departments concerned in cooperation with the States:

(c) whether the Mission on Telecommunication has been able to realise the objective of installation within 6 months of sanction of telecom projects like PCOs/COs and rural exchanges and improvement in the quality of telecom services including trunk services and speedy delivery of telegrams and the exact position in this regard; and

(d) if not, the reason therefore?

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND MINISTER OF STATE IN THE DEPARTMENT OF OCEAN DEVELOPMENT, ATOMIC ENERGY, ELECTRONICS AND SPACE (SHRI K.R. NARAYANAN): (a) to (d). A Statement is given below:

STATEMENT

- (a) Yes Sir.
- (b) The findings of the review and progress made in streamlining the procedures for implementation of the programmes are given in the *Annexure-A*. below.
- (c) The time period of 6 months for installation of PCOs has not been laid down under telecom. Mission. This period varies from project to project.

The progress achieved under the Technology Missions since its launching in April 1986 in respect of improvement in the quality of Telecom. services is indicated in *Annexure 'B'* below.

(d) Does not arise.

ANNEXURE-A

Drinking Water Mission

Secretary, Department of Rural Development and Advisor to prime Minister on Technology Missions review progress from time to time. Meetings are held from time to time with Minister Secretary and Chief Engineers of Rural Water Supply of various States.

i. Out of 137155 problem villages at the time of launching of the safe drinking water mission from 1.4.86, 99603 villages have been covered till the end of Sept. 1988. Out of this 69441 have been fully covered and 30162 have been partially covered.

ii. The clearance of the schemes has been streamlined to avoid delay and for this two committees have been set up.

iii. The progress of the coverage is being monitored village wise as per the action plan.

iv. In order to ensure better utilization of rigs, the computerisation of the rig monitoring system has been introduced.

Programmes are implemented by State Govts and for better implementation periodic review is conducted with State Govt. Officials.

Appropriate follow up action is taken in removing the constraints if any.

Oils Seeds

The Performance and progress of TMO is reviewed by Core Committee and National Standing Committees

i. As a result of regular monitoring and review the production of Oilseeds in 1987-88 has increased to 122 lakh tonnes (provisional), and increase of 6.5% over 1986-87 despite deficient monsoons. During the current year record oilseeds production of 150 lakhs tonnes is expected to reduce import of edible oil by half.

ii. As many as 40 new varieties of different oilseeds have been developed.

iii. Cheaper and simpler method have been evolved to produce edible rice bran oil.

iv. The Govt. of India have approved an integrated policy on oilseeds. In order to facilitate quick decision making and monitor this integrated policy, an Empowered Committee under the Chairmanship of Cabinet Secretary has been set up for speedy implementation of programmes.

v. The officers from central Govt. regularly visit the State for assessment, review and implementation of the programme. At the state level also committees have been set up for regular review of oilseeds work.

iv. The reviews have stressed the need for a closer coordination among the central & State Govt. departments.

Immunisation:

Ministry of Health reviews periodically performance through a national team of experts which includes Professors of Medical Colleges, senior officers of national institutions. However, a Standing Committee has been constituted to periodically review the overall progress of the Mission.

Review findings confirm immunization coverage levels are increasing, drop out rate declining and children are being immunized at early age. Immunization of pregnant women is however delayed in most areas. Instructions/guidelines have been issued to State/Districts for streamlining procedures and processes of the implementation of the programmes.

Telecommunication:

The progress of mission related activities is reviewed regularly by the department internally at the level of Secretary (Telecommunication) and quarterly report on key items sent to the Cabinet Secretariat Prime Minister's Office, Ministry of Industry etc.

Progressive Monitoring & review of the activities of Telecommunication Mission has

resulted in improvement of call completion rate of local calls to 96% STD calls to 69%, telephone fault rate has decreased to 19% per hundred stations per month, manual Trunk efficiency has improved to 85% & % delivery of telegram within 12 day light hours between large stations has improved to 72%.

Literacy:

The National Literacy Mission (NLM) was approved by the Cabinet on 13th January 1988 and launched by Prime Minister in May 1988. External Evaluation Agencies have been indentified for undertaking concurrent evaluation of the field programmes of the literacy mission at an appropriate stage. Various steps have been taken to operationalise the-mission.

ANNEXURE—B

Achievements made under Technology Mission on Telecommunication

IMPROVEMENT IN QUALITY OF TELECOM. SERVICES

S.No.	Parameter	1986-87		1987-88	
		Target	Achievement	Target	Achievement
1	2	3	4	5	6
1.	Percentage of call completion rate:				
	a) Local calls	90	91	93	96
	b) STD calls	31	44	49	69
2.	Telephone fault rate per 100 stations per month	30	29	27	19
3.	Manual Trunk efficiency	70	74	75	85

1	2	3	4	5	6
4.	Percentage delivery of Telegrams within 12 day light hours between large station	43	45	55	72

SFMSS	:	Store and Forward Message Switching System
EKB	:	Electronic Key Board
SFG	:	Store and Forward Gentex System
LDPT	:	Long Distance Public Telephone
PT	:	Public Telephone
TP	:	Tele Printer
EDX	:	Electronic Digital Exchange
TAX	:	Trunk Automatic Exchange
PCO	:	Public Call Office
SAX	:	Small Automatic Exchange

PROF. NARAIN CHAND PARASHAR: In part (c) of the Statement, the Hon. Minister has been pleased to state that the time period of six months for installation of PCOs has not been laid down under telecom Mission. This period varies from project to project. In view of the poor services and especially for expansion and improvement of quality of telecom in rural areas, the Telecom Mission has definitely set up a goal for speeding up the actual installation of various project. He has only referred to the PCOs. I had also added the words COs and Telephone Exchanges. May I know from him

whether the Telecom Mission is committed to a speedy installation of these facilities in these areas; whether it is also a fact that PCOs and COs sanctioned as far back as the Sixth Five Year Plan have not been installed till date; and what the Mission intends to do about it?

SHRI K.R. NARAYANAN: Though there is no six months period mentioned, there is a time limit in the sense that normally for smaller projects like PCOs, we give a number—the number of PCOs to be established—and instructions have been given that they should be established maximum within one year.

As regards achievements, for the year 1986-87 no specific targets were made; but 6700 PCOs were actually established. For the period 1987-88 a target was set, 4000 for the year, out of which 3300 have been achieved. There is a very minor shortfall.

As regards rural exchanges for 1986-87, 731 was the target and the target was actually exceeded; 759 exchanges were established. For 1987-88, 671 was the target with regard to rural exchanges, out of which 640 were established. For Himachal Pradesh itself, if I may say, the target set down for rural exchanges for 1986-87 was 20 and all the 20 were actually established. For 1987-88 the target was 23 and all the 23 were established.

PROF. NARAIN CHAND PARASHAR: The question was not of target; the question was of delay. I had put a specific question. In the first part of my question I had asked the

Minister to please state whether there are specific cases of PCOs and COs sanctioned have not been installed in the 7th Five Year Plan though they were sanctioned in the 6th Five Year Plan—there was a period of four years.

Secondly, first there was a mission and now there is a talk of telecom commission. With your permission, may I make a humble submission that there be no omission on the part of the Department of Telecom and the PCO Telecom Commission for any delay, for speeding up the programme of rural areas as far as the telecom expansion services are concerned? The rural areas require first attention and there should be no omission in this respect.

SHRI K.R. NARAYANAN: With regard to the specific achievements laid in the Sixth Five Year Plan, I am afraid I am not in a position to give a reply; actually I would humbly request the Hon. Member to address the question to the Department of Telecommunications. We have now got a technology plan; in fact the Department of Telecommunications is the nodal department which looks after this matter. Specific details about projects sanctioned and whether they have been achieved in regard to PCOs etc., I think one needs detailed information which only the Telecommunication Department can give.

SHRI M. RAGHUMA REDDY: Out of 1,37,155 problematic villages as per the statement, only 69,166 villages have been fully covered and about 30,000 villages are partially covered. This figure is much less. I want to know from the Hon. Minister as to when did he conduct the survey.

There are many more problematic villages because the survey was conducted long ago. In addition to that, there are so many fluorine content villages. In my constituency the Government of India has noti-

fied 67 villages as fluorine content villages. The de-fluorine scheme is pending with the Government of India for the last five years. May I know from the Hon. Minister as to when he is going to take up this scheme?

Secondly, coming to the oil seed mission, since the oil seed mission has been established, how much amount they have allocated for the mission, what are the varieties they have developed after the mission came into operation, They say the production is enhanced to 12.2 million tonnes but during the year 1984-85 the production was 13 million tonnes. So actually the production has come down. Now they are comparing the figures with the year 1986-87. So I would like to know what steps Government are going to take to enhance production? One-fourth of the total country's production of castor comes from my district Nalgonda. I have been representing from the very beginning to set-up a castor research institute in my constituency. The present Home Minister when he was the Agriculture Minister promised to open it. Since then the file is pending with the Government of India. Will the Minister consider opening castor research institute in the district of Nalgonda?

SHRI K.R. NARAYANAN: With regard to oilseeds as we know there is a shortfall. During the year mentioned because of drought production was low, but in spite of the drought we made some progress in the production of oilseeds. This year as I have said it has been announced by the Minister of Agriculture that we hope to produce 15 million tonnes of oilseeds. We also hope that we would be able to reduce nearly by 50 per cent the foreign exchange expenditure that we are incurring in regard to the import of edible oils. We have introduced many varieties in regard to edible oil seeds and we are working on some very important varieties like palm oil through tissue culture as well as by introducing new culture species. Coconut

oil, sun-flower oil, bran oil and various other sources are being tackled by new technology as well as by giving other facilities for cultivation.

The hon. Member also mentioned about flouride content in drinking water. One hundred thirty plants are to be set up by 1990 and the exact number we have already covered are eight and I think nearly around 100 plants will be set up by March, 1989. As regards. Something which had been promised five years ago, I think, it is difficult to answer from the point of view of the technology mission which was launched two years ago and for which new targets have been fixed.

SHRI M. RAGHUMA REDDY: What about research centre for castor?

SHRI K.R. NARAYANAN: Castor oil is not an edible oil.

[*Translation*]

SHRI BALKAVI BAIRAGI: Mr. Speaker, Sir, regarding the technology missions functioning under the Hon. Prime Minister, I would like to state the position in this regard particularly in my constituency i.e. Mandsaur in Madhya Pradesh. Even the top officials of the Local Government do not know anything about the technology mission functioning there. When I repeatedly asked them, they expressed their ignorance and said that this word they had heard for the first time in their life and that they don't know anything about it. Whether there is any co-ordination between the Central and State Government in regard to the technology mission? Secondly, I would like to know about the directions given to the State Governments for acquiring the land required for undertaking some or the other petty pro-

grammes under the technology mission by the Central Government?

[*English*]

SHRI K.R. NARAYANAN: I think, as far as land is concerned, it does not belong to the Central Government. It belongs to the State Government. But I entirely agree with the hon. Member that there is need for extended wide publicity for the technology mission. We have taken various steps for that. Not only that, what is being said in this Parliament is being publicised. But the State Government and the hon. Members are supposed to publicise these projects. I think, the Members of Parliament can also do a tremendous lot.

SHRI V. SOBHANADREESWARA RAO: Even the Members of Parliament are not aware of any projects. For flouride-content and saline-content villages, innovative processes are being developed. We are not aware of that. Can you kindly supply a copy?

SHRI K.R. NARAYANAN: Yes.

MR. SPEAKER: You take question without my permission.

Construction of Airport in Malaysia

*230. SHRI P.M. SAYEED: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the project pertaining to the construction of an airport in Malaysia has since been finalised;

(b) whether it is being undertaken under the barter agreement between the Governments of India and Malaysia; and

(c) the facilities or services to be provided to India by Malaysia under the agreement?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL): (a) Ministry of Transport Government of Malaysia, have agreed to award the contract for civil and building work for the new airport at Sibu to I.A.A.I. on a negotiated basis.

(b) and (c). No barter agreement is existing between the Government of India and Malaysia. This project is under counter-trade agreement and to reduce the existing adverse trade balance.

SHRI P.M. SAYEED: Mr. Speaker, Sir, the hon. Minister has just now answered that the work was awarded to the IAAI on a negotiated basis. This is also on the basis of countertrade agreement in order to reduce the existing adverse trade balance.

On account of the good work done by the IAAI and also the National Airports Authority of India, I know personally how they have done the work in Agatti in a record time under the directions of the hon. Prime Minister. I want to know what is the estimated cost of this airport and to what extent it will reduce the existing adverse trade balance.

SHRI SHIVRAJ V. PATIL: Sir, the details have to be worked out. After the details are worked out, the exact amount can be mentioned. But it is in the vicinity of Rs. 40-50 crores. It may be a little less or more also. The exact amount can be known later on. But this amount will be set off at least against the purchases we will be making of palmoil and other things.

SHRI P.M. SAYEED: May I know from the hon. Minister—on account of the good work done by the IAAI—what are the global contracts which this organisation has secured this year and what is the estimated cost? I don't know whether it is strictly within the purview of the Minister. If the hon. Minister has got any figures, he can enlighten us.

SHRI SHIVRAJ V. PATIL: This year, this is the only one contract which is entered into by the International Airports Authority. But before, they have done work in Libya, Algeria, Maldives and at other places also.

MR. SPEAKER: Question No. 231, Shri K.N. Pradhan—absent.

Prof. P.J. Kurien—absent.

Question No. 232, Dr. A.K. Patel—not present.

PROF. MADHU DANDAVATE: Why don't you allow a question in your discretion?

MR. SPEAKER: I wanted to but you tie my hands, Sir.

(Interruptions)

MR. SPEAKER: I would have liked to put something myself.

Question No. 233, Shri S.B. Sidnal—absent.

Shri G.S. Basavaraju—absent. Hat-trick!

Question No. 234, Shri M.V. Chandrasekhara

MURTHY—absent. Shri V. Sreenivasa Prasad—absent.

Question No. 235, Shri V. Krishna Rao—absent.

Question No. 236, Shri Banwarilal Purohit—absent.

Navigational Aids at Airports

*236. SHRI Y.S. MAHAJAN†:
SHRI BANWARI LAL PUROHIT:

Will the Minister of CIVIL AVIATION

AND TOURISM be pleased to state:

(a) whether a number of airports in the country are functioning without adequate navigational aids as stipulated by the International Civil Aviation Organisation (ICAO);

(b) whether despite repeated protests made by pilots to provide adequate navigational aids, no action has been contemplated by Government;

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

(d) the steps Government propose to take to provide adequate navigational aids at airports?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL): (a) No, Sir.

(b) and (c). Do not arise in view of (a) above.

(d) The communication and navigational facilities at airports are constantly modernised in a phased manner either by replacement of old technology equipment or by provision of new facilities.

11.41 hrs.

[MR. DEPUTY SPEAKER *in the Chair*]

SHRI Y.S. MAHAJAN: Without adequate communication and navigational facilities at the airports, it is not possible for the pilots to operate properly. The hon. Minister's reply is not satisfactory. How long is it likely to take to provide additional facilities at the airports?

SHRI SHIVRAJ V. PATIL: We do have the equipment at the airports. The condition may not be ideal, but the condition is cer-

tainly satisfactory and workable. But we have to upgrade these equipments. Navigational and communication aid technology is developing and new equipments have to be purchased and set up. We have a plan and we are going according to that plan. A lot of money is also required for this purpose. This is a new organization and it has to find money and get the equipment and it has to be put up at various places. As I said, we are going according to the plan. If the details are required, I can give in writing. There are quite a lot.

SHRI Y.S. MAHAJAN: My question was how long the Government is likely to take to provide all this. Are there financial constraints also?

SHRI SHIVRAJ V. PATIL: I have already explained that this has to go hand in hand with the technology which is developing. If we get new aircrafts and new navigational and communication equipment are developed, we would certainly like to upgrade our equipment. The time limit cannot be fixed. It has to be commensurate with the development of the technology. Of course, financial constraints are there, but we shall have to find funds for that.

Bomb Explosions

*237. SHRI MOHANBHAI PATEL: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the number of bomb explosion incidents during the period January-October this year in the country, State-wise and Union Territory-wise;

(b) the number of persons killed in these incidents;

(c) the number of persons arrested in this connection; and

(d) the steps being taken to strengthen the security to check such incidents?
THE MINISTER OF STATE IN THE

MINISTRY OF HOME AFFAIRS (SHRI SONTOSH MOHAN DEV): (a) to (d). A statement is given below.

STATEMENT

The information available with Central Government is given below.

<i>S.No.</i>	<i>Name of State/ Union Territory</i>	<i>Number of Explosions</i>	<i>Number of persons killed</i>	<i>Number of persons arrested</i>
1	2	3	4	5
1.	Gujarat	5	4	5
2.	Haryana	2	19	Three accuse already been killed and the other two are under custody of Chandigarh UT Police.
3.	Manipur	3	—	7
4.	Chandigarh	1	1	3
5.	Delhi	9	7	4
6.	Punjab	66	71	Not available
7.	J&K (Tentative)	9	1	Not available.
8.	Andhra Pradesh			
9.	Assam			
10.	Bihar			
11.	Goa			
12.	Himachal Pradesh			
13.	Karnataka			
14.	Kerala			
15.	Madhya Pradesh			
16.	Maharashtra			

1	2	3	4	5	
17.	Meghalaya	}			
18.	Mizoram				
19.	Orissa				
20.	Tamil Nadu				
21.	Tripura				
22.	Uttar Pradesh				
23.	West Bengal				
24.	Dadra & Nagar Haveli			Not available	
25.	Arunachal Pradesh				
26.	Nagaland				
27.	Rajasthan				
28.	Sikkim				
29.	Andaman & Nicobar	}			
30.	Daman & Diu			Nil	
31.	Lakshadweep				
31.	Pondicherry.				

(d) Various steps like collection of intelligence, search of suspicious persons, mobile patrolling, 'Nakabandis', surveillance at likely places visited by suspected persons and deployment of armed pickets at vulnerable places and strategic points, have been adopted by the State Governments/Union Territory Administrations.

[Translation]

SHRI MOHANBHAI PATEL: Mr. Dep-

uty Speaker, Sir, the hon. Minister has furnished the figures regarding the bomb explosions during last ten months. There has been 66 incidents of bomb explosion in Punjab which tops the list of such incidents, but there are places like Gujarat, where 5 big explosions have taken place on the 10th or 11th of March this year, even when there was no such wave of terrorism. I want to know whether the hon. Minister has got with him the data regarding the total number of incidents of bomb explosion for

the last 3 years and whether they are increasing or on decline?

[English]

SHRI SONTOSH MOHAN DEV: I do not have the figures for the last three years. The question relates to a particular year and I have got the figures for the same. If the hon. Member wants, I can lay it on the Table of the House.

MR. DEPUTY-SPEAKER: Yes.

[Translation]

SHRI MOHANBHAI PATEL: It has been stated therein that during the last 3 years, there have been over 10 incidents of bomb-explosion in Gujarat and this tendency has been increasing day-by-day. I want to know whether your findings reveal the hand of some foreign power in these explosions, because very powerful bombs are used in these incidents which have resulted into the death of many people.

[English]

SHRI SONTOSH MOHAN DEV: In the past, we have given the information in this House. In connection with activities in Punjab as well as in Jammu and Kashmir areas, we have certain facts with us which indicate connivance of our neighbouring country, Pakistan; and that includes giving training also. We have no such information about bomb blasts in Tripura. As regards Gujarat also, I can say this much that we have no definite information about the connivance of foreign powers.

SHRI DIGVIJAYA SINGH: Sir, through you, I would like to know from the hon. Minister the number of bomb explosion incidents in which arrests have been made. How many of the arrested people have been convicted so far? If not, would the Govern-

ment be setting up a special Court to deal with such cases?

SHRI SONTOSH MOHAN DEV: All these cases are monitored by the State Governments. I have given the number of arrests and the number of incidents. About conviction as such, I do not have the figures because the cases are being monitored by the State Governments in their respective States.

Indication of Airlines liability on Vayudoot Tickets

*240. SHRI MANIK REDDY†:
SHRI PRAKASH CHANDRA:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the air-fares of Vayudoot are comparatively higher than that of the Indian Airlines;

(b) whether the Vayudoot tickets do not show the Airlines liability to the passengers in case of an accident or death as in the case of Indian Airlines tickets;

(c) if so, the reasons thereof; and

(d) the steps proposed to be taken to remove this lacuna?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL): (a) The air fares of Vayudoot are the same as those of Indian Airlines on sectors which are operated by both the airlines.

(b) to (d). Vayudoot is taking necessary action to incorporate the required clause on its tickets.

SHRI MANIK REDDY: What is the difference in air fares in the sectors which

are not operated by both the Airlines?

SHRI SHIVRAJ V. PATIL: I can give the details in writing. They are available.

Promotion of Small Scale Industries

*241. DR. G.S. RAJHANS†:
SHRI NARSING SURYA
WANSHI:

Will the Minister of PLANNING be pleased to state:

(a) whether the Planning Commission has proposed wide-ranging policy initiatives including a separate Commission for promotion of small scale industries in the country;

(b) if so, whether Government have since taken any decision to implement the proposals of the Planning Commission; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING AND MINISTER OF STATE IN THE MINISTRY OF PROGRAMME IMPLEMENTATION (SHRI BIREN SINGH ENGTI): (a) and (b). No specific proposals in this regard have been formulated.

(c) Does not arise.

DR. G.S. RAJHANS: Will the Government take initiative to formulate any such proposals in the near future?

SHRI BIREN SINGH ENGTI: Yes.

DR. G.S. RAJHANS: Does the Government intend to give the small scale sector a prime position in the Eighth Plan in view of its employment potential?

SHRI BIREN SINGH ENGTI: Sir, a paper was prepared by the Planning

Commission on this issue and we have written to all the State Governments, to the Chief Ministers and Chief Secretaries and we are awaiting their reply. Our main aim is to formulate a policy on this issue in the Eighth Five Year Plan. That is why we have written to all the State Governments. After getting their reply, we will formulate a policy on this issue.

SHRI BHADRESWAR TANTI: Sir, in the last Budget, the Prime Minister stated that our industrial base in the country has widened. But to my utter surprise, recently, the subsidy given to young entrepreneurs in Assam was stopped in the month of September and about 200 industries are on the verge of closure. Of course, the Minister will reply that the matter is under consideration. But I want to know from the hon. Minister as to what he is going to do because 200 industries are on the verge of closure and thousands of people engaged in these industries would be rendered jobless. So, I want a specific answer from the hon. Minister concerned as to what action he proposes to take and whether his Ministry would extend the subsidy to the small scale industries in Assam.

SHRI BIREN SINGH ENGTI: So far as the terms of subsidy to small scale industries are concerned, a Committee is considering the matter. After getting its report, we would come to the conclusion what factors are really responsible for the closure of such industries and what remedial measures should be taken by the Planning Commission. So, these steps will be taken by the government to formulate a policy on these issue, in the Eighth Plan after getting a report from the committee.

SHRI ASUTOSH LAW: Is the hon. Minister aware of the fact that a number of small scale industries in the country are sick due to one paramount reason, that is, of a high rate of interest charge by the banks. Is

the government considering to persuade the banks to reduce the interest rate on loan in order to facilitate to revive these sick small scale industries?

SHRI BIREN SINGH ENGTI: The government will examine this.

SHRI E. AYYAPU REDDY: Has the Planning Commission any definite scheme or a policy with regard to location and development of the small scale industries in the backward, drought prone, hilly and uneconomic areas of the country?

SHRI BIREN SINGH ENGTI: So far as the policy for development is concerned, of course, the details are available only with the nodal Ministry, the Ministry of Industry; they lay down certain norms and frame a policy with regard to these areas where small scale industries have to be located.

SHRI ANIL BASU: What is the number of small scale sick industries which are taken up for the developments of north-east area; and how much fund so far has been released for the small scale industries development fund and national equity fund for the revitalisation of such indentified small scale industries?

SHRI BIREN SINGH ENGTI: I do not have the details.

SHRI ANIL BASU: You must give us the details.

SHRI BIREN SINGH ENGTI: I do not have the detailed information here. I will look into it. (*Interruptions*)

MR. DEPUTY SPEAKER: I will ask him to pass on this information to you.

Construction of Budget Hotels

*243. **SHRI VIJAY N. PATIL:** Will the

Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Government are studying the prospects of constructing 'Budget Hotels' to cater to the needs of domestic tourists;

(b) if so, the details of facilities which would be provided in 'Budget Hotels';

(c) the places selected for constructing these hotels;

(d) whether Government have asked big "Five Star" proprietors to go in for 'Budget Hotels'; and

(e) if so, their response and the action taken by them for the construction of such hotels?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL) (a) to (e): A statement is given below.

STATEMENT

(a) to (c). To cater to the needs of domestic tourists, the Department of Tourism is setting up Yatri Niwases in collaboration with the State Government. These units provide 60-bedded accommodation, including dormitories, and facilities for holding small conferences and cultural activities.

Besides, the Department has approved 245 hotel projects at different places in the country, from the point of view of their suitability for tourists. Of these, 79 hotels projects are planned for the 1 & 2 Star categories which on completion, can also cater to domestic tourists.

In order to encourage private sector to invest in the hotel industry, Government has already extended several incentives/con-

cession to the hotel industry. The major incentives recently announced for the tourism industry are the benefits of Section 80 HHC and 80 CC of the Income Tax Act. Additionally, for 1 to 3 Star hotels which are mainly used by middle-income and budget tourists, the rate of interest subsidy has been increased from 1% to 3% and the Financial Institutions Scheme of interest rebate linked to foreign exchange earnings extended to hotels.

(d) and (e). The need for building medium and low priced hotels is constantly emphasised by Government upon all hoteliers including big "Five Star" proprietors. Proposals have been received from some of the hotel chains for expansion by constructing medium priced hotels in the country.

SHRI VIJAY N. PATIL: The Minister has mentioned that the Department has approved 245 hotel projects at different places in the country, from the point of view of their suitability for tourists. Of these, 79 hotels projects are planned for 1 & 2 Star categories which on completion, can also cater to domestic tourists. What about the remaining projects? What is their stage of construction? Are they only in the planning process? Apart from this, these units provide 60-bedded accommodation, etc. There was a proposal for the construction of hotels on the road sides on the National Highways. What is happening to that?

SHRI SHIVRAJ V. PATIL: The hotels are being constructed by the individuals in the private sector; they are not constructed by the State Government or the Central Government; they are being constructed at different places; and the stage of these hotels will be known only after collecting information from the private persons who are constructing these hotels.

SHRI VIJAY N. PATIL: I would like to know the figures of the tourists, who are

taking advantage of the accommodation provided in these hotels which are already constructed. I would like to know the figures in the last one year. What is the increase over the last three years?

SHRI SHIVRAJ V. PATIL: The domestic tourists are moving from place to place in a very large number; about six crores of domestic tourists go from place to place, they go to places of pilgrimage and they go to different places. As to how many of them are staying in the Yatrik hotels or Yatrik Nivases, this information can be collected and given.

SHRI VIJAY N. PATIL: I want the percentage increase in the last three years.

SHRI SHIVRAJ V. PATIL: This information can be collected and given.

MR. DEPUTY SPEAKER: Shri Ram Pujan Patel. Absent.

Shrimati Jayanti Patnaik. Absent.

The question List is over. I will go through the list once again.

Shrimati Chintamani Jena Absent.

MR. DEPUTY-SPEAKER: Shri K.N. Pradhan. Absent.

Prof. P.J. Kurien. Absent.

SHRI UTTAM RATHOD: Sir, this question is very important. Last time also Mr. P.M. Sayeed tabled this starred question, but it could not be reached. I think you should allow an half-an-hour discussion on this.

MR. DEPUTY-SPEAKER: Which question are you referring to?

SHRI UTTAM RATHOD: The question about communal organisations, Qn. No.

231, about proposal to ban communal organisations. An half-an-hour discussion may be allowed. Twice this question had appeared in this session. But unfortunately it could not be answered.

SHRI SYED SHAHABUDDIN: Half an hour discussion may be allowed. (*Interruptions*)

SHRI V. SOBHANADREESWARA RAO: Please allow an half-an-hour discussion on technology missions also. (*Interruptions*)

MR. DEPUTY-SPEAKER: If the members are so particularly, I will ask the Minister to reply to this question, Qn. No. 231.

[*Translation*]

Ban on Communal Organisations

*231 SHRI K. N. PRADHAN:
PROF. P.J. KURIEN:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government propose to ban communal organisations; and

(b) if so, the outlines of the proposal and of the steps to implement it?

[*English*]

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SONTOSH MOHAN DEV): (a) and (b). A statement is given below.

STATEMENT

There is no proposal, at present, before, the Government to ban communal organisations in the country. So far no definition in regard to communal organisations has been

evolved. However, in the context of separating religion from politics, the Government is considering the matter in-depth from various angles. It would not be feasible at this stage to indicate any details thereof or the time-frame by which a final decision can be taken to introduce a Bill in Parliament.

SHRI UTTAM RATHOD: Since this question has been allowed, I would like to ask the Government one question. For forty years we have been blaming some or the other party saying that, the party is a communal party. We want to know the definition or meaning of a 'communal' party. The parties which are not called 'communal' they allow their members to go ahead with their personal laws and propagate their cause. I want to know, when the Government considers the definition of communal parties, will they take into consideration that aspect also?

SHRI SONTOSH MOHAN DEV: It is very difficult to identify or to name the communal organisations. Moreover the Fundamental Right to form associations will be violated. Our Constitution also ensure freedom of religious activities. However, if anything trends to disturb public order, morality, sovereignty and integrity of the country then Section 153 A and 153 B of the Indian Penal Code are available. The existing law is sufficient. Recently, the Religious Institutions (Prevention of Misuse) Bill was passed by Parliament which enables us to take action for misuse of religious places for communal and other purposes. In addition to that, the Government is discussing with various State Governments as well as political parties and Government have taken certain steps in the past. We are ready to take them in the future also. Even in the electoral reforms, certain clauses are there to ban political parties, not to have meetings in small temples, or churches. We are at it and we are trying to find out the communal organisation. It is very difficult to identify them, because we cannot do anything which violates the Constitution.

(Interruptions)

[*Translation*]

SHRI RAM NAGINA MISHRA: Mr. Deputy Speaker, Sir, I want to know from the hon. Minister through you that since long we have been hearing that there will be a ban on communal parties. But whether the hon. Minister himself does not know it as to which of the parties are communal? There are such parties which issue orders from their religious places for the Chief Minister to call him to clean the shoes as a part of punishment given to him by the temple authorities and the Chief Minister goes to abide by such orders. Some other parties make announcements from the mosques to create a communal frenzy. Some parties like D.S.4. give communal slogans in the name of caste. The names of these religious parties are known to everybody. Whether the hon. Minister is not seized of it? I would like to know from the Hon. Minister whether these religious parties such as Muslim league, Akali Dal, D.S.S.S.S. and Bharatiya Janata Party will be banned?..... (*Interruptions*)

[*English*]

MR. DEPUTY SPEAKER: Question Hour is over.

WRITTEN ANSWERS TO QUESTIONS

[*English*]

Development of Tourism with IFCI Assistance

* 227. SHRI CHINTAMANI JENA : Will the Minister of CIVIL AVIATION and TOURISM be pleased to state :

(a) whether the Industrial Finance Corporation of India (IFCI) has decided to promote a new subsidiary for the development

of tourism and its related activities in the country;

(b) if so, the details thereof;

(c) whether the India Tourism Development Corporation has sent any proposals to IFCI to finance the setting up of new projects or for the development of certain projects in the country to boost tourism related activities; and

(d) if so, the details thereof and the action, if any, taken by the IFCI so far?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL): (a) and (b). The Industrial Finance Corporation of India (IFCI) is considering a proposal to set up a subsidiary for providing financial assistance to tourism-related activities in the country.

(c) No, Sir.

(d). Does not arise.

Data Generation and Standardisation of Ayurvedic Drugs

*232. DR. A.K. PATEL : Will the PRIME MINISTER be pleased to state:

(a) the names of the ayurvedic drugs about which the CSIR proposes to generate data and standardise the manufacturing ; and

(b) the names of those indigenous herbal drugs about which generation of data and standardisation of manufacturing has already been done by the CSIR?

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND MINISTER OF STATE IN THE DEPARTMENTS OF OCEAN DEVELOP-

MENT, ATOMIC ENERGY, ELECTRONICS AND SPACE (SHRI K.R. NARAYANAN) : (a) The names of Ayurvedic plants/drugs on which Council of Scientific and Industrial Research (CSIR) proposes to generate data are *Spilanthus acmella*, *Acorus calamus*, *Embelia ribes*, *Aconitum heterophyllum*, *Ichnocarpus fruitiscences*, *Picrohiza Kurroa*, *Tylophora indica*, *Brahim Jat*, *Keetmari*, *Yawani* and *Dona* and different *Artemisia species*.

(b) Generation of data and standardization of manufacturing has been completed for a few compounds. Formulations for *Drakshasava* and *Ashokarishtha*, *Sallai guggul* (*Boswellia serrata*), *Pipli* (*Piper longum*) and *Adusa* (*adhatoda vasaka*) have also been completed. Data has also been generated and botanical standardisation done for 92 single drugs. Notable ones are *Jivanti*, *Nagkesara*, *Palash*, *Plaksha*, *Punnag*, *Sapan* etc. CSIR has also developed and standardised successfully a cervical dilator (isaptent) from isapgol seed husk for dilation of cervix prior to medical termination of pregnancy and a lipid lowering agent from guggul resin.

Electronics Industry

233. SHRI S.B.SIDNAL:
SHRI G.S. BASAVARAJU :

Will the PRIME MINISTER be pleased to state:

(a) whether it is a fact that the Electronics Industry has not performed commendably notwithstanding India's early entry into the field:

(b) if so, what are the reasons for the failure; and

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

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND MINISTER OF STATE IN THE DEPARTMENTS OF OCEAN DEVELOPMENT ATOMIC ENERGY, ELECTRONICS, AND SPACE (SHRI K.R. NARAYANAN) : (a) No, Sir. Electronics Industry has been showing satisfactory performance.

(b) and (c). Do not arise.

Pollution in Space

*234. SHRI M.V. CHANDRASEKHARA MURTHY:
SHRI V. SREENIVASA PRASAD :

Will the PRIME MINISTER be pleased to state:

(a) whether the attention of Government has been drawn to the newsitem captioned "Pollution in space hampers vision" appearing in the Indian Express dated 17 October, 1988;

(b) whether according to the International Astronomical Union, the astronomers had been facing this form of pollution for the last few years; and

(c) the reaction of Government in this regard and further steps proposed in this regard?

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

(b) It has been reported that occasionally, due to radio interference, space debris and, in some cases, even outdoor lighting,

the ground-based and even space-based observations of astronomy-scientists tend to get distorted. This finding was also presented in a paper during the International Astronautical Federation Congress held in Bangalore during October 8-15, 1988.

(c) For the purpose of radio astronomy, specific frequency bands are reserved. It is also ensured that these frequencies are not used for any other purpose.

Six-Day Week In Government Offices

*235. SHRI V. KRISHNA RAO : Will the PRIME MINISTER be pleased to state:

(a) whether there is a proposal to go back to the old system of six working days in a week in the Union Government offices;

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

(c) the reaction of Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI P. CHIDAMBARAM) : (a) to (c). The 5-day-week system was introduced in the civil administrative offices since June, 1985 in consultation with the staff representatives under the JCM Scheme. The system has generally been well accepted and there is no proposal to revert to the six day week.

Co-Operation between India and USSR in Tourism and Civil Aviation

*238. SHRI SHANTILAL PATEL : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether India and the Soviet Union have agreed to cooperate in tourism and civil

aviation;

(b) if so, the details of the agreement entered into with the USSR; and

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

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL): (a) Yes, Sir.

(b) The salient features of the Tourism Agreement are the facilitation of mutual increase of tourists by publicity measures by both Government and commercial firms, expeditious issue of visas, provision of necessary currency to travel and engage in technical cooperation in the tourism field including training of personnel.

Public Sector hotel companies and Private Sector Companies have entered into proposals to cooperate in the field of tourism. Till date two proposals for setting up of joint venture restaurants in USSR have been approved by the Government of India. The Delhi joint venture restaurant in functioning is Moscow since July, 1987 and the Indian partner for this venture is a public Sector Undertaking. The second joint venture restaurant at Odessa is being set up by a private hotel chain. Two other Indian companies are constructing 3 hotels on a turn key basis in Tashkent, Samarkand and Bukhara.

So far the Ministry of Civil Aviation have signed three Protocols with the USSR on the question of leasing and purchase of aircraft and airport equipment. Air India has already leased IL-62 M and IL-76 aircraft. Indian Airlines has evinced interest in leasing IL-86 aircraft and TU-514. Vayudoot is also interested in the purchase of YAK-42 and AN-28. The National Airport Authority are interested in purchase of Non Directional Beacon (NDB) Very High Frequency (VHF), Receiv

ers and transmitters, Very High Frequency Direction Finder (VHF-DF) and Air Route Surveillance Radars (ARSR).

(c) The provisions laid down in the Agreements are already under implementation.

Linking of All Defence Offices with One Telephone Exchange

*239. SHRI KAMLA PRASAD SINGH : Will the Minister of DEFENCE be pleased to state:

(a) whether Government's attention has been drawn to a newsitem appearing in the 'Hindustan Times' of 21 October, 1988 regarding Government's directive to reduce the number of telephones; and

(b) if so, the steps taken to link all defence offices with one telephone exchange in Delhi to bring about the desired economy in the expenditure on telephone calls?

THE MINISTER OF DEFENCE (SHRI K.C. PANT) : (a) Yes, Sir. These instructions were issued by Ministry of Finance in March, 1988.

(b) To link all Defence offices in Delhi with one telephone exchange is not technically feasible or economically viable. However, PAX, PBX and PABX exchanges have been installed wherever possible to economise on the expenditure on telephone calls.

Loss to Pawan Hans Ltd. on maintenance of Westland Helicopters

*242. SHRI C. JANGA REDDY : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) the total loss incurred by Pawan

Hans Ltd. upto 30 September, 1988 including those on operation, maintenance, capital investment and all other recurring, casual and incidental items; and

(b) how does it compare with the findings about economic feasibility/viability during the "Financial Evaluation" of the Westland Helicopters before their acquisition was approved?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL) : (a) and (b). Even though there has been a net cash accrual, the Pawan Hans Limited has incurred an estimated cumulative book loss of Rs. 17.68 crores upto 30.9.88. During this period the loss on account of operations of Westland as well as the Dauphin helicopters has been higher than that projected at the time of project approval.

Crime Against Children

*244. SHRI RAM PUJAN PATEL: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the number of cases relating to crime against children and murders in Delhi during January to October, 1988 and the corresponding period in 1987;

(b) the number of cases reported during the last three months and the number of cases out of them in which information about crime committed was delivered by post to higher police authorities and also to the CBI offices;

(c) the number of persons arrested in such cases;

(d) whether postal intimations are ignored by the police and if so, the reasons therefor; and

(e) whether this source of information is proposed to be turned into account in future?

is given below.

(b) No, Sir.

THE MINISTER OF HOME AFFAIRS (SHRIBUTA SINGH) : (a) to (c). A statement

(c) Question does not arise in view of above.

STATEMENT

	Crime against Children		Persons arrested	
	Cases	reported	Murder cases	Other than murder cases
	Murder Cases	Other than murder cases		
January, 1988 to October, 1988.	22	501	23	316
January, 1987 to October, 1987.	15	533	17	298
August, 1988 to* October, 1988.	10	147	12	83

* No information was received by higher police authorities and the CBI by post.

Tourism as a Leading Industry

Yes, Sir.

*245. SHRIMATI JAYANTI PATNAIK : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Government have a proposal to make tourism a leading industry in the country;

(b) if so, the details of plan and programmes drawn up therefor;

(c) the steps taken to implement them; and

(d) the measures adopted to attract more tourists from abroad?

(b) and (c). With a view to making tourism a leading industry, the Central Government and a number of State Government are giving incentives/concessions to the tourism related projects. The following incentives/concessions are generally being given by the States which have declared tourism as an industry:

i) Subsidy for preparation of Feasibility/Project Report.

ii) Incentives for training of local manpower.

iii) Power subsidy and subsidy on generating sets.

iv) Allotment of land on concessional rates.

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL) : (a)

- v) Electricity and water supply at concessional rates.
- vi) Concession on Octroi Duty, etc.
- vii) The State Governments also assist in ensuring regular supply of building material on priority basis.

The following concessions have been granted by the Central Government:-

- i) Tax Holiday under Section 80-1 which was available to new hotels only upto 31.3.1985 has been extended upto 31.3.1990.
- ii) The hotels have been exempted from MRTP Act.
- iii) Customs duty on a number of items has been reduced to the level as applicable to project imports provided that goods imported are required for initial setting up of a hotel or for substantial expansion of a hotel.
- iv) Certain incentives/concessions granted in 1985 budget to private limited companies will also be beneficial to hotels and travel agencies which are mostly incorporated as Private Limited Companies.
- v) Hotels qualify for Investment by non-resident Indians in equity capital subject to conditions laid down by RBI.
- vi) Concessional duty on import of equipment and accessories meant for skiing, mountaineering and water sports.
- vii) The benefit of Section 80 HHC,

hitherto available for merchandise exports has been extended to hotels and tour operators with the modification that 50% of the income attributable to the foreign exchange earnings of hotels, etc. will be allowed as a deduction straightaway while for the remaining 50% the benefit of tax exemption will be available to the extent that income is taken to a reserve for reinvestment in tourism industry.

- viii) The benefit of deduction in respect of investment in new equity available to certain manufacturing industries has been extended to hotel industry and other specified tourism related activities.

(d) The Central Department of Tourism has drawn up a number of schemes to attract more tourists to the country. These include strengthening of tourism infrastructure, production of publicity material and electronic and print media campaigns.

Indo-US Collaboration in Electronics

2208. SHRI PIYUS TIRAKY : Will the PRIME MINISTER be pleased to state:

(a) the details of Indo-US collaborations in the field of electronics, computers and software in the last three years ;

(b) the steps taken to increase Indo-US trade in computers and software; and

(c) the details of the incentives being given or proposed to be given to such export units?

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND MINISTER OF STATE IN THE

DEPARTMENTS OF OCEAN DEVELOPMENT, ATOMIC ENERGY, ELECTRONICS AND SPACE (SHRI K.R. NARAYANAN) : (a) A number of Indian parties have entered into foreign collaboration with US firms for various items in the field of Electronics, Computer and Software viz. Electronic Clocks, uninterruptable power supply systems, floppy diskettes, pay telephones, video magnetic tapes, electronic guns, printed circuit boards, glass shells for Colour TV, power capacitors, micro-ovens, quats, analog watches, mini computer, PC Systems, Main frame computer systems, Multi-users computers, line printers, computer softwares, software for chip design, software engineering etc.

(b) Following steps have been taken to increase Indo-US trade in the area of computer software:

1. Government has decided to set up Software Technology Parks for software export using satellite links. It is proposed to set up three Technology Parks one each at Bhubaneswar, Pune and Bangalore during the first phase. Such centres would cater to the requirements of software development units for 100 per cent export.
2. Memorandum of Agreement between the Department of Electronics and the Office of the International Trade and Investment (OITI) of the Commonwealth of Massachusetts for a Strategic Planning Study for an Indo-American Software Trade Network between Pune and Boston, has been signed. This study will work out the plan of action to establish software export to US market.
3. The Department of Electronics have launched extensive software export promotion campaign. Under this programme software seminars/ conferences were held in 6 cities of USA in

November '87 Department of Electronics has also participated in COMDEX FALL'88 international computer show of USA at Las Vegas. As a follow up of the software conferences, Department of Electronics and Consulate General of India, San Francisco are conducting Software India Conferences 1988. One each at West Coast and East Coast of USA during November 1988.

(c) Electronics Trade & Technology Development Corporation (ET&T) has launched a new project called ESSO (Electronics Sales Support Organisation) for providing warehousing facility and Catalogue Sales in the US market.

In addition a number of incentives have been extended to the Indian Electronics Industry for promoting electronics exports which include 5 year tax holiday to 100% Export Oriented Units (EOUs) and units under Export Processing Zone (EPZ), extension of Cash Compensatory Support to units in EOU/EPZ and enhancement of the rate of import Replenishment Licences.

Foreign collaboration and/or foreign investment in software development activity for exports and/or domestic markets will be permitted as per provisions of Foreign Exchange Regulation Act.

Allocation of Funds to Eastern Region

2209. SHRI SANAT KUMAR MANDAL : Will the Minister of PLANNING be pleased to go state:

(a) whether meagre allocation of funds to the Eastern region has resulted in increasing disparities in this region;

(b) if so, the details thereof; and

(c) the steps contemplated in this re-

gard?

THE MINISTER OF PLANNING AND MINISTER OF PROGRAMME IMPLEMENTATION (SHRI MADHAVSINH SOLANKI) : (a) to (c). Plan outlays for the 4 States of the Eastern Region, namely Bihar, Orissa, West Bengal and Sikkim have been registering appreciable increases from year to year during the Seventh Plan. The percentage increases in their case compares favourably with the All-States average. As such, the outlays under the plans of the States cannot be considered meagre.

Technology Data Bank

2210. SHRI H.B. PATIL: Will the PRIME MINISTER be pleased to state:

(a) whether sophisticated technology data bank is being set up to provide information to both public and private sectors about the latest technological development in the world over; and

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

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND MINISTER OF STATE IN THE DEPARTMENTS OF OCEAN DEVELOPMENT, ATOMIC ENERGY, ELECTRONICS AND SPACE (SHRI K.R. NARAYANAN) : (a) and (b). A Technology Information Forecasting and Assessment Council (TIFAC) has been set up as an autonomous body under the Department of Science and Technology. The TIFAC plans to promote strengthening and standardising of various technology-related data bases and data banks existing with various agencies and departments in the country. It will also promote establishment of new technology-related data bases in areas where none exists.

These data bases will have national

access and provide information services to public and private sector industries, R&D establishments, Government offices, etc. It is planned to provide suitable international linkages so that Indian users will have the information on the contemporary world status of technologies.

Market Development Fund for Tourism

2211. SHRI JAGANNATH PATNAIK : Will the Minister of CIVIL AVIATION and TOURISM be pleased to state:

(a) whether it is a fact that Union Government have approved in principle the establishment of Market Development Fund to facilitate hotel and travel agencies to set up tourism infrastructure in the country; and

(b) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL) : (a) and (b). The Department of Tourism have launched a scheme to provide Assistance for Development of International Tourism (ADIT) on the pattern of the scheme of Market Development Fund. Under the scheme, a part of the expenditure on certain activities which are essentially promotional in nature and are likely to result in greater flow of foreign tourists to India, will be reimbursed by the Department.

Vayudoot Service between Calcutta and Balurghat

2212. SHRI PALAS BARMAN : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Government are considering to re-introduce Vayudoot service between Calcutta and Balurghat via Malda;

(b) if so, from which data it will be put into operation; and

(c) whether the tri-weekly service will be converted into a daily service?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL) : (a) to (c). The Vayudoot is at present faced with an acute shortage of aircraft capacity. The services may be resumed on acquisition of additional capacity and availability of suitable ground infrastructure.

[*Translation*]

Hiring of Cars by Delhi Police for V.I.Ps Security

2213. SHRI VILAS MUTTEMWAR : Will the Minister of HOME AFFAIRS be pleased to refer to the reply given on 4 May, 1988 to Unstarred Question No. 9577 regarding hiring of cars for escort duties with V.I.Ps and state:

(a) the average number of cars hired by the Security Department of Delhi Police during 1988-89 for the security of V.I.Ps and the total amount incurred thereon so far; and

(b) the reasons for not purchasing own cars by Delhi Police for the security department?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SONTOSH MOHAN DEV) : (a) On an average 50 to 60 cars are hired everyday. An amount of Rs. 28,95,023/- was incurred from 1.4.1988 to 31.10.1988.

(b) Sanction for purchase of 40 cars by

Delhi Police for VVIP escort duties has recently been issued.

[*English*]

Annual Project Management Audit of Major Projects

2214. DR. B.L. SHAILESH : Will the Minister of PROGRAMME IMPLEMENTATION be pleased to state:

(a) whether his Ministry has suggested annual project management audit of all major and problem projects by professional experts to detect time-slippages and lapses;

(b) if so, whether his Ministry has proposed to make necessary institutional arrangement for this purpose; and

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

THE MINISTER OF PLANNING AND MINISTER OF PROGRAMME IMPLEMENTATION (SHRI MADHAVSINH SOLANKI) : (a) Yes, Sir.

(b) and (c). The proposal to streamline the system of project implementation by institutionalising the system of project management audit of problem projects etc. is under examination at various levels of Government.

[*Translation*]

Resentment Amongst Union Territory Cadre Police Officials

2215. SHRIMATI MANORAMA SINGH : Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government attention has been drawn to the news-item captioned

'Sangh Shasit Cadre ke Police Adhikariyon me rosh' appearing in 'Hindustan' dated 19th September, 1988;

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

(c) whether it is necessary to post the grade 'C' police officials of Union Territory cadre in inaccessible areas for atleast three years; and

(d) the number of such police officers who are posted in Delhi for the last ten years and the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI P. CHIDAMBARAM) : (a) Yes, Sir.

(b) to (d). The apprehensions expressed in the news-item are not correct. Since a large number of posts in the Union Territories cadre of Indian Police Service are located at Delhi and there are very few posts in Category 'C' areas, it is not necessary to post every cadre officer to category 'c' areas. Moreover some of the officers themselves prefer to serve at Stations other than Delhi. Even the officers who are posted to Category 'C' areas are, as far as possible, given a posting to a station of their choice after spending 2-3 years in such areas. While deciding the transfers of officers out of Delhi, the factors like their length of stay at Delhi, earlier postings done by them out of Delhi, unsuitability of an officer to serve in a particular area on medical grounds and desirability to give a posting, as far as possible, at the same Station to serving couples, are kept in view. There are 17 officers of Union Territories Cadre who are at Delhi continuously for more than 10 years. A few are on permanent secondment to Central Government and are not likely to revert to the Cadre. Some others

have served out of Delhi for longer duration than their colleagues. One officer who was appointed to service by promotion from DANI Police Service on 22.07.1987 has been retained in Delhi till completion of deputation of his wife, who is an officer of Punjab Government, at Delhi.

The transfer of three officers has been stayed for some time on the recommendation of Delhi Administration that their retention in Delhi Police for some more time is essential in Public Interest.

[English]

Development of Sky-Wave Radars

2216. SHRI DHARAM PAL SINGH MALIK : Will the Minister of DEFENCE be pleased to state:

(a) the countries who are known to have developed OTH-B (over the horizon backscatter) or Skywave radars; and

(b) whether India has the capability to design and develop these radars?

THE MINISTER OF STATE IN THE DEPARTMENT OF DEFENCE PRODUCTION AND SUPPLIES IN THE MINISTRY OF DEFENCE (SHRI CHINTAMANI PANIGRAHI) : (a) USA, USSR and Australia.

(b) Yes, Sir. the basic capability exists. However, the development programmes are decided taking into consideration the requirement, resources and the priorities.

Air Service to and from Goa

2217. SHRI SHANTARAM NAIK : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) the details of the air-services operated by Indian Airlines, Air India and

Vayudoot to and from Goa;

(b) the passenger traffic handled by each of the air services;

(c) whether there is any demand for additional services on any of the routes of the above Airlines; and

(d). if so, the reaction of Government thereto?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL) : (a) A statement indicating the details is given below.

(b) The passenger traffic recently handle by each of the airlines to/from Goa was as follows:-

Indian Airlines ...
Air India
Vayudoot

No. of passen-
gers handled
1,66,849
16,788
3,600
(Approx)

(c) Yes, Sir.

(d) Effective 1st December, 1988, Indian Airlines has plans to introduce additional Airbus service between Bombay-Goa to meet the seasonal demand.

Air India has plans to operate a direct flight between Abu Dhabi and Goa, as requested by the public, due to inadequate traffic potential between these two points.

Requests have been received by Vayudoot from time to time for increasing the frequency of some of the services. However, due to paucity of aircraft capacity it is not possible to meet the demand

STATEMENT

Details of air services operated by Indian Airlines, Air India and Vayudoot to and from Goa

Flight No. and aircraft	Sector	Frequency
1	2	3

A. INDIAN AIRLINES :

1. IC-163/164 (Airbus)	Bombay/Goa/Bombay	Daily
2. IC-169/170 (B-737)	Bombay/Goa/Bombay	Three times a week
3. IC-467 (B-737)	Delhi/Goa/Cochin Trivandrum	Daily
4. IC-468 (B-737)	Trivandrum/Cochin/ Goa/Delhi	Daily
5. IC-523/524 (HS-748)	Bangalore/Goa/ Bangalore	Four times a week

1	2	3
B. AIR INDIA		
1. AI-830 (A-310)	Kuwait/Bombay/Goa	Monday
2. AI-831 (A-310)	Goa/Bombay/Kuwait	Monday
3. AI-803 (A-310)	Goa/Bombay/Kuwait	Tuesday
4. AI-827 (A-310)	Goa/Bombay/Kuwait	Thursday
C. VAYUDOOT		
1. PF-617/618 (Dornier-228)	Hyderabad/Goa/ Hyderabad	Three times a week
2. PF-315/316 (Dornier-228)	Bombay/Pune/Goa Pune/Bombay	Three times a week
3. PF-617A/618 A (Dornier-228)	Hyderabad/Goa/Pune Goa/Hyderabad	Once a week

Allocation for Tribal Hostels in Kerala

2218. SHRI MULLAPPALLY RAMACHANDRAN : Will the Minister of WELFARE be pleased to state:

(a) the total allocation during 1987 and 1988 for the setting up of hostels for tribals in the country State-wise;

(b) the allocation to the State of Kerala for this purpose; and

(c) whether reports of the utilisation of these funds have been received by the Gov-

ernment and if so, the details thereof;

THE DEPUTY MINISTER IN THE MINISTRY OF WELFARE (SHRIMATI SUMATI ORAON) : (a) The grants released to the State Governments under the Centrally Sponsored Scheme of Scheduled Tribe Girls' Hostel during 1986-87 and 1987-88 are given in the Statement below.

(b) During the years 1986-87 and 1987-88, grants of Rs. 3.59 lakhs and Rs. 8.16 lakhs respectively were released to the State of Kerala.

(c) Out of 380 seats for which grants have been given to the Government of Kerala from 1981-82 onwards, State Govern-

ment had reported completion of construction for 210 seats.

STATEMENT

Statement Showing the Grants Released during the years 1986-87 and 1987-88 under the Scheme of Girls Hostels for Scheduled Tribes

(Rs. in lakhs)

<i>State /U.T</i>	<i>1986-87</i>	<i>1987-88</i>
<i>1</i>	<i>2</i>	<i>3</i>
Andhra Pradesh	30.00	48.06
Arunachal Pradesh	10.00	15.55
Assam	8.50	8.50
Bihar	17.59	—
Gujarat	4.00	—
Himachal Pradesh	2.36	—
Karnataka	—	—
Kerala	3.59	8.16
Madhya Pradesh	29.31	23.06
Maharashtra	2.00	—
Manipur	—	—
Meghalaya	4.28	—
Nagaland	2.00	—
Orissa	4.00	26.50
Rajasthan	24.34	7.13
Sikkim	—	4.28

1	2	3
Tamil Nadu	—	—
Tripura	—	5.53
Uttar Pradesh	—	—
West Bengal	4.73	—
Dadra & Nagar Haveli	—	—
Lakshadweep	—	—
Total :	146.70	146.77

Electronics Units Proposed by BEL in Punjab

2219. SHRI KAMAL CHAUDHRY : Will the Minister of DEFENCE be pleased to state the details of electronic units established or proposed to be established in Punjab by the end of Seventh Five Year Plan by the Bharat Electronics Ltd.?

THE MINISTER OF STATE IN THE DEPARTMENT OF DEFENCE PRODUCTION AND SUPPLIES IN THE MINISTRY OF DEFENCE (SHRI CHINTAMANI PANIGRAHI) : (a) BEL does not have any proposal to establish electronic units in Punjab within the Seventh Five Year Plan period.

Appointment of Consultants to suggest Means and Ways for the purchase of Airbus

2220. SHRI MOHD. MAHFOOZ ALI KHAN :
SHRI R.M. BHOYE :

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether the Indian Airlines has decided to appoint foreign consultants to

suggest ways and means to finance the purchase of 19 aircraft to be received by 1990, when enough expertise is available within the country to chalk out the package;

(b) if so, the reasons therefor; and

(c) the estimated expenditure likely to be incurred on account of consultancy fee to the foreign consultant?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL) : (a) to (c). The financing of the foreign exchange cost for acquisition of aircraft will be decided by Indian Airlines in consultation with Ministry of Finance. Multiple options are available in the International Financing Market for loan and lease finance. The question of whether the services of foreign consultancy firm are required or not has not been decided.

Nuclear Medicines

2221. SHRI M. RAGHUMA REDDY :
SHRI MANIK REDDY :
SHRI PRAKASH CHANDRA:
SHRI C. MADHAV REDDY :

Will the PRIME MINISTER be pleased

to state:

(a) whether the attention of Government has been drawn to the press report appearing in the 'Patriot' dated 18 October, 1988 wherein it has been stated that India is lagging far behind in Nuclear Medicines as compared to China and USSR who have developed this speciality much faster and in a large scale than India;

(b) if so, the facts in this regard;

(c) whether any steps have been taken by Government to improve the situation; and

(d) if so, the details thereof?

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

(b) In India about 330 medical institutions and hospitals use radioisotopes in nuclear medicine applications including radioimmunoassay. However, these medical institutions and hospitals are mostly located in major cities and more widespread use of nuclear procedures (particularly in regions of the country not covered so far) has not been possible because of financial constraints faced by hospitals/medical institutions in procurement of nuclear medicine equipment.

(c) and (d). There are proposals for expanding the nuclear medicine and facilities. However, it will be necessary to make an overall assessment of the health needs of the population of the country before a decision is taken on the extent of such expansion.

sion.

[*Translation*]

Repair of Roads in Border Areas of Rajasthan

2222. SHRI VIRDHI CHANDER JAIN : Will the Minister of DEFENCE be pleased to state:

(a) the achievements made by Border Roads Organisation in the field of construction of roads in 1987-88;

(b) whether Government made meagre provision in 1987-88 for repair of roads as a result of which road traffic on important routes remained suspended for more than two months in the border areas of Rajasthan and it is still suspended on some routes;

(c) if so, the reasons therefor; and

(d) the provision made in 1988-89 for repair of roads in Rajasthan border areas?

THE MINISTER OF STATE IN THE DEPARTMENT OF DEFENCE PRODUCTION AND SUPPLIES IN THE MINISTRY OF DEFENCE (SHRI CHINTAMANI PANIGRAHI) : (a) During 87-88, B.R.O. has constructed/upgraded 684 kms and surfaced 858 kms of roads.

(b) No, Sir.

(c) Does not arise.

(d) Rs. 467.30 lakhs.

[*English*]

Taking over of Keltron, Kerala by Government

2223. SHRI MULLAPPALLY RAMA-

CHANDRAN : Will the PRIME MINISTER be pleased to state:

(a) whether the Union Government propose to take over any of the units of Keltron; and

(b) if so, the facts thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND MINISTER OF STATE IN THE DEPARTMENT OF OCEAN DEVELOPMENT, ATOMIC ENERGY, ELECTRONICS AND SPACE (SHRI K.R. NARAYANAN): (a) and (b). Government of India, Department of Electronics has given financial assistance to Keltron Power Devices Limited and Keltron Rectifiers limited. No decision has been made to take over.

Post Graduate Science Students going Abroad for Higher Studies

2224. SHRI E. AYYAPU REDDY : Will the PRIME MINISTER be pleased to state the number of Post-Graduate Science students who left India in the years 1986, 87 and 1988 for higher studies to foreign countries and also obtained Visas for other purposes and have settled down in foreign countries?

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND MINISTER OF STATE IN THE DEPARTMENTS OF OCEAN DEVELOPMENT, ATOMIC ENERGY, ELECTRONICS AND SPACE (SHRI K.R. NARAYANAN) : (a) It has not been possible to maintain a list of post-graduate students going to foreign countries for higher studies, training etc.

[*Translation*]

Suggestion from Block District Officers on Eight Five Year Plan

2225. DR. CHANDRA SHEKHAR TRIPATHI : Will the Minister of PLANNING be pleased to state:

(a) whether Government propose to formulate the Eight-Five Year Plan on the basis of suggestions to be received from the officers at block and district level;

(b) if so, whether Government have sent any intimation to them so far in this regard; and

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

THE MINISTER OF PLANNING AND MINISTER OF PROGRAMME IMPLEMENTATION (SHRI MADHAVSINH SOLANKI) : (a) to (c). States have been urged to have district level plans prepared and to draw upto these Plans when formulating the State Plans. It is expected that this process will involve consultations at district level and below. For the preparation of District level Plans, basic instructions and guidelines are contained in the report of the Working Group (set up by the Planning Commission in 1982) on District Planning. It covers such items as illustrative list of district sector schemes, data/information need for Planning, Planning methodology including how to prepare district profile, integrate planning requirements of State, district and lower levels and guide points for project formulation etc.

[*English*]

Vacancies of Stenographers Carried Forward to Subsequent Years

2226. SHRI MEWA SINGH GILL: Will the Minister of DEFENCE be pleased to state:

(a) whether vacancies falling in the quotas of direct recruitment of Grade C and Ltd. Department Competitive Examination to Grade B are/were carried forward to subsequent years, despite non-existence of any provision in the relevant rules;

(b) if so, the total number of such vacancies that arose and carried forward to subsequent years in the last three years;

(c) whether a decision was taken in 1986 to stop carry forward such vacancies in these grades;

(d) if so, the date of such decision and the follow-up action taken for its implementation; and

(e) the number of departmental promotees in each grade to be benefited by this decision and the action proposed to provide relief to the affected employees?

THE MINISTER OF STATE IN THE DEPARTMENT OF DEFENCE PRODUCTION AND SUPPLIES IN THE MINISTRY OF DEFENCE (SHRI CHINTAMANI PANIGRAHI): (a) Unfilled vacancies in the quotas for direct recruitment of Grade C, and Limited Departmental Competitive Examination for promotion to Grade B, of the Armed Forces Headquarters Stenogra-

phers Service are carried forward to subsequent years in the absence of any provision in the rules for the lapsing of such unfilled vacancies belonging to these quotas.

(b) The details for the last three years are given below in the Statement.

(c) and (d). A decision was taken in the meeting of the Office Council (JCM) of the Armed Forces Headquarters and Inter Service Organisations, held on 24-12-86, to the effect that provision would be made in the recruitment rules that such vacancies, if not filled for two years, will not be carried forward, but would be filled by promotion. The finalisation of these proposals is kept pending for the re-organisation of the Central Secretariat Stenographers Service.

(c) The number of department promotees in the relevant grade who would benefit from the proposed amendment to the rules, which would be prospective, cannot be estimated at this stage.

STATEMENT

Year of Examination	Grade 'B' (Posts filled through limited Departmental Competitive Examination)		Grade 'C' (posts filled through Direct Recruitment)			
	No. of vacancies released (including carried forward)	No. of vacancies filled up	Vacancies carried forward to the next year	No. of vacancies released (including carried forward)	No. of Vacancies filled up	Vacancies Carried forward to the next year
1985	16	07	09	76	50	26
1986	23	02	21	70	52	18
1987	30	05	25	27	22	05

Cleaning of Airport Vicinities

2227. SHRI K. PRADHANI: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) the details of the work done by the International Airports Authority of India and National Airports Authority to clean up the airport vicinities during the years 1987 and 1988 to prevent bird-hit accidents to the aircrafts; and

(b) the steps proposed to be taken to improve the position?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL): (a) and (b). The cleaning up of area around airports is primarily done by the civic bodies/ Municipal Corporations and/or local civil administrations. However, officials of the International Airports Authority of India, National Airports Authority and the Directorate General of Civil Aviation also participate in this effort. Various bird eradication programmes are being carried out by National Airports Authority/International Airports Authority like proper disposal of garbage, ensuring the shifting of poultry and dairy farms from the vicinity of the airports and checking of clandestine slaughter/disposal of dead animals, purchase of jeep for mobile patrolling, setting up of modern slaughter house, cutting of grass and spraying of insecticides etc.

[*Translation*]

Replacement of Boeing 737 Aircrafts

2228. SHRI SANTOSH KUMAR SINGH: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the engineers had recommended in 1985 to replace Boeing 737 aircraft belonging to Indian Airlines by new ones because of their non-airworthiness;

(b) if so, the details thereof; and

(c) the steps taken in the matter?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL): (a) No, Sir.

(b) and (c). Do not arise.

[*English*]

Vigilance Cases in Delhi Police

2229. SHRI BALASAHEB VIKHE PATIL: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the number of enquiries conducted by the Vigilance Department of the Delhi Police during the period from October, 1986 to September, 1988;

(b) the break-up of these cases according to gazetted and non-gazetted categories; and

(c) the number of cases in each category where action was taken against the concerned officers on the basis of the enquiry findings and the number of cases in which no action was taken?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI P. CHIDAMBARAM): (a) to (c).

<i>Total No. of Enquiries by Vig. Deptt.</i>	<i>Cases involving Gazetted officers</i>	<i>Cases involving Non-Gazetted Officials</i>	<i>Action taken</i>		<i>No action taken</i>
			<i>Gazetted</i>	<i>Non-Gazetted</i>	
1058	15	1043	—	259	722

Police Harassment to Travellers at Airports

2230. SHRI K.S. RAO: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Government are aware of the instances of police harassment to Indian as well as foreign travellers at airports at the hands of police personnel who in the guise of performing their duty of search extort money and other belongings; and

(b) if so, the steps being taken to protect the travelling passengers against such harassment?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL): (a) No case of extortion of money and other belongings has been reported in 1988.

(b) Pre-embarkation security checks done by airport security staff at international and domestic airports in India are performed in the presence of a supervisory officer of the police.

Foreign Missionaries

2231. SHRI ANANTA PRASAD SETHI:
SHRI PARASRAM BHARDWAJ:

Will the Minister of HOME AFFAIRS be

pleased to state:

(a) whether some foreign Christian Missionaries in India are staying beyond their prescribed visa period; and

(b) if so, the number and names of such foreign Missionaries?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI P. CHIDAMBARAM): (a) and (b). As an when any foreign national is found over-staying in the country beyond the validity of his visa period, action is taken against him under the appropriate provisions of the Foreigners Act, 1946 and the rules made thereunder by the State Governments who have been delegated such powers, and/or by the Central Government.

[*Translation*]

Tourist Spots in Madhya Pradesh

2232. SHRI KAMMODILAL JATAV: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) the names of the places in Madhya Pradesh declared as tourist spots during the last three years;

(b) whether Kakanmath, Sanidev, Padawali in district Moraina have also been

included in the aforesaid tourist places; and

(c) if not whether Government propose to declare these places as tourist spots and if so, when?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL): (a) to (c). Identification of tourist centres for the development of tourism infrastructure and declaring them as tourist spots are the responsibilities of the State Governments. The Central Department of Tourism provides financial assistances to States for development of infrastructure at the selected centres on the basis of specific proposals received from the State Governments. The Department has not received any proposal from the Government of Madhya Pradesh for central financial assistance for creation of tourism infrastructure at Kakanmath, Sanidev and Padawali.

[English]

Issue of I.A. Ticket against Dollars to Foreign Tourists

2233. SHRI SATYENDRA NARAYAN SINHA:
SHRI ANANTA PRASAD SETHI:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether tour operators and travel agents have expressed concern at the Government's order that tourists from abroad must buy their air tickets in dollars only;

(b) if so, Government's reaction thereto; and

(c) whether there is any apprehension that this would affect tourism?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL): (a) Yes Sir.

(a) and (c). US Dollars fares of Indian Airlines are applicable in the case of domestic travel by foreign tourists. However, some travel agencies were found to be issuing tickets for the foreign tourists in India against remittances received from abroad. With a view to curbing such practices, dollar fares have been made applicable for foreign tourists for sale within India. Foreign residents residing in India and earning in Indian Rupees have been exempted from dollar fares effective 17.11.1988. There is at present no apprehension that this will affect tourism in any way.

Performance of I.R.E. Limited

2234. PROF. K.V. THOMAS: Will the PRIME MINISTER be pleased to state:

(a) the number of units of Indian Rare Earths Limited making profits;

(b) the units which are going in losses;

(c) the steps taken to reduce the losses; and

(d) the expansion and development projects for various IRE units?

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND MINISTER OF STATE IN THE DEPARTMENTS OF OCEAN DEVELOPMENT, ATOMIC ENERGY, ELECTRONICS AND SPACE (SHRI K.R. NARAYANAN): (a) Two Units.

(b) Orissa Sands Complex (OSCOM) at Chatrapur in Orissa.

(c) The following steps are being taken

to improve the performance of OSCOM:-

1. A Concentrate Upgrading Plant is being set up to remove gangue minerals like garnet and sillimanite from the concentrate feed so as to improve recovery levels of other minerals.
2. Modifications are being made to the Acid Regeneration Plant.

(d) The following are the future expansion and development projects of IRE:-

1. A project for setting up of Dredge & Wet Concentrator at Chavara including modernisation of equipment.
2. A plant at Alwaye to produce value added diversified products of individual rare earths.
3. Grinding/Micronising Facility at Chavara for micronising the mineral sillimanite.
4. Modernisation and expansion of the Manavalakurichi Plant.

[*Translation*]

Assistance Given to Families of Deceased IPKF Personnel

2235. SHRI K.D. SULTANPURI: Will the Minister of DEFENCE be pleased to state the details of the assistance given to the families of the deceased IPKF personnel so far?

THE MINISTER OF STATE IN THE DEPARTMENT OF DEFENCE PRODUCTION AND SUPPLIES IN THE MINISTRY OF DEFENCE (SHRI CHINTAMANI PANIGRAHI): A statement is given below.

STATEMENT

1. IPKF personnel killed in operations in Sri Lanka are treated as battle casualties. The liberalised special family pension admissible to the widow in the case of officers and the nominated heir in the case of personnel below officer rank until death or disqualification is equal to the basic pay plus rank pay or classification pay, and non-practising allowance, if any, last drawn by the deceased. Where an officer dies as a bachelor or widower without children, a dependent pension is admissible to the parents and where the deceased is survived by children only, the children get a special family pension and a consolidated children allowance at prescribed rates.

In addition, the family gets a death gratuity at prescribed rates depending on length of service, ranging from a minimum of 2 times and a maximum of 33 times reckonable emoluments but not exceeding Rs. 1 lakh. A family gratuity is also paid at fixed rates depending on rank, ranging from Rs. 450 to Rs. 16,000/-.

As against 35 officers and 613 JCOs/ORs of IPKF killed as on 31-10-1988, the pensionary claims relating to 31 officers and 557 JCOs/ORs have been notified till 8-11-1988.

2. The families are also entitled to death cover benefits under the Group Insurance Schemes. The Army Group Insurance Scheme has already paid about Rs. 5.08 crores in respect of 32 officers and 557 JCOs/ORs till 11-11-1988. In addition, an amount of Rs. 4.9 lakhs from the Army Officers Benevolent Fund and Rs. 5.69 lakhs from the Army Wives Welfare Association have also been sanctioned.

3. In respect of educational institutions run by Government of India and autonomous organisations financed entirely by the

Government of India, the following educational concessions have been extended with effect from 23-2-1988 to the children of IPKF personnel killed or wounded:-

- (a) exemption from tuition and other fees as well as charges for school bus as well as reimbursement of actual fare for student railway pass or bus;
- (b) Grants to meet hostel charges in full for those studying in boarding schools and colleges;
- (c) full cost of books and stationery; and
- (d) full cost of uniform where this is compulsory.

State Governments have been addressed to extend similar concessions in their educational institutions.

4. Widows of deceased IPKF personnel get 75% concession in second class railway fare.

5. In recruitment of Group 'C' & 'D' posts under the Central Government through employment exchanges, upto two members of the family of the deceased IPKF personnel get priority IIA.

[English]

Financial Assistance to SC/ST from Scheduled Caste and Scheduled Tribe Development Corporations

2236. SHRI PARASRAM BHARDWAJ:
SHRI LAKSHMAN MALLICK:

Will the Minister of WELFARE be pleased to state:

(a) the number of Scheduled Caste and Scheduled Tribe families who have received financial assistance from the Scheduled Castes and Scheduled Tribes Development Corporations during the Seventh Plan period, including bank loans, State-wise;

(b) whether Government have recently decided to set up National Scheduled Castes and Scheduled Tribes Finance and Development Corporation to improve the performance in this regard; and

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

THE DEPUTY MINISTER IN THE MINISTRY OF WELFARE (SHRIMATI SUMATI ORAON): (a) The information is being collected and will be laid on the table of the House.

(b) and (c). The Government have decided to set up a National Scheduled Castes and Scheduled Tribes Finance and Development Corporation with a share Capital of Rs. 50 Crores. This Corporation will play a catalytic role in developing schemes for employment generation and financing pilot programmes which can then be taken up by the State level Corporations and other agencies active in this field. This Corporation will also work with nation-aided banks and NABARD in improving the flow of financial assistance to the Scheduled Castes and Scheduled Tribes. The objective would be to innovate, experiment and promote rather than replicate the work of the existing agencies. Further action for setting up the Corporation is under process.

Central Assistance for Physically Handicapped

2237. DR. KRUPASINDHU BHOI: Will the Minister of WELFARE be pleased to state:

(a) whether Government have enhanced the Central assistance for the physically handicapped; and

(b) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF WELFARE (SHRIMATI SUMATI ORAON): (a) and (b). There are three Central Schemes under which assistance is given for the welfare of the disabled. These are:-

- I. Scheme of Assistance to Disabled Persons for Purchase/Fitting of Aids/Appliances.
- II. Scheme of Assistance to Organisations for the Disabled Persons.
- III. Scheme of Scholarships for Disabled Persons.

2. The Scheme are reviewed from time to time and enhanced assistance, wherever it is felt necessary, is given under the Schemes.

3. During 1988-89 the Scheme of Assistance to Disabled Persons for Purchase/Fitting of Aids/Appliances has been substantially liberalised. Under this Scheme aids/appliances costing not less than Rs 25/- and upto Rs 3600/- can be given to eligible beneficiaries free of cost if their family income is less than Rs 1200/-p.m. and at 50% of the cost if their family income between Rs 1201/- and Rs 2500/-p.m. Earlier the maximum limit of the cost of the aids/appliances was Rs 3000/-.

4. The reimbursement for orthopaedic shoes has been increased from Rs 180 to Rs 250 per pair; for brailler from Rs 3000/- to Rs 3600/- and for ALIMCO wheelchair from Rs

3000/- to Rs 3600/-.

5. The type of aids/appliances which can be given has also been increased to include persons affected by cerebral palsy. From this year the following new aids/appliances have been included:-

- i) Rolator (walker)
- ii) Special chair and corner seats
- iii) prone boards; and
- iv) Toilet chair.

Defence Land Required for Road Widening in Bangalore

2238. SHRI V.S. KRISHNA IYER: Will the Minister of DEFENCE be pleased to state:

(a) whether the Bangalore City Corporation has requested the Government to part with the Military Hospital land for widening the Airport road; and

(b) if so, the action taken thereon?

THE MINISTER OF STATE IN THE DEPARTMENT OF DEFENCE PRODUCTION AND SUPPLIES IN THE MINISTRY OF DEFENCE (SHRI CHINTAMANI PANIGRAHI): (a) The matter was raised in the 8th meeting of the State Level Committee to coordinate civilian developments with defence developments held on 29th Feb., 1988 at Bangalore. However, no specific proposal has been received so far from the Bangalore City Corporation.

(b) Does not arise.

Setting up of a National Investment Bank

2239. SHRI VAKKOM PURUSHOTHAMAN: Will the Minister of

PROGRAMME IMPLEMENTATION be pleased to state:

(a) whether Government propose to set up a National Investment Bank;

(b) if so, the functions to be performed by the Bank; and

(c) whether the proposal has been finally cleared by Government?

THE MINISTER OF PLANNING AND MINISTER OF PROGRAMME IMPLEMENTATION (SHRI MADHAVSINH SOLANKI):

(a) to (c). A suggestion received for setting up of a National Investment Bank is under examination at various levels of Government and it would not be appropriate to divulge the contents at this stage.

Allocation for R & D in Seventh Plan

2240. **SHRI H.M. PATEL:** Will the Minister of PLANNING be pleased to state:

(a) the total amount earmarked for Research & Development in the Seventh Five Year Plan;

(b) whether any priorities areas were defined and if so, the details thereof; and

(c) the ratio between expenditure and development?

THE MINISTER OF PLANNING AND MINISTER OF PROGRAMME IMPLEMENTATION (SHRI MADHAVSINH SOLANKI):

(a) The outlay in the Science and Technology Sector for Research and Development in the Seventh Five Year Plan is Rs. 4398 crores under Plan. This does not include the expenditure on the Research and Development of Defence.

(b) **The Science and Technology Chapter in the Seventh Five Year Plan Document**

has brought out the approach, priorities, thrust areas, missions concept and linkages with the socio-economic sectors. Space, Atomic Energy, Industrial Research, Biotechnology, Ocean Development, Science and Society related Schemes, Science and Technology for Rural Development, Popularisation of Science, Creation of National Facilities, Information Systems, Research in High Temperature Super Conductors, Micro-electronics Vaccine Development, Immunology Plasma Physics, Fusion Research, Accelerators, Lasers, Astronomy etc., have received high priority. Specific time bound programmes and schemes are under implementation in these areas.

(c) The Research and Development expenditure in the country as a percentage of GNP is about 1.10.

Advisory Body for IAA/NAA

2241. **SHRI DAULATSINHJI JADEJA:** Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Government considered the suggestion of forming an Advisory Body to assist both the International Airports Authority of India and the National Airports Authority in their dealings with the public;

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

(c) the steps proposed to be taken to hold both the IAI and NAA directly responsible for lapses on their part with respect to passenger service?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL): (a) and (b). An advisory Committee has been constituted to advise the IAAI on facilitation, maintenance and other services at the international airports. No such committee exists

for the National Airports Authority.

(c) Boeing statutory authorities the IAAI and the NAA are themselves fully responsible for their performance including the provision of passenger service. The same, however, is also monitored by the Government from time to time.

Profit on Gulf Sector Routes

2242. SHRI G.M. BANATWALLA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) the number of passengers carried by Air India in the Gulf sector and gross receipts from the sector in each of the past

three years;

(b) the number of passengers carried in other sectors and gross receipts;

(c) whether the Gulf sector is a high-yielding revenue sector; And

(d) the details of any special concessions and amenities provided in the sector?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL): (a) and (b). The details of Passengers carried by Air India on the Gulf route, other sectors and the operating revenue respectively during the last 3 years is given below:-

Year	<i>India-Gulf route</i>		<i>Other Sectors excluding Gulf route</i>	
	<i>No. of Passengers</i>	<i>Operating revenue (Rs. in Lakhs)</i>	<i>No. of Passengers</i>	<i>Operating revenue (Rs. in Lakhs)</i>
1987-88	896,581	29912.00	1,222,802	52084.00
1986-87	810,581	29884.21	1,003,614	42605.46
1985-86	816,780	32102.81	951,893	40051.34

(c) Yes, Sir.

(d) To facilitate Air India's passengers who perforce have to spend the night in Bombay, Delhi or Madras to catch a flight to their destination on the following day, stop-over accommodation at a five star hotel is provided.

Passengers travelling directly to Goa, Hyderabad or Trivandrum have the additional facility of clearing customs at their destination points.

Setting up of Beach Resorts in Tamil Nadu

2243. SHRI P.R.S. VENKATESAN:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether there is any proposal to lease out Government land along the coastal side to private sector to set up beach resorts to attract tourism in Tamil Nadu; and

(b) if so, the number of applications received so far and the action taken thereon?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL): (a) No, Sir.

(b) Does not arise.

Committee on Air Safety

2244. SHRIMATI D.K. BHANDARI:
SHRI JAGANNATH PATNAIK:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Government propose to appoint a Committee to review Air safety regulations; and

(b) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL): (a) No, Sir.

(b) Question does not arise.

Recruitment in Air India, Indian Airlines

2245. SHRI SYED SHAHABUDDIN:
Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) the number of personnel on the payroll of the Air India and Indian Airlines, group-wise as on 31 March, 1987;

(b) the number of personnel in each category recruited during 1986-87 and 1987-88;

(c) whether the Recruitment Committee included representatives of Scheduled

Castes and Scheduled Tribes;

(d) whether the Recruitment Committees included representatives of religious minorities as prescribed under the Prime Minister's directive for welfare of minorities; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL): (a) and (b). A statement giving the details in respect of Indian Airlines is given below.

As regards Air India, the information is being collected and will be laid on the Table of the Sabha.

(c) Yes, Sir.

(d) and (e). As far as Indian Airlines are concerned, in most cases representatives of the minority community were nominated on all Recruitment Boards for posts in Group C and Group D; there were certain cases in which due to practical reasons representatives of the minority community were not associated. Indian Airlines has reiterated instructions to all appointing authorities that members of the minority community must be nominated on Recruitment Boards for all posts in Group C and Group D and these instructions are being followed.

In the case of Air India, members of the minority community were nominated on all Recruitment Boards barring the isolated case of the selection of a Junior Operator Trainee where the representative of the minority Community was not included inadvertently.

STATEMENT*Members of Employees of Indian Airlines as on 31.3.1987*

1.	Executives		
	i) Pilots	44	
	ii) Engineers	155	
	iii) General Officers	113	
2.	Line Pilots	410	
3.	Flight Engineers	37	
4.	Ground Instructor	21	
5.	Cabin Crew	891	
6.	General Officers	1359	
7.	Aircraft Engineers	666	
8.	Technicians	2970	
9.	Non-Tech. (Clerical)	7343	(including Jr. Opr./Opr.)
10.	Others (Class IV) Driver)	6371	(including Driver/Sr.)
11.	Canteen Employees	646	
Total:		21,026	

No. of Personnel, Category-wise Recruited in 1986-87 in Indian Airlines

<i>Sl. No.</i>	<i>Designation</i>	<i>Total</i>
<i>Group 'A'</i>		
1.	Accounts/Audit Officers	6
2.	Traffic Officers	4
3.	Personnel Officer	1

<i>Sl. No.</i>	<i>Designation</i>	<i>Total</i>
4.	Computer Officers	5
5.	Computer Ops. Officer	1
6.	Planning Officer	1
7.	Flt. Sim. Maint. Engineer	1
8.	Asstt. A/c Engineer	7
9.	Pilots	37
10.	Asstt. Plant Engineer	19
<i>Group 'B'</i>		
1.	Air Hostess	218
2.	Flight Purser	1
3.	M.T. Mechanics (Elect./Auto/FSM)	21
4.	Plant Tech. (Mech./Elect.)	21
5.	A/c Technicians (Various trades)	139
6.	Tailor Upholster/Painter/Carpenter	4
7.	Technical Asstt.	3
<i>Group 'C'</i>		
1.	Accounts/Audit Asstt./Comptist	51
2.	Office Asstt./Typist	42
3.	Transport Asstt.	3
4.	Traffic Asstt.	148
5.	Catering Asstt.	14
6.	Operations Asstt.	12
7.	Stores & Supplies Asstt./Stores Holder	16

<i>Sl. No.</i>	<i>Designation</i>	<i>Total</i>
8.	Security Asstt.	27
9.	Stenographer	6
10.	Draughtsman	1
11.	Jr. Operator	21
<i>Group 'D'</i>		
1.	Driver	65
2.	Peon	32
3.	Helper (M.T.)	11
4.	Helper (Catering)	31
5.	Helper (Engg.)	162
6.	Helper (Stores)	10
7.	Loader	121
8.	Security Guard	49
9.	Sweeper	95*

*Including 83 absorption of contract labour.

Cook	2
Store Keeper	3
Salesman	5
Canteen Hand	28
Sweeper (Canteen)	4

No. of Personnel Category-wise, Recruited in 1987-88 in Indian Airlines

<i>Sl. No.</i>	<i>Designation</i>	<i>Total</i>
<i>Group 'A'</i>		
1.	First Officer	22
2.	Asstt. Plant Engineer	2
3.	Computer Officer Technical	16
4.	Flight Engineer	13
5.	Planning Officer	1
6.	Industrial Engineer	3
7.	Medical Officer	1
<i>Group 'B'</i>		
1.	Airhostess/Flight Purser	60
2.	Aircraft Technicians (all trades)	104
3.	Plant Technicians	8
4.	M.T. Mechanics	6
5.	Trainee Technician	53
<i>Group 'C'</i>		
1.	Pharmacist	1
2.	Jr. Operator	3
3.	P.F.A.	1
4.	Traffic Asstt.	35
5.	Catering Assistant	5
6.	Accounts Assistant	21
7.	Office Assistant	1
8.	Security Asstt.	1

<i>Sl. No.</i>	<i>Designation</i>	<i>Total</i>
9.	Telephone Operator	1
<i>Group 'D'</i>		
1.	Driver	9
2.	Security Guard	8
3.	Loader	26
4.	Helper	6
5.	Sweeper	3
6.	Daftry	3
7.	Peons/Frash	4
8.	Canteen Bearer/Frash	15
9.	Sweeper Canteen	1

Soviet MI-35 Helicopters for India

2246. SHRI RAM SINGH YADAV:
SHRI DHARAM PAL SINGH
MALIK:

Will the Minister of DEFENCE be pleased to state:

(a) whether Government of U.S.S.R. have agree to sell the advanced technology MI-35 helicopters to India;

(b) if so, the details thereof; and

(c) by what time the helicopters would be provided to India?

THE MINISTER OF STATE IN THE DEPARTMENT OF DEFENCE PRODUCTION AND SUPPLIES IN THE MINISTRY OF DEFENCE (SHRI CHINTAMANI PANI-

GRAHI): (a) to (c). Yes, Sir. It would however, not be in the public interest to disclose further details in this regard.

Aquatic Recreation Centre at Alleppey

2247. SHRI VAKKOM PURUSHOTHAMAN: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Government of Kerala had submitted a project report for setting up an aquatic recreation centre at Alleppey for special central assistance or for obtaining assistance from international agencies; and

(b) if so, the present stage of the proposal?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND

TOURISM (SHRI SHIVRAJ V. PATIL): (a)
Yes, Sir.

oped during 1986, 1987 and 1988 (till date)
in Gujarat;

(b) The project report is being scruti-
nised with a view to assessing the merits of the
project, its viability, etc.

(b) the Central assistance given for
development for each tourist place; and

(c) the number of foreign tourists who
visited Gujarat during the said period?

**Development of Tourist Places in
Gujarat**

2248. SHRI RANJITSINGH
GAEKWAD:
SHRI UTTAMBHAI H. PATEL:

THE MINISTER OF STATE OF THE
MINISTRY OF CIVIL AVIATION AND
TOURISM (SHRI SHIVRAJ V. PATIL): (a)
and (b). During the first four years of the
Seventh Plan so far, the Central Department
of Tourism has sanctioned financial assis-
tance for development of infrastructure at
the following tourist centres in Gujarat:

Will the Minister of CIVIL AVIATION
AND TOURISM be pleased to state:

(a) the names of tourist places devel-

(Rs. in lakhs)

S.No.	Name of the Project	Amount Sanctioned
1	2	3
1.	Haveli Cottage at Ahmedpur Mandvi	21.02
2.	Cafeteria at Beyt Dwarka	6.28
3.	Wayside amenities with accommodation at Limbdi	6.46
4.	Cafeteria at Somnath	5.00
5.	Beach Cottages at Nargole	30.17
6.	Motel at Ankleshwar	35.84
7.	Cafeteria at Patan	4.25
8.	Mini buses for Sasangir Lion Safari Park	13.00
9.	Yatri Niwas at Dakor	41.22
10.	Cottages at Tithal	12.62
11.	Dormitory Accommodation at Pavagadh	14.76

(c) The number of foreign tourists who checked in at accommodation establishments in Gujarat during 1987 and 1988 (upto August) was 4234 and 3902 respectively. Since the State Government has started compiling statistics from accommodation establishments since 1987, the corresponding figure for 1986 is not available.

Family Oriented Programme for Scattered Tribals

2249. SHRI HARIHAR SOREN: Will the Minister of WELFARE be pleased to state:

(a) whether Government have introduced family-oriented programme for the scattered tribal population in different States and Union Territories;

(b) if so, the funds allocated to different States and Union Territories during the last three years under the family-oriented programme; and

(c) the details of work done in Orissa under the programme during the last three years?

THE DEPUTY MINISTER IN THE MINISTRY OF WELFARE (SHRIMATI SUMATI ORAON): (a) and (b). Separate allocation of Special Central Assistance to Tribal Sub-Plan States for taking up family oriented income generating schemes for tribals outside ITDPs, MADA Pockets, Clusters and Primitive Tribes Projects was taken up from the year 1986-87 onwards. Details of funds allocated for this purpose to the different States are given in the below.

(c) In Orissa, family oriented income generating schemes for dispersed tribals are implemented through the Orissa State Scheduled Castes/Scheduled Tribes Development & Finance Co-operative Corporation Ltd. During the years 1986-87 and 1987-88 the State Government had assisted 2,336 and 6,827 families respectively in pursuance of these Schemes.

STATEMENT

Funds Allocated to States under Tribal Sub Plan Programmes during the last two Years for taking up Schemes for Tribals outside The I.T.D.Ps.

(Rs. in lakhs)

<i>States/UTs</i>	<i>1986-87 (Released)</i>	<i>1987-88 (Released)</i>	<i>1988-89 (Allocated)</i>
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>
Andhra Pradesh	260.09	103.69	108.01
Assam	271.64	65.15	67.86
Bihar	267.94	73.14	76.19
Gujarat	10.00	19.68	70.50
Himachal Pradesh	59.83	4.15	4.32

1	2	3	4
Karnataka	58.71	14.57	15.18
Kerala	40.98	12.04	12.54
Madhya Pradesh	901.02	243.09	253.22
Maharashtra	424.13	171.27	178.40
Manipur	16.71	2.12	2.21
Orissa	95.00	122.10	127.19
Rajasthan	222.56	107.23	111.70
Sikkim	NIL	4.05	4.22
Tamil Nadu	93.14	29.54	30.77
Tripura	59.56	10.83	11.28
Uttar Pradesh	4.00	5.46	5.69
West Bengal	374.39	163.89	170.72

Demand for Super Conductor

2250. SHRI SRIBALLAV PANIGRAHI:
Will the PRIME MINISTER be pleased to state:

(a) whether the demand for super conductor is increasing in the country;

(b) if so, whether any long term plan has been drawn up to increased to production of super conductor; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND MINISTER OF STATE IN THE DEPARTMENTS OF OCEAN DEVELOPMENT, ATOMIC ENERGY, ELECTRON-

ICS AND SPACE (SHRI K.R. NARAYANAN): (a) At present, superconductivity applications are in practice in the country only at very low temperature (liquid Helium). It is largely being used to create high magnetic fields in research laboratories. The large laboratories like Bhabha Atomic Research Centre (BARC) and National Physical Laboratory (NPL), produce their own wires and electromagnets. Some magnets are also imported. The demand is not likely to increase steeply until superconductivity at liquid nitrogen and higher temperatures becomes practical.

(b) and (c). The Government has set up a 'Programme Management Board' for Superconductivity to plan and evolve national R & D and applications programmes. The 1988-89 programme on Superconduc-

tivity has already been launched at nearly 30 institutions involving 55 R&D and applications groups.

Schemes for Disabled Children in West Bengal

2251. DR. PHULRENU GUHA: Will the Minister of WELFARE be pleased to state:

(a) the details of the schemes introduced for the welfare of disabled children in West Bengal in 1986-87;

(b) the estimated number of disabled children in the State; and

(c) the amount spent during 1986-87 and 1987-88?

THE DEPUTY MINISTER IN THE MINISTRY OF WELFARE (SHRIMATI SUMATI ORAON): (a) The Ministry of Welfare is implementing several Schemes all over the country including the State of West Bengal for the welfare of the disabled. This also includes disabled children. The details of the Schemes are as follows:-

(I) *Scheme of Assistance to Organisations for Disabled Persons:*

Under this Scheme assistance is provided to Voluntary Organisations for developing services for the disabled which include (i) detection and early intervention; (ii) special education and vocational training; and (iii) rehabilitation physical, psychological, social and economic.

(II) *Scheme of Assistance to the Disabled Persons for Purchase or Fitting of Aids and Appliances*

Under this scheme necessary aids/appliances are given to dis-

abled persons for their physical rehabilitation. Those aids/appliances are given whose value ranges between Rs. 25/- to Rs. 3,600/- and are given free of cost to persons whose family income is less than Rs.1200/- p.m. and at 50% of the cost if the family income ranges between Rs. 1201/- to Rs. 2500/- p.m.

(III) *Scheme of Scholarships to Disabled Persons*

This is awarded to disabled students for education from Class IX upwards. The Scholarship is given to those students whose family income is Rs. 2000/- or less p.m.

In addition to the above Schemes the Ministry has set up several National Institutes which also provide services to disabled persons in addition to their major work which is training of teachers and formulation of services modules. The National Institute for the Orthopaedically Handicapped at Bon-Hooghly, Calcutta (West Bengal) is providing service to Orthopaedically Handicapped persons including children.

The National Institute for the Mentally Handicapped which has its headquarters at Secunderabad and the Ali Yavar Jung National Institute for Hearing Handicapped which has its headquarters at Bombay have also set up their regional Centres at Calcutta, primarily for the training of teachers for special education of mentally disabled and hearing impaired children

respectively. A number of voluntary organisations in West Bengal, conducting special education for disabled children, are sending their teachers for training to the NIOH and the branches of the NIMH and AYJNIHH at Calcutta.

During the Sixth Plan a District Rehabilitation Centre on a pilot basis was set up in Kharagpur to provide comprehensive services to disabled persons including disabled children in two pri-

mary health centres in Midnapur District of West Bengal. Under the Scheme, services from early detection and intervention to economic rehabilitation for handicapped persons are provided. The D.R.C. was set up in Kharagpur in Midnapore district in 1983-84.

(b) According to the last National Sample Survey conducted in 1981, the following is the prevalence rate of disabled per 1,00,000 of population in West Bengal:-

VISUAL

<i>Age Group</i>	<i>Rural</i>	<i>Urban</i>
0-4	37	32
5-14	48	38
<i>HEARING</i>		
5-14	443	223
<i>SPEECH</i>		
0-14	Not available	Not available
5-14	445	246
<i>LOCOMOTOR</i>		
0-14	254	190
5-14	523	341

This, however, does not include children affected with mental disability which was specifically excluded from the survey.

(c) The amounts spent in West Bengal during 1986-87 and 87-88 under the above Schemes is given in the following table:

S.No.	Name of the Scheme	1986-87 (Rs. in lakhs)	1987-88 (Rs. in lakhs)
1.	Scheme of Assistance to Organisations for Disabled Persons.	42.28	47.82
2.	Scheme of Assistance to Disabled Persons for Purchase/Fitting of Aids and Appliances	7.05	9.70
3.	Scheme of Scholarships to Disabled Persons for Education from Class IX upwards.	5.00	3.00
4.	NIOH	42,239	76.85
5.	NIHH	2.77	5.47
6.	NIMH	3.57	5.77
7.	DRC (Kharagpur)	6.00 and 1.705 lakhs under ADIP's Scheme	5.35

Indo-US Talks on Indian Patent Law

2252. SHRI INDRAJIT GUPTA: Will the PRIME MINISTER be pleased to state:

(a) whether a senior US official delegation recently held discussions with him about the Indian Patent Law;

(b) if so, the issues raised and the implications of these discussions;

(c) whether the Indian scientists are against changing of process patent system to product patent system; and

(d) if so, the detailed facts in this regard?

THE MINISTER OF STATE IN THE

MINISTRY OF SCIENCE AND TECHNOLOGY AND MINISTER OF STATE IN THE DEPARTMENTS OF OCEAN DEVELOPMENT, ATOMIC ENERGY, ELECTRONICS AND SPACE (SHRI K.R. NARAYANAN): (a) to (d). Dr. William R. Graham, Science Adviser to US President paid a courtesy call on the Prime Minister during which brief mention was made to Intellectual Property Rights.

The Prime Minister emphasised the complexity of issues involved and the need for careful consideration.

Indian Patent laws have been formulated after considerable and in-depth discussions over a period of time and reflect the interest of the Indian scientific, technological, commercial and industrial communities.

Participation In Space Flights undertaken by US and USSR

2253. SHRI K. KUNJAMBU: Will the PRIME MINISTER be pleased to state:

(a) whether India has a plan to participate in the space flights being undertaken by USA/USSR; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND MINISTER OF STATE IN THE DEPARTMENTS OF OCEAN DEVELOPMENT, ATOMIC ENERGY, ELECTRONICS AND SPACE (SHRI K.R. NARAYANAN): (a) and (b). India is already participating in the space flights of U.S.A./USSR. INSAT 1A and 1B were flown on US launchers. The launch of earlier Indian experimental satellites and also operational IRS-1A and 1B satellites is through Soviet launchers. There are also plans to utilise the opportunities available for conduct of space research experiments on space stations like MIR space station of USSR, etc.

Representation from CSS Section Officers, Association

2254. SHRI RAMESHWAR NIKHRA: Will the PRIME MINISTER be pleased to state:

(a) whether the CSS Section Officer's Association has represented for making promotions on the basis of the judgement given by the Central Administrative Tribunal on 31 August, 1988; and

(b) if so, the decision taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC

GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI P. CHIDAMBARAM): (a) Yes, Sir.

(b) The judgement was examined in consultation with the Ministry of Law and, in view of the implications, it has been decided to file an SLP against the judgement of the Tribunal.

[*Translation*]

Crash of IAF Planes In Punjab and Haryana

2255. SHRI KALI PRASAD PANDEY: Will the Minister of DEFENCE be pleased to state:

(a) whether it is a fact that two Air Force Planes (one MIG-23 in Bhatinda District of Punjab and another at Sirsa village under Dhand Police Station in Kurukshetra in Haryana) crashed on 1 November, 1988;

(b) if so, the number of persons killed/seriously injured in these accidents and the details of compensation/relief provided by Government to the injured persons and the dependents of the deceased; and

(c) the causes of these accidents and the action taken against the officials found guilty?

THE MINISTER OF STATE IN THE DEPARTMENT OF DEFENCE PRODUCTION AND SUPPLIES IN THE MINISTRY OF DEFENCE (SHRI CHINTAMANI PANIGRAHI): (a) Yes, Sir. However, the aircraft involved in both the accidents were MIG-21.

(b) There was no loss of life or injury to any persons as a result of these accidents.

(c) Courts of Inquiry are in progress to investigate both these accidents.

[English]

Special Pay to Under Secretary/Deputy Secretary/Director of Central Secretariat Service

2256. SHRI BHARAT SINGH: Will the PRIME MINISTER be pleased to state:

(a) whether the doctrine of "Equal Pay for Equal work" as enunciated by the Supreme Court in a number of Judgements, has been accepted by the Government with reference to Central Government employees;

(b) if so, whether Government have taken any decision to allow special pay to the officers of the Central Secretariat Service appointed under the Central Staffing Scheme as Under Secretary/Deputy Secretary/Director as is being allowed to officers of other Group 'A' service appointed to such posts in the light of Supreme Court judgement in the case of Tele-communication Research Centre Scientific Officers (Class-I) Association & Others Vs. Union of India & others; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI P. CHIDAMBARAM): (a) The pay scale of each post in the Central Government is prescribed on the basis of duties and responsibilities attached to the post. The judgements of the Supreme Court are implemented according to the directions contained therein.

(b) and (c). The matter is still under consideration of the Government.

Promotional Avenues for Engineering Graduates in Ordnance Factories

2257. SHRI AJAY MUSHRAN: Will the Minister of DEFENCE be pleased to state:

(a) whether the promotional avenues as are available for Engineering graduates working in Lower/Supervisory cadres in the Defence Research Development Organisation, Ministry of Defence, Railways, P&T and C.P.W.D., are available to Engineering graduates in Ordnance Factories;

(b) if not, the reasons therefor; and

(c) the action proposed to give equal opportunities to such Engineering graduates in the Ordnance Factories?

THE MINISTER OF STATE IN THE DEPARTMENT OF DEFENCE PRODUCTION AND SUPPLIES IN THE MINISTRY OF DEFENCE (SHRI CHINTAMANI PANIGRAHI): (a) to (c). The position regarding promotional avenues for Engineering graduates working in Lower/Supervisory cadres in the Defence Research Development Organisation, Ministry of Defence, Railways, P&T and C.P.W.D. are being ascertained as information is not available in this Department. As per provisions in the relevant Recruitment Rules governing posts of supervisory non-gazetted officers in Ordnance Factories, vacancies are required to be filled by direct recruitment as well as by promotion of employees in the lower grades. In the qualifications laid down in the rules for direct recruitment a degree in Engineering is not the minimum qualification prescribed unlike in the case of supervisory technical gazetted officers. The Engineering graduates in service who qualify for direct recruitment to posts of Supervisory, Technical Gazetted Officers as per recruitment rules governing such

posts can apply for such posts.

As per the recommendation of Fourth Pay Commission on grant of incentive to employees who acquire qualifications useful for their official work and contribute to their efficiency, which recommendation had been accepted by the Government, proposal for grant of two advance increments or qualification pay to Engineering graduates working in grades of Supervisory Non-Gazetted Officers in Ordnance Factories has been taken up with Ministry of Finance.

Thermal Springs in Orissa and Madhya Pradesh

2258. SHRI RADHAKANTA DIGAL: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) the number of thermal springs in Orissa and Madhya Pradesh; and

(b) the steps taken for the development of those thermal springs to attract more tourists?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL): (a) The total number of thermal springs in Orissa and Madhya Pradesh, as identified by both the State Governments, is seven.

(b) The Central Department of Tourism provides financial assistance to States on the basis of specific proposals received from the State Governments. The Department has not received any proposal from the Government of Madhya Pradesh for development of tourism infrastructure at any of the sites where thermal springs are located in the State.

On the basis of a proposal received from the Government of Orissa, the Department has sanctioned a project for setting up

wayside amenities at Taptapani to provide facilities to tourists who visit thermal springs.

Export of Electronic Goods

2259. SHRI MOHANBHAI PATEL:
SHRI AMARSINH RATHAWA:
SHRI VIJAY N.PATIL:

Will the PRIME MINISTER be pleased to state:

(a) whether electronic goods are being exported from India to other countries;

(b) if so, the particulars of the exporting units along with the details of electronic goods being exported and the foreign exchange earned thereby;

(c) the steps being taken to increase the production of such electronic goods to meet the indigenous demand and also to boost the exports; and

(d) the names of those countries to whom export is being made and the steps being taken to locate more market of these goods?

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

(b) Exports are being made from units set up in the Domestic Tariff Area, Export Processing Zones and under 100% Export Oriented Scheme. Representative products exported are: in the Consumer electronics are (Radio receivers, B/W and Colour TV sets, Amplifier) Instruments and Instrumentation (Oscilloscope Medical electronics, Control systems), Telecommunication (Switching equipment, two my communica-

tions). Components (Resistors, Capacitors, Picture Tube, Connectors, ferrites), pre-recorded cassettes and Computer Software. Foreign exchange earnings in 1987-88 by way of value addition is estimated to be over Rs. 150 Crores.

(c) For strengthening the electronics industry in the country licensing policies have been liberalised and fiscal and import policies rationalised. For upgrading the technological base in the country, import of technology and foreign collaborations are being permitted in all areas of electronics.

For exports, a number of incentives have been extended to the industry which include 5 year tax holiday to 100% Export Oriented Units (EOU) and units in the Export Processing Zone (EPZ), extension of Cash Compensatory Support to EDU and EPZ units, announcement of all industry drawback rates for a number of products and increase in the import replenishment (REP) rate. Duty Drawback re-imbursment procedures has been simplified.

(d) Exports are being made to countries like USA, USSR, UK, West Germany, Bangladesh, Hong Kong, Nigeria, Hungary, Poland, Yugoslavia. For expanding the export markets; Exhibitions, Seminars, market surveys are conducted on ongoing basis.

Collaboration in Computerised Reservation System

2260. DR. B.L. SHAILESH: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Air-India is planning to join hands with one of the four computerised consortium in order to protect its yields by making use of the computerised reservation systems;

(b) if so, the names of the foreign

companies with which Air-India plans to seek collaboration to develop its reservation systems; and

(c) the approximate amount of expenditure involved in foreign exchange in the proposed collaboration?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL): (a) to (c). Air India is considering participation in Mega Computerised Reservations Systems in Asian Region. There are two groups in Asian Region proposing to set up a Mega Computerised Reservation System, one group led by Qantas in Australia and the other group comprised of Singapore Airlines, Cathay Pacific and Thai International. Both the proposals are in a preliminary stage.

Review of Functioning of Institutions for the Blind

2261. SHRI CHINTAMANI JENA: Will the Minister of WELFARE be pleased to state:

(a) the details of facilities being given in the educational institutions for the blind in different Parts of the country which are run by Union Government;

(b) whether Government have undertaken any review of the working of the schools for the blind in the country to know the deficiencies, if any, in the matter of teaching facilities, books and living conditions; and

(c) if so, the details thereof and the measures taken by Government to improve their functioning?

THE DEPUTY MINISTER IN THE MINISTRY OF WELFARE (SHRIMATI SUMATI ORAON): (a) The National Insti-

tute for the Visually Handicapped, an autonomous body under the Government runs one School for the Blind and Partially Sighted children from pre-school to the secondary stage (up to Class X). The following facilities are provided:-

- (i) Board, lodging, tuition, books, equipment and clothing free of charge.
- (ii) A pocket money of Rs. 36/- per head per month for students from class VI onwards. Articles of daily living etc. are provided free of charge to students upto class Five.

(b) and (c). The National Institute for the Visually Handicapped is conducting an extensive survey of schools for the Blind in the country. Through this Survey information on teaching facilities, books, living conditions is expected to be available among other items. On the basis of information thus gathered deficiency, if any, in the concerned areas would be identified and remedial measures suggested to the State Govts. and agencies running those institutions.

MI-28 Helicopter Gunships from Soviet Union

2262. SHRI CHINTAMANI JENA: Will the Minister of DEFENCE be pleased to state:

(a) whether Soviet Union has offered to sell to India the export version of its MI-28 helicopter gunships;

(b) whether any negotiation has been made in this regard; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF DEFENCE PRODUCTION AND SUPPLIES IN THE MINISTRY

OF DEFENCE (SHRI CHINTAMANI PANIGRAHI): (a) No, Sir.

(b) and (c). Do not arise.

Construction of Yatri Niwas

2263. PROF. NARAIN CHAND PARASHAR: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether there has been inordinate delay in the sanction and construction of the Yatrikas/Serais and other Tourist Accommodation at Sri Naina Devi, District Bilaspur, Deot Siddha, District Hamirpur, Jawalamukhi, District Kangra, Chintpurni, District Una and Rewalsar, District Mandi;

(b) if so, the dates on which the projects were sanctioned, the estimated cost at the initial stage of sanction and the target period for completion of construction in each case as also the present progress of each project; and

(c) the reasons for delay and the fresh estimated cost and the date of completion in each case?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL): (a) to (c). The proposals for financial assistance for construction of Yatrika are taken up at the request of Bharatiya Yatri Avas Vikas Samiti, a Government sponsored registered Society. The Samiti has taken up one project of Yatrika at Naina Devi which could not materialised due to non-availability of suitable piece of land. Samiti has not indicated proposals for yatrikas at Deot Siddha, District Hamirpur, Jwalamukhi, District Kangra, Chintpurni, District Una and Rewalswar, District Mandi. Due to administrative reasons release of funds to the Samiti has been with held and no new proposals are being considered.

Development of Buddhist Places of Pilgrimage

2264. NARAIN CHAND PARASHAR: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether his Ministry has drawn up a plan in consultation with the State Governments to develop Buddhist places of pilgrimage all over the country;

(b) if so, the names of the places, State-wise, selected for this purpose and the facilities proposed to be provided at these places;

(c) whether Rewalsar in Mandi District, Manali, Tabo and Kye in Lahul Spiti and Pooh in Kinnaur District of Himachal Pradesh have also been included as in the case with Ladakh; and

(d) if not, the reasons therefor and whether these places would be included in consultation with the State Government for the provision of such facilities?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL): (a) Yes, Sir.

(b) The Central Department of Tourism had constituted a Task Force in 1986 to identify Buddhist Centres in the States of Bihar and Uttar Pradesh and give recommendations about development of tourism infrastructure. A second Task Force was formed by the Department in 1987 to identify Buddhist Centres in States other than Bihar and Uttar Pradesh. The report of the Task Force is awaited. The decision about centres to be taken up for development of infrastructure will be taken after the report of the Task Force is received and studied.

(c) and (d). Does not arise.

Transmission System for Telecommunication

2265. PROF. NARAIN CHAND PARASHAR: Will the PRIME MINISTER be pleased to state:

(a) whether any attempt has been made to develop Local Area Network (LAN) for transmission in the country keeping in view the fact that Electronics Trade & Technology Development Corporation has introduced the first generation of local area network integrated circuits, which provide a faster and more reliable alternative to the existing transmission system for telecom;

(b) if so, the exact position in this regard and the likely date by which the network would be introduced in the country; and

(c) if not, whether the Department of Electronics has taken into account the latest technology keeping in view the use of two chip CMOS sets?

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND MINISTER OF STATE IN THE DEPARTMENTS OF OCEAN DEVELOPMENT, ATOMIC ENERGY, ELECTRONICS, AND SPACE (SHRI K.R. NARAYANAN): (a) Yes, Sir. Local Area Network (LAN) products are being developed in the country using state-of-the-art Integrated Circuits (ICs) appearing in the market from time to time. LANs operate within a building or a campus to network computers and are not a solution for long distance transmission systems (whether within a city/town for longer distances) used in public telecom network of Department of Telecommunications or other major users. Electronics Trade & Technology Development Corporation Ltd. has not introduced any local area network integrated circuits.

(b) and (c). Introduction of LANs will not

have any bearing on the quality of long distance transmission system such as coaxial cable.

Production of C-DOT Exchanges

2266. PROF. NARAIN CHAND PARASHAR: Will the PRIME MINISTER be pleased to state:

(a) whether the designs for C-DOT exchanges (88-Port and 128 Port) have since been perfected after field trials and the production taken in hand during the current year;

(b) if so, whether the process of one C-DOT exchange a day has since been achieved;

(c) the number of exchanges in each of the two designs which have been physically delivered to the field circles of the Department of Telecommunications; and

(d) if not, the reasons therefor and the steps taken so far or proposed in the near future to ensure adequate production of these exchanges?

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND MINISTER OF STATE IN THE DEPARTMENTS OF OCEAN DEVELOPMENT, ATOMIC ENERGY, ELECTRONICS AND SPACE (SHRI K.R. NARAYANAN): (a) Yes, Sir. Centre for Development of Telematics (C-DOT) has perfected the designs of 88 Lines/128 Port Electronic Private Automatic Branch Exchange (EPABX) and 128 Port Rural Automatic Exchange (RAX). The production of these exchanges has commenced.

(b) Programme of installing on average, one rural C-DOT exchange per day during 1988-89 has been initiated. Although initial progress is slow, the shortfall is ex-

pected to be made up substantially in the last quarter.

(c) The number of exchanges delivered to the field upto 15.11.1988 are as under:-

(i) 88 Line EPABXs - About 500 units by various C-DOT manufacturers.

(ii) 128 Port Rax - 75 units by Indian Telephone Industries (ITI).

(d) Steps have been taken to expedite procurement of components through Electronics Trade & Technology Development Corporation Ltd. (ET&T) and to stabilize production. To ensure adequate production of RAXs, liberal approach has been taken for Industrial Approval. private sector units have also been allowed to manufacture RAX equipment upto a capacity of 2000 lines.

[*Translation*]

News Item Captioned "Kai Dastavej Goa Shipyard se Gayeb Kiye Gaye"

2267. SHRIMATI MANORAMA SINGH: Will the Minister of DEFENCE be pleased to state:

(a) whether attention of Government has been drawn to the news item published in Jansatta dated 10 October, 1988 under the caption 'Kai Dastavej Goa Shipyard Se Gayeb Kiye Gaye';

(b) if so, whether this matter has been enquired into;

(c) if so, the outcome thereof;

(d) the persons found responsible therefor; and

(e) the action taken against the persons found guilty?

THE MINISTER OF STATE OF THE DEPARTMENT OF DEFENCE PRODUCTION AND SUPPLIES IN THE MINISTRY OF DEFENCE (SHRI CHINTAMANI PANIGRAHI): (a) Yes, Sir.

(b) The matter was looked into by the Vigilance Officer of Goa Shipyard and subsequently, by an Enquiry Board constituted by the Managing Director of GSL.

(c) The reports of the Enquiry indicate that there is no conclusive evidence to show that documents were pilfered out of the GSL.

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

[*English*]

Help to the Disabled IPKF Personnel

2268. SHRI G.S. BASAVARAJU: Will the Minister of DEFENCE be pleased to state the steps taken to help the disabled IPKF personnel and the facilities provided to them so far?

THE MINISTER OF STATE IN THE DEPARTMENT OF DEFENCE PRODUCTION AND SUPPLIES IN THE MINISTRY OF DEFENCE (SHRI CHINTAMANI PANIGRAHI): A statement is given below.

STATEMENT

1. The IPKF personnel wounded in action in Sri Lanka are treated as battle casualties. When invalided out, they are eligible for a War Injury Pension which, for 100% disability, is equal to reckonable emoluments namely, the basic pay plus rank pay or classification pay, and non-practising allowance, if any, last drawn on the date of invalidment. For disabilities less than 100%, the amount is proportionately re-

duced, but it shall not be less than 60% of the reckonable emoluments in the case of officers and 80% of the reckonable emoluments in the case of personnel below officer rank. It will also be admissible when the degree of disability is assessed at below 20% at the time of invalidment or at any subsequent reassessment stage.

2. In addition, a person invalided out will also get a retirement gratuity calculated on the basis of reckonable emoluments on the date of invalidment but counting Service upto the date on which he would have normally retired in that rank plus a weightage of 5 years (total not exceeding 33 years), subject to a monetary ceiling of Rs. 1 lakh.
3. The rate of Constant Attendant Allowance, where admissible, will be Rs. 300 p.m. irrespective of the rank.
4. Only 3 of the wounded IPKF personnel have been invalided out so far.
5. The Ministry of Railways have provided free rail travel facility to two relatives of injured IPKF personnel from their place of residence to the Military Hospital where the injured person is receiving treatment and back. Provision has also been made to give the two relatives Road Mileage Allowance, accommodation at the station of Military Hospital, Service transport, ration, etc.
6. In respect of educational institutions run by the Government of

India and autonomous organisations financed entirely by the Government of India, the following educational concessions have been extended with effect from 23-2-1988 to the children of IPKF personnel killed or wounded.

- (a) exemption from tuition and other fees as well as charges for school bus and reimbursement of actual fare for student railway pass or bus;
- (b) grant to meet hostel charges in full for those studying in boarding schools and colleges;
- (c) full cost of books and stationery; and
- (d) full cost of uniform where this is compulsory.

State Governments have been addressed to extend similar concessions in their educational institutions.

7. For the purpose of appointment to Group 'C' & 'D' posts under the Central Government filled through employment exchanges, disabled IPKF personnel will come under Priority I and upto 2 members of each of the families of the severely disabled (with over 50% disability and who have become unfit for employment but disability attributable to service) will come under Priority IIA.

Indo-Pak Talks on Siachen

2269. SHRI MULLAPPALLY RAMACHANDRAN:

SHRIMATI PRABHAWATI GUPTA:

Will the Minister of DEFENCE be pleased to state:

- (a) the number of rounds of talks held between India and Pakistan on the Siachen issue; and
- (b) the outcome of each of these talks?

THE MINISTER OF STATE IN THE DEPARTMENT OF DEFENCE PRODUCTION AND SUPPLIES IN THE MINISTRY OF DEFENCE (SHRI CHINTAMANI PANIGRAHI): (a) Four rounds of talks have so far been held between India and Pakistan, to discuss the Siachen issue.

(b) During these talks both sides: affirmed their commitment to work for a peaceful and negotiated settlement of the issue in accordance with the Simla Agreement; and explained their respective positions and discussed various proposals for an amicable solution. In the last round of talks held in New Delhi from 22nd to 24th September, 1988, it was agreed that another round of discussions would be held in Islamabad during January/February, 1989.

Conference on Panchayati Raj System

2270. SHRIC. JANGA REDDY: Will the PRIME MINISTER be pleased to state:

- (a) whether Government have monitored the action taken on the recommendations made at the conference of State Chief Secretaries held to discuss the Panchayati Raj System in the country; and
- (b) if so, the details of the action taken on each of the recommendations?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC

GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI P. CHIDAMBARAM): (a) and (b). The Conference of State Chief Secretaries was held on 30.7.1988 to consider the paper on 'Panchayati Raj and District Planning' prepared in the workshop of Collectors/District Magistrates on 'Responsive Administration'. Consensus and recommendations of the Conference are to be further discussed in appropriate fora before action is taken thereon.

[*Translation*]

Development of Pushkar as Tourist Spot

2271. SHRI SHANTI DHARIWAL: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether any scheme for the development of Pushkar in Rajasthan as tourist spot is under consideration of Government;

(b) if so, whether Government have provided any central assistance for the development of Pushkar; and

(c) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL): (a) to (c). On the basis of a proposal received from the Government of Rajasthan, the Central Department of Tourism has sanctioned an amount of Rs. 13.84 lakhs for development of a Tourist Complex at Pushkar.

Benefits of Electronic Goods to Common Man

2272. SHRI SHANTI DHARIWAL: Will the PRIME MINISTER be pleased to state:

(a) whether Government have ex-

tended several concessions/exemptions in customs and other duties to electronics industry;

(b) if so, the details thereof;

(c) whether inspite of granting heavy concessions in duties common consumers are deprived of the benefit of electronic goods; and

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

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND MINISTER OF STATE IN THE DEPARTMENTS OF OCEAN DEVELOPMENT ATOMIC ENERGY, ELECTRONICS AND SPACE (SHRI K.R. NARAYANAN): (a) and (b). Yes, Sir. They are broadly as follows:-

1. Raw materials & piece parts are allowed @ 35% and 50% customs duty respectively.

2. Electronic components are allowed @ 98%.

3. Capital goods for Projects imports for initial setting up & substantial expansion are allowed @ 30%.

4. Capital goods for modernisation/balancing as listed are allowed @ 60%.

5. Computers/Computer peripherals are allowed @ 98%.

6. Communication equipments as listed are allowed @ 100%.

7. Parts of communication equipments are allowed @ 80%.

8. Parts of listed capital equipments are allowed @ 50%.

(c) and (d). Various fiscal measures are taken with a view to bring down cost of inputs for manufacture of electronic products. These, coupled with liberal licensing policies, ensure competitive environment under which consumers can exercise a choice of purchase of different products. The electronics production & consumption in the country has been increasing substantially every year.

[English]

Cases of Murder in Delhi

2273. SHRI CHINTAMANI JENA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the number of murders that took place in the year 1987 and during the first nine months of the current year in Delhi;

(b) the number of murder cases solved; and

(c) the steps being taken by Government to ensure that the murder cases are solved expeditiously?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI P. CHIDAMBARAM): (a) and (b).

	<i>Reported</i>	<i>Worked out</i>
1987	309	214
1988	226	152

(30.9.1988)

(c) Section 173 Cr. P.C. makes it obligatory for all investigating officers to complete investigation of cases of murder

without delay. Directions have been issued by the Delhi Police that all such cases shall be investigated on priority basis by the SHOs of Police Stations personally under the close supervision of the senior officers. Scientific investigation of the cases is also encouraged.

Cancellation of flight by AI, IA and Vayudoot

2274. SHRI P.M. SAYEED: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) the number of flights cancelled by Air India, Indian Airlines and Vayudoot separately during the last three months;

(b) the reasons for such cancellations and remedial measures adopted;

(c) the treatment meted out to the passengers who had already booked their passage; and

(d) the approximate loss suffered by the companies separately, due to these cancellations?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL): (a) During the period August 1988 to October 1988 out of a total of 25,454 flights operated by Indian Airlines, 612 flights were cancelled.

Information in respect of Air India and Vayudoot is being collected and will be laid on the Table of the Sabha.

(b) Indian Airlines cancelled its flights due to consequential, Engineering, weather etc. In order to minimise delays/cancellations, additional aircraft capacity is being inducted by IA. IA has also revised its schedules and delays/cancellations are regularly

monitored by IA and the Ministry..

Information in respect of Air India and Vayudoot is being collected and will be laid on the Table of the Sabha.

(c) Passengers were provided meals/ refreshments, transportation on other alternate flights or by other means of transport, hotel accommodation, etc. In the event of cancellation of flights without prior notice, the passengers are provided refunds.

(d) It is difficult to quantify the loss suffered due to cancellations as passengers travelled to destinations by alternate services.

Prosecution In Delhi Murders

2275. DR. A.K. PATEL: Will the Minister of HOME AFFAIRS be pleased to state:

(a) how much time was taken in the investigation of murders of Nirankari Baba, Arjun Das, Makan couple and Hansraj Sethi;

(b) whether prosecution in these cases have been initiated; and

(c) if so, on which dates and the present stage of each case?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SONTOSH MOHAN DEV): (a) to (c). A statement is given below.

STATEMENT

Nirankari Baba murder case

The investigation of case FIR No. 395 dated 24.4.1980 u/s 302/34/120-B and 27/54/59 Arms Act Police Station Kingsway Camp regarding murder of Nirankari Baba was taken over the CBI on 26.4.80. After completion of

investigation, the case has been put in the court on 20.2.84.

Murder of Shri Arjun Das.

Case FIR No. 504 dated 4.9.85 u/s 302/307/395/ 34-IPC and 27/54/59-Arms Act 3/4 TDA (P) Act Police Station Vinay Nagar was registered regarding the murder of Shri Arjun Das. The case has been put in the court on 16.1.88.

Murder of Makan couple.

Case FIR No. 315 dated 31.7.85 u/s 302/307/34-IPC read with 120-B IPC, 25/27/54/59 Arms Act and 3/4 TDA (P) Act Police Station Moti Nagar was registered regarding the murder of Shri Lalit Makan and others. The investigation has been completed and charge sheet has been prepared.

Murder of Shri Hansraj Sethi.

Case FIR No. 352 dated 30.7.87 u/s 302/307/34-IPC 25/27/54/59 Arms Act and 3/4 TDA(P) Act was registered at Police Station Kalkaji regarding the murder of Shri Hansraj Sethi. The case has been put in the court of 15.10.88.

Pilot Scheme to Issue Identity Cards In Border Areas

2276. DR. A.K. PATEL: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the number of persons issued multi-purpose identity cards so far in various districts along the Western border under the Pilot Scheme for issue of identity cards;

(b) the targets fixed in this regard;

(c) the expenditure incurred on this account;

(d) the time schedule by which the Scheme would be completed in the areas sensitive to smuggling of arms and other contraband goods and also to the crossing of the border by terrorists;

(e) whether Assam and Bengal State Governments have also demanded introduction of the identity cards scheme in their border areas to check infiltration and other activities; and

(f) if so, Government's response thereto?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SONTOSH MOHAN DEV): (a) and (b). The State Government of Rajasthan and Gujarat have so far issued 1,52,291 and 11,382 identity cards respectively under the pilot scheme for issue of identity cards taken up for implementation in 4 selected border tehsils of Rajasthan and one selected taluka of Gujarat. The target was to issue these cards to all eligible persons in these selected Tehsils.

(c) According to information supplied by the State Governments expenditure of Rs. 49.84 lakhs and Rs. 8.17 lakhs has so far been incurred in Rajasthan and Gujarat respectively.

(d) to (f). For the present, the scheme, which is in the nature of pilot project, has been drawn up for selected areas in the States on the Western border only. While no request has been received from West Bengal Government, the State Government of Assam had requested for introduction of a scheme for identity cards throughout the State of Assam. The State Government have been informed that extension of the scheme to other areas, including Assam will be considered only after the pilot scheme has been fully implemented and a proper evaluation made.

Transfer of Dandakarenya Project

2277. DR. A.K. PATEL:
SHRI K. PRADHANI:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether some of the assets and institutions of Dandakarenya Project are still to be handed over to the State Governments;

(b) if so, the details thereof and by what time these will be handed over;

(c) whether it is a fact that presently hospitals have been closed and medical facilities paralysed long before the actual handing over and in the absence of medicare, the project employees are facing enormous difficulties;

(d) if so, the reasons therefor; and

(e) whether any settlement has been arrived at for transferring of project employees and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SONTOSH MOHAN DEV): (a) and (b). Dandakaranya Project comprised four Zones, namely, Paralkote and Kondagaon in Madhya Pradesh and Umerkote and Malkangiri in Orissa. The assets and institutions of Paralkote and Kondagaon Zones were handed over to the Government of Madhya Pradesh during 1985 and 1986. All the assets and institutions in Umerkote Zone, except for one hospital, were handed over to the Government of Orissa in 1985. As regards the 2nd Zone in Orissa, the Malkangiri Zone, educational institutions, veterinary institutions and minor irrigation schemes have been handed over to the Government of Orissa. Instructions have been issued by the Government of Orissa to

respective Department to take over the remaining assets.

(c) and (d). The hospitals set-up by the Project have not been closed. Medicare for the few employees still on the rolls of the Project is being provided by these hospitals.

(e) The employees of the Project are being declared surplus and redeployed in other Government Organisations as per prescribed procedure.

L.T.C. to Government Employees

2278. SHRI V. KRISHNA RAO: Will the PRIME MINISTER be pleased to state:

(a) whether it has come to the notice of Government that there are many irregularities in the L.T.C. cases of Government employees;

(b) whether Government have received representations requesting for nominal payment instead of L.T.C. facility; and

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

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI P. CHIDAMBARAM): (a) Since the claims of the Government servants for Leave Travel Concession are examined and processed by the administrative authorities concerned in various Ministries/Departments/Offices, the information regarding the irregularities, in individual cases is not centrally available.

(b) and (c). The suggestion for cash payment in lieu of the existing scheme of Leave Travel Concession has been considered from time to time. The Fourth Pay Commission also considered a suggestion

made by the service associations of the Government servants that the LTC to any place in India may be allowed to be encashed to avoid alleged mal-practices. The Commission, however, did not recommend any modification in the LTC scheme. The Government have accepted this recommendation of the Commission.

Modernisation of B.S.F.

2279. SHRI BANWARI LAL PUROHIT:
PROF. RAMKRISHNA MORE:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether to ensure check unauthorised movement across the borders, Government propose to further modernise the organisational and operational structure of the Border Security Force;

(b) if so, the main features of the measures taken; and

(c) the other measures Government propose to take to check unauthorised movement across the borders?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SONTOSH MOHAN DEV): (a) Yes, Sir.

(b) and (c). Under the 5 year expansion programme, the strength and infrastructure of BSF are being increased to check unauthorised movement across the borders. Further additional manpower and various aids and equipments have also been sanctioned for the Border Security Force.

CBI Raids

2280. SHRI BANWARI LAL PUROHIT:
SHRI BHADRESWAR TANTI:

Will the PRIME MINISTER be pleased to state:

(a) whether the Central Bureau of Investigation (CBI) in nation-wide anti corruption raids have unearthed frauds and cases of disproportionate assets in crores of rupees during October, 1988;

(b) if so, the details of the raids conducted by CBI and the incriminating documents etc., seized; and

(c) the action contemplated by Government against those found having disproportionate assets?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI P. CHIDAMBARAM): (a) During October, 1988, CBI, in its Special Drive, conducted country-wide searches to unearth cases of frauds and disproportionate assets.

(b) During the course of the above searches, the following movable/immovable assets have been discovered:-

Movable assets: Rs. 41.96 lakhs.

Immovable assets: Rs. 37.14 lakhs.

Besides, a large number of incriminating documents have been seized.

(c) 22 cases have been registered.

Airworthiness Certificate

2281. SHRI SHANTILAL PATEL :
SHRI G.S. BASAVARAJU :

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether any steps have been taken to review all provisions relating to grant of certificates of 'airworthiness' to planes flying in the country as well as licences to pilots;

(b) if so, the details thereof;

(c) the new measures which are under consideration; and

(d) when these will be finalised?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL) : (a) There is no such proposal at present.

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

Participation of foreign hoteliers in hotel establishments

2282. SHRI SHANTILAL PATEL :
SHRI G.S. BASAVARAJU :

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Government have recently decided to allow 51 per cent equity participation to foreign hoteliers in Indian hotel establishments;

(b) if so, to what extent it will give a boost to tourism industry in India; and

(c) the other steps taken or contemplated to boost tourism further?

THE MINISTER OF STATE OF THE MINISTRY OF AND CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL) : (a) The Committee of Secretaries has recommended 51 per cent equity participation by foreign hoteliers in Indian hotel establishments.

(b) The decision is aimed at mobilisation of financial resources to accelerate the development of hotel accommodation which at present lags far behind the demand.

(c) The other steps initiated by the Government to boost tourism include vigorous publicity campaigns with emphasis on consumer advertising, stepping up public relations with overseas media agencies, promotion of special interest tourism, launching of promotional scheme and off-season schemes like 'affordable India' and development of infrastructural facilities and transport system including charter traffic, etc.

Engineers Found Missing From Tarapur Atomic Power Station.

2284. SHRI SHANTILAL PATEL:
SHRI S.M. GURADDI:

Will the PRIME MINISTER be pleased to state:

(a) whether a number of young engineers at Tarapur Atomic Power Station have been found missing;

(b) if so, the reasons thereof;

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

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND MINISTER OF STATE IN THE DEPARTMENTS OF OCEAN DEVELOPMENT, ATOMIC ENERGY, ELECTRONICS AND SPACE (SHRI K.R. NARAYANAN) : (a) No, Sir. One Shri A. V Patil, a Scientific Assistant of Tarapur Atomic Power Station has been absconding from the plant since the afternoon of September 7, 1987.

(b) to (d). A complaint about Shri Patil's missing was duly lodged with the Panchmarg Police Station, Tarapur and the police have conducted enquiries in this regard. Facts about his disappearance were also communicated to the Missing Persons Bureau, Bombay and a photograph of Shri Patil was telecast on Bombay Doordarshan. A wireless message was also sent to all police agencies in the country. In spite of these efforts, the whereabouts of Shri Patil could not be traced.

Pak Troops on Borders

2285. SHRI PRAKASH CHANDRA:
SHRI MANIK REDDY :
SHRI M. RAGHUMA REDDY :

Will the Minister of DEFENCE be pleased to state:

(a) whether Government's attention has been drawn to the press report appearing in the 'Newstime' date 14 October, 1988 wherein it has been stated that Pakistan has been amassing its troops on the borders of Rajasthan, Punjab and Jammu and Kashmir;

(b) if so, the details thereof;

(c) whether any steps have been taken by Government to meet the situation; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF DEFENCE PRODUCTION AND SUPPLIES IN THE MINISTRY OF DEFENCE (SHRI CHINTAMANI PANIGRAHI): (a) and (b). Government have seen the news item. No unusual concentration of Pakistani troops in Rajasthan, Punjab and J & K has come to notice.

(b) and (d). Government keep a constant watch on all developments having a

bearing on national security, and take appropriate measures from time to time to ensure full defence preparedness.

Delay in IA Flight

2286. SHRI PRAKASH CHANDRA:
SHRI M. RAGHUMA REDDY:
SHRI MANIK REDDY :
SHRI S.G.GHOLAP :

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) the number of Indian Airlines planes delayed from January to October this year;

(b) the reasons therefor, and

(c) the steps taken or proposed to be taken for the running of the planes in time?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL) : (a) During the period January 1988 to October, 1988, out of a total of 89,887 flights of Indian Airlines, 31,705 flights were delayed/ cancelled.

(b) the main reasons for delay were consequential, engineering, Weather, etc.

(c) In order to reduce delays, additional aircraft capacity is being inducted by Indian Airlines, flights have been rescheduled and regular monitoring is being done by Indian Airlines and the Ministry.

Procurement of Advanced Jet Trainer

2287. SHRI VIJAY N. PATIL: Will the Minister of DEFENCE be pleased to state:

(a) the brand of Jet Trainer being currently used by the Indian Air Force;

(b) whether the Air Jet Trainer currently

in use is obsolete and procurement of the advanced Jet Trainer has been delayed considerably; and

(c) if so, the reasons for delay and considerations that are likely to be taken for final choice?

THE MINISTER OF STATE IN THE DEPARTMENT OF DEFENCE PRODUCTION AND SUPPLIES IN THE MINISTRY OF DEFENCE (SHRI CHINTAMANI PANIGRAHI) : (a) to (c). The Indian Air force uses different Jet Trainers at various stages of pilot training. The Air Force is also looking for a suitable Advanced Jet Trainer. It would not be in the public interest to disclose further details in this regard.

Delay in Test-Firing of Agni

2288. SHRI BALASAHEB VIKHE PATIL: Will the Minister of DEFENCE be pleased to state:

(a) whether the test firing of Agni Missile has been delayed;

(b) if so, the reasons therefor;

(c) when the proposed operation will be carried out;

(d) whether the evictees from the site have since been rehabilitated; and

(e) if so, the details thereof and whether there are families still to be rehabilitated and their number?

THE MINISTER OF STATE IN THE DEPARTMENT OF DEFENCE PRODUCTION AND SUPPLIES IN THE MINISTRY OF DEFENCE (SHRI CHINTAMANI PANIGRAHI) : (a) to (c). The Defence Research & Development Organisation is carrying out flight trials of a number of missiles. These trials are continuous in nature and it is not in

national interest to give details of such launchings before they are carried out.

(d) No evacuation of population has taken place from Baliapal region so far.

(e) Does not arise.

UPSC Committee on Selection Process

2289. SHRI BALASAHEB VIKHE PATIL: Will the PRIME MINISTER be pleased to state:

(a) whether Union Public Service Commission has appointed a Committee to go into all aspects of the existing scheme of recruitment and improve upon the selection process;

(b) if so, the terms of reference of the Committee; and

(c) when the Committee, is likely to submit its report?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI P. CHIDAMBARAM) : (a) The U.P.S.C. has appointed a Committee of Experts to review the scheme of the Civil Services Examination.

(b) The terms of reference, of the Committee are:

- i) To review and evaluate the system of selection to All India and Central Services as established as a result of the Kothari Committee report, and to make recommendations which may be desirable for further improvements having regard *inter alia* to the needs of various services.

- ii) To examine the inclusion of certain other subjects, particularly medical subjects, in the scheme of the examination and also exclusion of any subject, if considered necessary.

- iii) To examine the introduction of lectures, group discussions, psychological and aptitude tests etc. in the recruitment procedure.

- iv) Any other matter which in the opinion of the Committee has a bearing on the aforesaid items or which may be referred to the Committee by the Union Public Service Commission.

(c) The Committee, set up on 12.9.1988, has been asked to submit its report within six months' time.

Atrocities on Scheduled Castes in Kerala

2290. PROF. P.J. KURIEN : Will the Minister of WELFARE be pleased to state:

(a) whether any action has been taken by the Commissioner for Scheduled Castes and Scheduled Tribes on the cases of atrocities on Scheduled Castes in Kerala during 1987-88; and

(b) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF WELFARE (SHRI SUMATI ORAON) : (a) The Commissioner for Scheduled Castes and Scheduled Tribes had taken action on 7 (Seven) cases of atrocities on Scheduled Castes in Kerala during 1987-88.

(b) The details given below in the statement.

STATEMENT

Details of action taken by the Commissioner for Scheduled Castes and Scheduled Tribes on the seven cases of atrocities on Scheduled Castes in Kerala during 1987-88.

Case No. 1.

A representation dated 25.9.1987 was received from Shri M.K. Thankappan a Scheduled Caste Driver in the office of Field Publicity, Govt. of India, Talap, Cannanore-2, alleging that Shri L. Harihara Iyer, Publicity Officer, and Shri K. C. Krishnan, Publicity Assistant, Jointly attacked and hit him in the office on 22.8.1987 and that he had to be admitted to Cannanore District Hospital. A letter was sent by the office of the Commissioner for SC and ST on 27.11.1987 to the Collector, Cannanore for the facts of the case. A reminder was issued on 22.2.1988. The District Collector, Cannanore, informed in a letter dated 30.3.88 that both the Publicity Officer and the complainant were under the influence of alcohol and exchanged hot words and beatings. The Publicity Assistant also participated in the quarrel. Following the incident Shri L. Harihara Iyer was transferred to the Office of the Joint Director, Field Publicity on 21.10.1987. Departmental action had also been suggested against Shri Harihara Iyer and Shri K. C. Krishnan. The matter was non-cognisable and no further action was considered to be necessary on the part of the district administration.

Case No. 2

A representation dated 26.10.87 was received from Secretary, Pattikajathi Samrakshana Samithy, Pe-

rumbadanna Kodamangalam, North Parur, District Ernakulam, alleging that Shri K. Kochukrishnan, Municipal Commissioner, Parur (a Scheduled Caste person), was manhandled by his subordinate employee Shri G. Unnikrishnan Nair, Health Inspector. Shri Unnikrishnan Nair was placed under suspension and the matter reported to SI Police, North Parur. The Director of Municipal Admn., Trivandrum, who was addressed in the matter, informed the office of the Commissioner for SC & ST on 10.2.1988 that the accused under the influence of liquor used abusive language against Shri K. Kochukrishnan and tried to assault him with a chair on 17.10.1987. The accused was taken into police custody on 17.10.1987 and was released on bail. He was placed under suspension with effect from the afternoon of 17.10.1987. Disciplinary action was being initiated against the accused. The latest position of the case is not known. A reminder was sent on 13.5.1988.

Case No. 3

With reference to a newsreport that a Scheduled Caste youth of Trivandrum city was inhumanly treated by some people and forced to drink urine and eat human excreta, a wireless message was sent on 12.4.1988 by the Special Commissioner for SCs to the Chief Secretary, Kerala Government. This message was repeated to Secretary, Scheduled Castes/Scheduled Tribes Development Department, Govt. of Kerala, and Deputy Director, National Commission for Scheduled Castes and Scheduled Tribes, Trivandrum. Again a wireless message was sent to the Chief Secretary, Govt. of Ker-

ala, on 27.4.1988. A wireless message dated 5.5.1988 received from Secretary, Scheduled Castes/Scheduled Tribes Development Department, Kerala, on 12.5. 1988 stated that the allegation regarding inhuman treatment was totally false and that the IGP had, however, been specially directed to investigate the case again. In a wireless message dated 25.5.1988 Special Commissioner for Scheduled Castes suggested to the Secretary, Scheduled Castes/Scheduled Tribes Development Department, that Special Court(s) be set up and a Special Investigating Officer and a Special Prosecutor appointed for speedy investigation and prosecution of this case as well as the case No 4. referred to below, in the light of guidelines of the Government of India communicated with the Union Home Minister's D.O. letters No. III/11011/4/80-NID dated 10.3.1980 and NO. III/11011/4/85-PCR (DESK) dated 15.4.1985.

An on-the-spot enquiry was also conducted by the Director for Scheduled Castes and Scheduled Tribes, Government of India, Madras, who is also ex-officio Dy. Commissioner for SCs and STs and holding additional charge of the post of Deputy Director for SCs & STs, Govt. of India, Trivandrum. The Deputy Secretary, Scheduled Castes/Scheduled Tribes, Govt. of Kerala, has been requested on 20.9.88 to furnish a copy of the report of the IGP, Kerala, a reply from the State Government is awaited.

Case No. 4

A newsitem dated lined Cochin, May 23, appeared in the Hindustan Times and the Indian Express dated

24.5.1988 that Shri Krishnankutty, a 21-year old Scheduled Caste youth belonging to Kothamangalam, Ernakulam District, alleged on 23.5. 88 that he was forced to eat human excreta and drink urine by policemen at the local police station lockup. He stated that he was taken to the police station on 2.5.1988 for questioning in connection with a theft case. He alleged that he was brutally tortured for several days till his release from the lock-up on 14.5.1988. A wireless message was sent by the Special Commissioner for SCs to the Chief Secretary, Govt. of Kerala, on 25.5.1988 requesting him to get the matter investigated expeditiously and suggesting the setting up of Special Court (s) for speedy trial of this case as well as the case No 3 referred to above in the light of the Govt. of India guidelines referred to in case No 3. The wireless message was repeated to the Secretary, SC/ST Development Department, Kerala; Deputy Director, National Commission for SC & ST, Trivandrum, Collector, Ernakulam; Supdt. of Police, Ernakulam, and Sub-Collector, Kothamanglam. The Secretary, Home (Special Cell) Department, Govt. of Kerala, informed the Special Commissioner for Scheduled Castes vide his letter dated 9.6.1988 that an enquiry had been ordered to be conducted by R.D.O. Moovattupuzha. He also said that the number of cases of atrocities towards SCs & STs to be disposed of did not at present justify the establishment of Special Courts in Kerala.

An on-the-spot enquiry was also conducted in June, 1988 by the Director for Scheduled Castes and Scheduled Tribes, Govt. of India, Madras, who is also ex-officio Dy.

Commissioner for SCs & STs, and holding additional charge of the post of Dy. Director for SCs and STs, Govt. of India, Trivandrum. The Secretary, Home Department (Special Cell), Govt of Kerala, was addressed on 20.9.88 to furnish a copy of the report of RDO, Moovattupuzha. A reply is awaited.

Case No. 5

A feature appeared in the Illustrated Weekly of India dated 26.6.88 alleging that a scheduled Caste girl was attacked and raped on 30-4-88 within the jurisdiction of Neyyar Dam Police Station near Trivandrum. With reference to it a wireless message was sent by the Special Commissioner for SCs to the Chief Secretary, Govt. of Kerala on 28.6.88 calling for the facts and action taken in the matter. The wireless message was repeated to Home Secretary; Secretary, SC/ST Development Department; Collector, Trivandrum; and Supdt. of Police, Trivandrum Secretary, Home Department, informed vide his letters dated 5.7.88 that the matter had been referred to the Supdt. of Police, Trivandrum (Rural), for immediate report. A reminder was sent on 30-8-88 to the Secretary, Home (Special Cell) Department, Govt. of Kerala. A final reply is still awaited.

Case No. 6

A newsitem appeared in the Indian Express dated 5-10-88 that a 15 year old Scheduled Caste girl was allegedly raped by a youth at Kuolu near Kasargod on 3-10-88. On its basis a letter was sent by the office of the Commissioner for SC & ST on 25-10-88 to District Collector and the

Supdt. of Police, Kasargod District for facts and action taken in the matter. A wireless message was also sent on 7-11-88 by Special Commissioner for SCs to the Chief Secretary; Secretary, SC/ST Development Department, Government of Kerala and Deputy Director for SC and ST, Govt. of India, Trivandrum; District Collector, Kasargod and Supdt. of Police, Kasargod, requesting for urgent intimation of full facts and urgent measures keeping in view the Govt. of India guidelines referred to in case No. 3. Among the measures of rehabilitation mentioned in the guidelines the Special Commissioner's wireless message particularly emphasised the need to make special arrangement for this girl keeping in view the psychological trauma suffered. Replies from the concerned authorities are awaited

Case No. 7

A newsitem appeared in the Statesman and the Patriot dated 27-10-88 wherein it was alleged that Shri Velayudhan, a 40-year old Harijan agricultural labourer died after he was beaten up by his landlord for seeking settlement of his wage arrears of four days at Pazhampalakode in Palghat District. A wireless message was sent by the Special Commissioner for SCs on 31-10-88 to the Chief Secretary, Home Secretary, Secretary, SC/ST Development Department, Govt. of Kerala; Dy Director for SC and ST, Govt. of India, Trivandrum; Collector, Palghat; and Supdt. of Police, Palghat. A reply has since been received from the Supdt. of Police Palghat, who has informed:

"A case in Crime No. 408/88 u/s

323, 324 I.P.C. altered into 302 IPC has been registered in Alathur Police Station. The brief of the case is given below. On 22-10-88 at about 15-00 hrs. the accused Mani S/o Govindan Ezhuthassan of Pazhampalakkode assaulted on Velayudhan S/o Devi of Pazhampalakkode by beating with hands and stick due to wordy quarrel and Velayudhan sustained serious injuries. Velayudhan was brought to the Taluk Headquarters Hospital, Alathur immediately after the incident by the witnesses and neighbours and again taken to Medical College Hospital, Trichur for better treatment. The injured Velayudhan succumbed to the injuries at M.C.H., Trichur on 25-10-88 at about 2.40 P.M. Postmortem examination was conducted and as per the postmortem Certificate "the deceased died due to injuries of chest and abdomen." The Medical Officer who conducted the autopsy opined that the injuries of the deceased can be sustained by kicking with leg on the chest and abdomen. The accused Mani was arrested on 30-10-88 and is now under remand. The deceased Velayudhan was a casual agricultural worker. He used to work in the paddy fields of the accused Mani and used to ride his bullock cart. The deceased is not a bonded labourer of the accused. The accused owns about 1 1/2 acres of paddy fields in the Village. The case is now investigated by C.I. of Police, Alathur. Investigation so far conducted reveals the following. On 22-10-88 the deceased Velayudhan went to the house of the accused Mani at about 3 P.M. and demanded Rs. 10/- as arrear of wages. The deceased was stated to be fully drunk. The accused Mani was sitting in the outside Varanda of his house. he was also drunk. According to the

accused there were no arrears to pay and when the accused refused to pay Rs. 10/-, there arose a wordy duel between them and the accused Mani beat the deceased with hands and kicked him with foot. The deceased fell down in front of Mani's house and the caused took a stick and beat him on his face and ran away into his house. The was witnessed by one Kalyani W/o Gopalan, Dakshayani W/o Sankarankutty, Chellan S/o Neelan, Ramkrishnan S/o Madhavan etc. The witnesses took the deceased to Alathur Hospital and then to medical College Hospital, Trichur where he succumbed to his injuries. The paper report is an exaggerated one. There is no labour dispute or denial of civil rights.

Percentage of Atomic Power Production

2291 PROF. P.J. KURIEN: Will the PRIME MINISTER be pleased to state:

- (a) the percentage of atomic power production out of the total at present;
- (b) whether Atomic Energy Commission has a perspective plan to raise this percentage substantially;
- (c) if so, the details thereof; and
- (d) the details of the steps taken to avoid any nuclear disasters?

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND MINISTER OF STATE IN THE DEPARTMENTS OF OCEAN DEVELOPMENT, ATOMIC ENERGY, ELECTRONICS AND SPACE (SHRI K.R. NARAYANAN): (a) Electricity generated from Atomic Power is presently about 3% of the total electricity generated in the country.

(b) Yes, Sir.

(c) A Nuclear Power Programme to achieve a capacity of 1000 MW of nuclear power has been drawn up, which will increase the percentage share of atomic power to 10% of the total electricity generated by the year 2000. In addition, with the assistance of USSR two 1000 MWe Units will be set up.

(d) The safety aspects of nuclear power stations are being reviewed on a continuous basis. The designs are being updated to incorporate latest international safety standards. In addition, each station has well rehearsed emergency preparedness plans, to handle any emergency situations.

Clearance to Tourism Projects In Karnataka

2292. SHRI H.B. PATIL:
SHRI H.G. RAMULU:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Union Government have cleared recently some tourism projects in Karnataka.

(b) if so, the details of the projects cleared, cost of each project and financial assistance provided by the Union Government; and

(c) the steps taken to boost tourism in Karnataka?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL): (a) Yes, Sir.

(b) During 1989-90 so far, the Central Department of Tourism has sanctioned the following projects in Karnataka:-

(Rs. in lakhs)

<i>Sl. No.</i>	<i>Project</i>	<i>Amount sanctioned</i>	<i>Amount released</i>
1.	Tourist Complex at Belur	32.46	8.00
2.	Restaurant at Srirangapatnam	6.00	3.00
3.	Yatri Niwas at Mysore	36.02	10.00

(c) The steps taken to promote tourism in Karnataka include strengthening of tourism infrastructure, publicity and promotion, etc.

Compensation to Victims of Terrorist Activities in Punjab

2293. SHRI E. AYYAPU REDDY: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the details of compensation paid to the victims of terrorist activities in Punjab and Delhi during the last three years; and

(b) the details of compensation paid to the families of Security forces personnel killed by terrorists during the same period?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC

GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI P. CHIDAMBARAM): (a) and (b). The information is being collected and will be laid on the Table of the House.

Crime Cases in Punjab and Delhi

2294. SHRI E. AYYAPU REDDY: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the number of cases of murders and dacoities reported in Punjab and Delhi during the last three years;

(b) the number of cases in which charge sheets have been filed in the courts; and

(c) the number of accused put up for trial and convicted in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI P. CHIDAMBARAM): (a) to (c). The information is being collected and will be laid on the Table of the House.

Disparity between Rural and Urban Incomes

2295. SHRI E. AYYAPU REDDY: Will

the Minister of PLANNING be pleased to state:

(a) whether the disparity between urban incomes and rural incomes has gone up steeply during the last decade;

(b) whether the disparity between prices of agricultural produce and industrial goods has also gone up steeply; and

(c) whether any steps have been taken to rectify the distortions and disparities?

THE MINISTER OF PLANNING AND MINISTER OF PROGRAMME IMPLEMENTATION (SHRI MADHAVSINH SOLANKI):

(a) The estimates of per capita income for rural and urban areas, as compiled by Central Statistical Organisation are available only for the year 1970-71, according to which the average per capital income in rural areas in 1970-71 was Rs. 499/- and in urban areas Rs. 1201/-. As the corresponding information for the year 1980-81 or any other year is not available, it may not be possible to say that the disparity between urban and rural incomes has gone up.

(b) and (c). The disparity between the prices of agricultural products and industrial (manufactured) products has narrowed down in recent years (as can be seen from the statement given below) mainly due to steps taken to protect the agricultural prices.

STATEMENT

	General Index of Wholesale Prices	Index for Manufactured Products	*Index for Agricultural Products	Price Index of Manufactured Products as percent of price Index of Agricultural Products. Col. (3) over Col. (4)
Weight	100.00	49.87	40.42	
(1)	(2)	(3)	(4)	(5)
1980-81	256.2	257.3	210.5	122.2

(1)	(2)	(3)	(4)	(5)
1981-82	281.3	270.6	236.5	114.4
1982-83	288.7	272.1	247.9	109.8
1983-84	316.0	295.8	282.7	104.6
1984-85	338.4	319.5	303.2	105.4
1985-86	357.8	342.6	309.2	110.7
1986-87	376.8	359.4	330.1	108.9
1987-88	405.8	383.8	372.3	103.1

Composite index for the sub-groups Food Articles and Non-food Articles of the Major Groups Primary Articles.

Export of Products of HAL

2296. DR. KRUPASINDHU BHOI: Will the Minister of DEFENCE be pleased to state:

(a) whether the Hindustan Aeronautics Limited (HAL) has drawn up a long term plan for the export of its products;

(b) if so, the details thereof; and

(c) the names of the countries to which those products are proposed to be exported?

THE MINISTER OF STATE IN THE DEPARTMENT OF DEFENCE PRODUCTION AND SUPPLIES IN THE MINISTRY OF DEFENCE (SHRI CHINTAMANI PANIGRAHI): (a) No long term plan for the export of its products has been drawn up by the Hindustan Aeronautics Limited (HAL).

(b) and (c). Does not arise.

Day and Night Service in IA Office at Bangalore

2297. SHRI V.S. KRISHNA IYER: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether day and night service is provided in Indian Airlines Office at Bangalore City; and

(b) if not, whether Government propose to provide day and night service in the Indian Airlines Office at Bangalore?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL): (a) No, Sir.

(b) The facility of obtaining tickets, reservations, confirmations and cancellations is available at Indian Airlines booking office at Bangalore city and at Bangalore airport. Whereas the working hours of city booking

office are 1000 hrs. to 1700 hrs., the facility is available at the airport during the period Bangalore airport is operational. Round the clock service is available only at Delhi, Bombay, Calcutta and Madras and there is no proposal at present, to extend this service at Bangalore.

Special Status to Raichur, Bidar and Gulbarga Regions of Karnataka

2298. SHRI V.S. KRISHNA IYER: Will the Minister of PLANNING be pleased to state:

(a) whether Raichur, Bidar and Gulbarga regions in Karnataka are backward regions;

(b) if so, whether Government of Karnataka has requested to accord special status to Raichur, Bidar and Gulbarga regions on the the lines of status accorded to Telangana in Andhra Pradesh and Sunderbans in West Bengal;

(c) whether State Government has proposed to set up a Development Board if Union Government are prepared to give 50 per cent funds for the purpose; and

(d) if so, the details thereof?

THE MINISTER OF PLANNING AND MINISTER OF PROGRAMME IMPLEMENTATION (SHRI MADHAVSINH SOLANKI): (a) The State Government of Karnataka have considered these areas more backward than the other areas of the State in certain socio-economic infrastructural facilities.

(b) Yes, Sir.

(c) No, Sir.

(d) Does not arise.

Publication of Swagat

2299. SHRI V.S. KRISHNA IYER: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) the languages in which Swagat magazine is being published every month;

(b) whether Government are aware that the passengers are taking away this magazine, and

(c) if so, the action proposed to be taken to make available the missing copies of this magazine in the flights?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL): (a) The inflight magazine of Indian Airlines 'SWAGAT' published every month, contains articles both in Hindi and English languages.

(b) Yes, Sir.

(c) The shortage is replenished every day.

Bride Burning Cases in Delhi

2300. DR. B.L. SHAILESH: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether there has been recently spurt in bride burning cases or committing of suicide by the brides in distress owing to dowry demands particularly in the capital;

(b) the number of such cases reported in Delhi during the current year; and

(c) the measures Government propose to take to give not more teeth to the existing legislation, and root out this evil of dowry system?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI P. CHIDAMBARAM): (a) and (b). No, Sir. The comparative figures indicated below do not suggest any spurt in bride burning cases/suicide by burning due to dowry cases in the Capital:

1986	1987	1988 (Upto 31.10.1988)
60	59	57

(c) The following measures have been taken:-

- (i) Offences under the Dowry Prohibition Act have been made Cognizable and attract more stringent punishment.
- (ii) A new section has been added in the Indian Penal Code making the offence of harassment and cruelty to women by their husbands a cognizable offence.
- (iii) New sections 113-A & 113-B have been inserted in the Indian Evidence Act providing for presumption by a Court as to abetment of suicide/dowry death by a married woman.
- (iv) Short-stay home has been set up by the Delhi Administration for the use of women in distress.
- (v) Special Magistrates have been detailed for recording dying declarations.
- (vi) Public is educated through the media about the evil of dowry.
- (vii) Instructions have been issued to

get postmortem conducted by two surgeons in dowry death cases.

- (viii) A special Cell for crime against women under the supervision of a Woman Deputy Commissioner of Police has been set up.

Amount Due from Nigerian Airlines

2301. DR. B.L. SHAILESH: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) the amount due from the Nigerian Airlines for the services rendered like handling of its planes in India; and

(b) the manner in which the settlement was made with the Nigerian Government and the steps being taken or proposed to be taken to recover the amount due to India?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL): (a) and (b). Nigerian Airlines do not operate scheduled flights to India and therefore, no amount is due on account of handling charges from that carrier. Nigerian Airlines owe an amount of Rs. 6.08 lakhs (approx.) to Air India. Air India is directly following up with Nigerian Airlines for settlement of the outstanding amount.

[*Translation*]

Nuclear Power Capacity

2302. SHRI VIRDHI CHANDER JAIN:
SHRIMATI JAYANTI PATNAIK:

Will the PRIME MINISTER be pleased to state:

(a) whether the country is lagging far behind other developed countries in the field of generation of power from nuclear energy;

(b) if so, the impediment in the way of coming at par with other developed countries in this field;

(c) the steps being taken to remove these impediments;

(d) the estimated quantum of nuclear power in megawatt likely to be generated during the Eighth Five Year Plan; and

(e) the names of places where power houses based on nuclear energy will be set up?

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND MINISTER OF STATE IN THE DEPARTMENTS OF OCEAN DEVELOPMENT, ATOMIC ENERGY, ELECTRONICS AND SPACE (SHRI K.R. NARAYANAN): (a) The present power generation from nuclear reactors is about 3% of the total electricity produced in the country. However, India is one amongst a handful of countries who have the expertise to design, construct, commission and operate nuclear power stations and also to fabricate fuel elements and produce heavy water. A high degree of self-reliance has been achieved in all these activities.

(b) and (c). Since the industrial infrastructure is less developed than in the industrially advanced countries, it has taken a longer time to achieve self-reliance. With the experience gained by the Department and industry, it is now possible to accelerate the programme.

(d) It is expected that 2170 MW of nuclear power generation capacity will be installed by the end of Eighth Plan period.

(e) Construction of additional nuclear

power stations will be undertaken in the Eighth Plan at the following places:

1. Tarapur in Maharashtra
2. Kaiga in Karnataka
3. Rawatbhata in Rajasthan
4. Kudankulam in Tamil Nadu.

[English]

Shortage of Hotels in Capital

2303. SHRI DAULATSINHJI JADEJA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the steps Government are taking to meet the shortage of hotel rooms in all categories in the Capital;

(b) whether any crash plan for construction of 3 and 4 Star hotels will be initiated; and

(c) the position with regard to room shortage in 5 Star hotels in the Capital?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL): (a) and (b). Major effort to construct hotels has to be in the private sector and Government has already extended several incentives/concessions to encourage private sector investment in the hotel industry.

The major incentives announced for the tourism industry are the benefits of Section 80 HHC and 80 CC of the Income Tax Act. Additionally, the rate of interest subsidy for one to three star hotels has been increased from 1% to 3% and Financial Institution Scheme of interest rebate linked to foreign exchange earnings has been extended to hotels.

(c) There are at present 3601 rooms in hotels of the 5-Star Deluxe and 5-Star categories in the Capital. The newly commissioned hotels which have been planned for the 5-Star category will add 993 more rooms.

Central Team to Bihar to Study Extremist Peasant Movement

2304. SHRI SYED SHAHABUDDIN: Will the Minister of PLANNING be pleased to state:

(a) whether the Central team which visited Bihar to study the extremist peasant movement in Bihar has submitted its report;

(b) if so, the measures suggested by the team to solve the problem; and

(c) the decision taken by Government on the recommendations of the team?

THE MINISTER OF PLANNING AND MINISTER OF PROGRAMME IMPLEMENTATION (SHRI MADHAVSINH SOLANKI):

(a) Yes, Sir.

(b) The Central Team's in its report has observed that curbing social oppression and accelerating socio-economic development in the affected areas is crucial for effectively tackling left wing extremists in the State. For sharper development focus in the affected areas the Team has recommended a special area approach.

(c) Copy of the Study Team's Report has already been sent to the State Government of Bihar with the request that the State Government may draw up a time bound action plan in the light of the Central Team's Report.

Pending Cases of Freedom Fighters Pension

2305. SHRI SYED SHAHABUDDIN:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) the number of freedom fighters who are receiving pension as on 1 April, 1988, State-wise;

(b) the number of claims for grant of pension as freedom fighters pending on 1 April, 1987;

(c) the number of additional claims received during 1987-88;

(d) the number of claims accepted and rejected separately, during 1987-88;

(e) the number of pending applications, in which clarification is pending from the claimants themselves; and

(f) the number of claims in which clarification or information is awaited from the State Government concerned?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SONTOSH MOHAN DEV): (a) As on 1st April, 1988, the pension was sanctioned to 1,44,972 applications. State-wise position of these cases is indicated in the statement given below.

(b) As on 1st April, 1987, 4878 cases for grant of pension were pending.

(c) to (f). The last date for receipt of application for grant of Freedom Fighters pension was 31.3.1982. A special drive was launched in July-August, 1986 and all the cases were disposed off. However, 20,205 delayed applications have been received since 15.8.1986. Out of these, delay has been condoned and pension sanctioned in 175 cases. No separate figures have been maintained in regard to the claims in which clarifications have been sought from the applicants/State Governments.

STATEMENT

<i>Name of the State Govt./U.T. Admns.</i>	<i>No. of sanctioned cases</i>
1	2
Andhra Pradesh	9068
Assam	4122
Bihar	22373
Gujarat	3455
Goa	708
Haryana	1427
Arunachal Pradesh	2
Himachal Pradesh	456
J & K	1645
Karnataka	9853
Kerala	2552
Maharashtra	15904
Manipur	62
Madhya Pradesh	3203
Meghalaya	74
Mizoram	3
Nagaland	3
Orissa	3817
Punjab	6141
Rajasthan	699
Tamil Nadu	3864

1	2
Tripura	704
Uttar Pradesh	17264
West Bengal	16314
<i>U.T. Admns.</i>	
A & N	38
Chandigarh	82
Delhi	1876
Pondicherry	282
INA Personnel	18981
	1,44,972

Training of Group 'A' Officers Abroad

2306. SHRI SYED SHAHABUDDIN:
Will the PRIME MINISTER be pleased to state:

(a) the number of Group 'A' Officers, cadre-wise, sent abroad for administrative training during 1987-88;

(b) the total number of man-months of training involved;

(c) the number of Group 'A' Officers, cadre-wise, slated for such training abroad 1988-89; and

(d) the names of foreign institutions utilised for training during 1987-88 and likely to be utilised during 1988-89?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER A STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI P. CHIDAMBARAM): (a) to (c). This information is not centrally available.

In-so-far-as the nominations made by Department of Personnel & Training for training abroad 1987-88 and 1988-89 are concerned, statement-I is given below.

(d) Statement-II regarding the foreign institutions to which officers were sent for training during 1987-88 and 1988-89 through the Department of Personnel and Training is given below.

STATEMENT - I

No. of Group 'A' Officers Nominated for Administrative Training Abroad by the Deptt. of Personnel and Training-Cadre-Wise

<i>Sl. No.</i>		<i>Training during 1987-88**</i>	<i>Training during 1988-89</i>
1		2	3
1.	I.A.S		
	Andhra Pradesh	10	7
	Assam-Meghalaya	8	9
	Bihar	13	9
	Gujarat	10	6
	Haryana	8	8
	Himachal Pradesh	4	8
	Jammu & Kashmir	1	8
	Karnataka	8	9
	Kerala	5	6
	Madhya Pradesh	15	14
	Maharashtra	17	10
	Manipur-Tripura	Nil	6
	Nagaland	1	2
	Orissa	5	5
	Punjab	4	6
	Rajasthan	10	13
	Sikkim	Nil	2
	Tamil Nadu	6	8
	Union Territories	3	9

STATEMENT

LIST OF INSTITUTIONS UTILIZED FOR TRAINING DURING 1987-88 AND 1988-89

I. UNITED KINGDOM	II. U.S.A	IV. FRANCE
1	2	3
1. University of Birmingham	1. Harvard Institute of International Development	1. Ecole Nationale 'd' Administration, Paris
2. University of Bath	2. Boston University	2. International Institute DE' Administration Public, Paris.
3. University of Strathclyde	3. Princeton University	3. Fountain - Bleau
4. Royal Institute of Public Administration, London	4. Pittsburgh University	
5. London School of Economics	5. World Bank	
6. University of Swansea	6. Harvard University	V. SWEDEN
7. University of East Anglia	7. International Monetary Fund (IMF)	1. Swedish Agency For International Technical and Economic Cooperation Stockholm of Economics.
8. Institute of Development Studies, Sussex.	8. Duke University	
9. I.L.G.S., Birmingham	9. Carnegi-Mellon	
10. University of Bradford	10. Massachusetts institute of Technology.	VI. JAPAN
11. University of Manchester	III. CANADA	1. U.N. Centre for Regional Development, Nayoga, Japan.

1	2	3
12.	University of Oxford	1. International Development Research Centre
13.	University of Leeds	VII. NETHERLANDS
14.	University of Cambridge	
15.	University of Sussex	
16.	Henley	
17.	University of Glasgow	
18.	University of Reading	
19.	University of York	
20.	Industrial Trading Services Ltd U.K.	
21.	Aston University, Birmingham.	

Inclusion of Tharu in Scheduled Tribes List

2307. SHRIMATI MANORAMA SINGH: Will the Minister of WELFARE be pleased to state:

(a) whether people belonging to Tharu caste in Bihar are not included in list of Scheduled Tribes;

(b) whether Union Government have received Memoranda from Bihar Government and from various social organisations and members of Parliament requesting to include Tharu people in the list of Scheduled Tribes and if so, the details thereof;

(c) whether people of Tharu caste in some of the States enjoy the same facilities as are enjoyed by the Scheduled Tribes people; and

(d) if so, the time by which Government propose to include Tharu tribe in Scheduled Tribe list?

THE DEPUTY MINISTER IN THE MINISTRY OF WELFARE (SHRIMATI SUMATI ORAON): (a) Yes, Sir.

(b) Yes, Sir.

(c) Yes, Sir. Only in the State of Uttar Pradesh, Tharus have been included in the list of Scheduled Tribes according to the Constitution Scheduled Tribes (Uttar Pradesh) Order, 1967.

(d) No time limit can be specified for inclusion of Tharu community in the list of

Scheduled Tribes since any amendment in the existing lists of Scheduled Tribes can be done only through an Act of Parliament in view of article 342(2) of the Constitution.

Tourism Schemes in Kerala

2308. SHRI VAKKOM PURUSHOTHAMAN: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether some schemes were submitted by Government of Kerala relating to Kerala Tourism Development Corporation for inclusion in the Annual Plan (Central Sector), 1988-89;

(b) if so, the details thereof;

(c) out of these schemes, which schemes have already been included in the Annual Plan;

(d) the amount sanctioned for each scheme; and

(e) the expected time of their completion?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL): (a) Yes, Sir.

(b) The Kerala Tourism Development Corporation had submitted the following projects through the Government of Kerala for inclusion in the Annual Plan for 1988-89 of the Central Department of Tourism:

		<i>(Rs. in lakhs)</i>
<i>S. No.</i>	<i>Name of the project</i>	<i>Estimated cost</i>
1.	Renovation of Mascot Hotel, Trivandrum	16.50
2.	Improvement of Bolghatty Palace Hotel	44.70
3.	Improvement of Kumarakom Tourist Complex	31.00
4.	Purchase of Luxury Coaches, Mini coaches, Motor Boats.	75.00

(c) The project for purchase of Luxury coaches, mini coaches and motor boats did not contain any details while the other three projects did not fall within the purview of the approval Plan Schemes of the Department.

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

Introduction of Televisions without Picture Tubes

2309. SHRI VAKKOM PURUSHOTHAMAN: Will the PRIME MINISTER be pleased to state:

(a) whether televisions without picture tubes have been introduced in some of the advanced countries;

(b) if so, the details thereof;

(c) whether there is any move to introduce this technology in India; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND MINISTER OF STATE IN THE DEPARTMENTS OF OCEAN DEVELOPMENT, ATOMIC ENERGY, ELECTRONICS AND SPACE (SHRI K.R. NARAYANAN): (a) and (b). TV Receiver sets upto 15 cms Screen size with Liquid Crystal Displays have been introduced in some of the advanced countries.

(c) and (d). The prices of these TV sets are still very high. The introduction of such TV sets in the country will be considered at appropriate stage keeping in view indigenisation, cost of production, etc.

Orphan Centres in the Country

2310. SHRI SRIBALLAV PANIGRAHI: Will the Minister of WELFARE be pleased to state:

(a) the number of orphan centres set up in different parts of the country;

(b) the location of those centres in Orissa;

(c) whether Central assistance is being given to those orphan centres;

(d) if so, the amount given to those orphan centres in the last three years; and

(e) the details of the external assistance received by the those orphan centres during those years?

THE DEPUTY MINISTER IN THE MINISTRY OF WELFARE (SHRIMATI SUMATI ORAON): (a) to (e). The Orphanages and other Charitable Homes (Supervision and Control) Act, 1960 is implemented by the States and Union Territories and the information is being collected. However, under the centrally sponsored Scheme for the Welfare of Children in Need of Care and Protection, Grants to States/UTs are provided for maintenance and welfare of children in need of care and protection covered under the Scheme. The following grants to the State of Orissa were provided under the Scheme, during last three years:

<i>Year</i>	<i>Amount (in Rs.)</i>
1985-86	7,79,938
1986-87	12,01,206
1987-88	15,26,355

Tourist Accommodation In Digha

2311. DR. PHULRENU GUHA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the amount sanctioned for tourist accommodation at Digha in West

Bengal has since been fully released; and

(b) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL): (a) No, Sir.

(b) The Central Department of Tourism releases funds to the State Governments in instalments depending on the progress of works and utilisation of funds already released. The Department will release the second instalment of funds to the Government of West Bengal for the Digha project after the State Government submits a utilisation certificate for the first instalment.

Selection of Scientists for Research in Biotechnology

2312. SHRIMATI JAYANTI PATNAIK: Will the PRIME MINISTER be pleased to state:

(a) whether the Department of Biotechnology has selected some career scientists for overseas associateships for conducting research in frontline areas of biotechnology in leading foreign institutions;

(b) if so, the number of scientists selected for the associateship;

(c) the details of the awards being provided to those scientists, and

(d) the frontline areas in which those scientists propose to conduct research?

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

(b) 55 scientists have been selected for two categories of the Biotechnology Overseas Associateships, namely, long-term and short-term associateships from 1984-85 to 1987-88. Out of the 55 scientists selected for the awards, 43 were for long-term and 12 were for short-term associateships. Of them 38 long-term and 10 short-term associates have actually joined so far.

(c) The long-term associates are entitled to a monthly associateship amount of US \$ 1200/- or its equivalent in the country of their study and the short-term associates are entitled to a monthly associateship amount of US \$ 1600/- or its equivalent in the country of their study. A personal Equipment Grant of Rs. 4,000 is also paid to the long-term associates to meet expenses connected with the joining of the overseas laboratories. Both the categories of associates are entitled to the cost of air passage by Air India in Economy class from their place of work in India to the place of overseas laboratory by normal route and back. There is also provision for payment of grant for attending seminars/symposia to the associates in overseas countries in their area of research on case by case basis. The long-term associateships are awarded initially for a period of one year and may be extended for a further period upto one year where such extensions are necessary and justified. The short-term associateships are awarded for a period of 3 months only and not extendable.

(d) The priority areas of research identified for the programme are: Basic Molecular Biology; Microbial Genetics; Recombinant DNA technology; Immunology and Immunodiagnosics; Animal Tissue Culture and Cell culture based vaccines & Hybridomas; Plant Tissue Culture and Plant Viruses; Embryo Transfer Technology; Peptide & Nucleic Acid Chemistry (synthesis); Modern techniques in Industrial Microbiology & Energy conversion; Biochemical engineering, process optimisation and

computer modelling; Bioinformatics; Other Emerging areas. The associates will be working in specific research projects in any of these areas.

Terrorist Activities

2313. SHRI KAMAL CHOUDHARY:
Will the Minister of HOME AFFAIRS be pleased to state:

(a) the number of persons killed, injured and looted in Punjab and Union Territories of Chandigarh and Delhi by terrorists from July 1988 till date, month-wise separately;

(b) the number of terrorists killed and arrested by the police and the security forces

during the same period, month-wise separately; and

(c) how far the action plan implemented or being implemented to curb/wipe out terrorism has succeeded in Punjab and Union Territories of Chandigarh and Delhi?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SONTOSH MOHAN DEV): (a) and (b). The information is given in the statement given below.

(c) The implementation of the action plan to curb terrorism is being closely monitored. All out efforts are continuing to check terrorist activities and to maintain peace.

STATEMENT

Number of Persons Killed/Injured/ Looted and Number of Terrorists Killed/Arrested in Punjab, Chandigarh And Delhi During The Period July, 1988-October, 1988

<i>Name of State/ Union Territory</i>	<i>Period</i>	<i>Number of persons</i>			<i>No. of terrorists</i>	
		<i>Killed</i>	<i>Injured</i>	<i>Looted</i>	<i>Killed</i>	<i>Arrested</i>
Punjab	July, 1988	147	55	78	28	344
	August, 1988	104	78	59	26	329
	September, 1988	97	70	50	31	239
	October, 1988	112	54	56	30	247
Delhi	July, 1988	-	-	-	-	-
	August, 1988	-	-	-	-	-
	September, 1988	2	21	-	-	3
	October, 1988	-	-	-	-	2
Chandigarh	July, 1988	1	2	-	3	-
	August, 1988	-	-	-	-	-
	September, 1988	2	2	-	-	1
	October, 1988	-	-	-	-	6

IAF Plane Crashes Near Muzaffarnagar and Najafgarh

2314. DR. B.L. SHAILESH:
SHRI KALI PRASAD
PANDEY:

Will the Minister of DEFENCE be pleased to state:

(a) whether close on the heels of the air-crash of an IAF fighter plane near Muzaffarnagar, another IAF plane crash in Najafgarh in the capital took place on the 8 November, 1988;

(b) if so, the loss of lives and property caused as a result thereof in both the cases;

(c) the findings of the Courts of Inquiry ordered into both these air-crashes; and

(d) the preventive measures taken against such crashes taking place in the populated areas?

THE MINISTER OF STATE IN THE DEPARTMENT OF DEFENCE PRODUCTION AND SUPPLIES IN THE MINISTRY OF DEFENCE (SHRI CHINTAMANI PANIGRAHI): (a) Yes, Sir.

(b) There was no loss of life or property as a result of the accident near Muzaffarnagar. However, in the accident near Najafgarh four civilians lost their lives. One house was destroyed and two houses were damaged.

(c) Courts of Inquiry are in progress to investigate both these accidents.

(d) As a rule, low flying by IAF aircrafts over towns and populated areas is prohibited, unless specifically authorised for special tasks. In case a pilot is forced to abandon his aircraft over a populated area, the attempts to point the aircraft in a safe direction

and switch off the engine before ejecting.

Tourist Complexes In Orissa

2315. SHRI RADHAKANTA DIGAL: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) the names of the tourist complexes in Orissa;

(b) the facilities available at those complexes; and

(c) the steps taken to develop those tourist complexes to attract more domestic and foreign tourists to those places?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL): (a) and (b). The Government of Orissa/Orissa Tourism Development Corporation are operating a number of Tourist Complexes in the State which provide accommodation and other facilities. Accommodation Units with catering facilities are available at Bhubaneswar, Puri, Konark, Barkul, Rambha, Taptapani, Chandipur, Sambalpur, Nursinghath, Cuttack, Pathrajpur, Bangriposhi, Panchalingeswar, Jaipur and Dhabaleswar. In addition, there is a Bathing Complex at Atri and boating facilities on the Chilika Lake. Tourist transport facilities and conducted sightseeing tours are available at Puri, Bhubaneswar, Cuttack, Sambalpur and Chandipur.

(c) The steps taken to attract more tourists include strengthening of infrastructure and publicity and promotion.

[*Translation*]

Know-how Import for V.C.R.VCP

2316. SHRI SHANTI DHARIWAL: Will the PRIME MINISTER be pleased to state:

(a) whether Government have approached several countries for importing foreign technical know-how for manufacturing Video Cassette Recorder and Video Cassette Player;

(b) if so, whether any offer has been received in this regard so far; and

(c) if so, the fact thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND MINISTER OF STATE IN THE DEPARTMENT OF OCEAN DEVELOPMENT, ATOMIC, ENERGY, ELECTRONICS AND SPACE (SHRI K.R. NARAYANAN): (a) to (c). Government had invited composite applications for the manufacture of VCR/VCP from the units which are prepared to commit sizeable investment for suitable vertical integration with an accelerated phased manufacturing programme with foreign collaborations. Proposals received in response were processed by the Government and approvals were given to three private companies in collaboration with Japanese collaborators.

[*English*]

Modernisation of Airports

2317. SHRI SRIKANTHA DATTA NARASIMHARAJA WADIYAR: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether there is any proposal to modernise some Airports in the country by 1990;

(b) if so, the details thereof;

(c) whether Palam/Indira Gandhi International Airport is included in the scheme; and

(d) if so, the features, amount allocated and time by which these are likely to be modernised?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL): (a) and (b). Yes, Sir. The following modernisation schemes are envisaged by the International Airports Authority of India and National Airports Authority:-

- (i) Construction of New International Terminal Complex at Madras Airport.
- (ii) Construction of New International Terminal Complex at Calcutta Airport.
- (iii) Expansion of domestic Terminal Complex Phase-1 at Bombay Airport.
- (iv) Expansion of Cargo Areas at Delhi and Bombay Airport.
- (v) Replacement of existing fire fighting Rescue & other operational and facilitation equipment by modern equipment at all four International Airports.
- (vi) Installation of a Air Route Surveillance Radar at Nagpur.
- (vii) Installation of Distance Measuring Equipments at four aerodromes.
- (viii) Provision of communication and Navigational facilities at 25 Vayudoot aerodromes.
- (ix) Installation of Instrument Landing Systems at six more aerodromes.

- (x) Replacement of the existing Conventional VOR at seven aerodromes.
- (xi) Upgradation of the runways and terminal buildings at a few domestic aerodromes.
- (xii) Modernisation of Air Traffic Control facilities at Bombay and Delhi airports.

(c) and (d). Yes, Sir. Construction of a modern technical block and control tower, installation of sophisticated primary and secondary surveillance radars along with radar data processing systems, installation of an airfield surface detection equipment and installation of Category-III Instrument Landing Systems are the major features of the proposal for modernisation of Air Traffic Control Facilities at I.G.I airport. The project is estimated to cost Rs. 167.00 crores and likely to be completed in two years from the date of commencement.

Work on the expansion of the cargo area at I.G.I. airport has already been taken up and is expected to be completed by 1990-91. It is also envisaged to take up the construction work of Phase-II of the New International Terminal in 1991. An outlay of Rs. 4.50 crores has been allocated for the work relating to the expansion of cargo area in the Seventh Plan. A token provision of Rs. 20.00 lakhs has been made for the construction of the New International Complex Phase-II at I.G.I. airport.

New Atomic Power Plants

2318. SHRI V. TULSIRAM:
 SHRI S.G. GHOLAP:
 SHRIMATI D.K. BHANDARI:
 SHRI SRIBALLAV PANI-
 GRAHI:
 SHRI M. RAGHUMA REDDY:
 SHRI MANIK REDDY:

SHRI PRAKASH CHANDRA:

Will the PRIME MINISTER be pleased to state:

(a) whether Government have since decided to set up 12 Atomic Power Plants in the country; and

(b) if so, the details thereof including the sites selected, capacity and estimated cost of each project and the funds allocated for each of them?

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

(b) The details of the twelve atomic power plants are as under:-

1. 4x235 MWe Kaiga in Karnataka
2. 2x500 MWe at Tarapur in Maharashtra
3. 4x500 MWe at Rawathbhata in Rajasthan
4. 2x1000 MWe at Kudankulam in Tamilnadu with Soviet assistance.

The detailed project reports for these projects are under preparation. Estimated cost of each project and funds to be allocated will be determined after the detailed project reports are completed.

Encadrement of Posts

2319. SHRI RAM SAMUJHAWAN: Will the PRIME MINISTER be pleased to state:

(a) whether any guidelines have been

issued regarding encadrement of posts into a particular service; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER A STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI P. CHIDAMBARAM): (a) Yes, Sir.

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

STATEMENT

Encadrement of ex-cadre posts

Often departments create for various reasons a number of posts having more or less similar functional duties and responsibilities as the cadre posts. Such posts are manned by both cadre officers and those outside the cadre(s). It should be the constant endeavour of cadre authorities to periodically review the position regarding such posts with a view to encadre them keeping in view:-

(a) the nature of functions and responsibilities attached to them;

(b) the likelihood of their continuing; and

(c) the desirability of deploying cadre officers to such posts.

Grounding of Boeing 737

2320. SHRIMATI D.K. BHANDARI: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Government have decided to reduce the utilisation of Boeing 737 planes;

(b) if so, the details thereof;

(c) whether this has reduced the number of flights of Indian Airlines and the commuters are facing problems; and

(d) if so, the steps Government propose to take to ease the situation?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL): (a) to (c). The utilisation of Boeing 737 aircraft of Indian Airlines has been reduced to 2,830 hours per annum per aircraft, as against 3,128 hours in May, 1988. The reduction in utilisation was with the intention of reducing consequential delays which was causing inconvenience to the passengers.

(d) Indian Airlines is in the process of inducting additional aircraft capacity after which it is expected that the situation would ease.

Video Library on Tourism

2321. SHRI DHARAM PAL SINGH MALIK: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Government are considering to build a Video Library on Tourism; and

(b) if so, the details thereof and the place proposed for the same?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL): (a) Yes, Sir.

(b) The Department of Tourism produces films/videos on various aspects of tourist interest which are made available to Tourist Offices in India and abroad, Indian Missions and the travel trade for promotion of tourism.

Safety In Nuclear Power Plants

2322. SHRI MULLAPPALLY RAMA-
CHANDRAN:
SHRI AMARSINH RATHAWA:

Will the PRIME MINISTER be pleased to state:

- (a) the main safety measures adopted in India at its nuclear installations;
- (b) whether any foreign assistance has been obtained or sought for developing and ensuring highest safety standards;
- (c) if so, the details thereof; and
- (d) the stand taken by India on this matter at the committee of the United Nations General Assembly in October this year?

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND MINISTER OF STATE IN THE DEPARTMENTS OF OCEAN DEVELOPMENT, ATOMIC ENERGY, ELECTRONICS AND SPACE (SHRI K.R. NARAYANAN): (a) The Indian Nuclear Power Programme is primarily based on pressurised heavy water reactors. Recognising the paramount importance of safety, the following measures have been taken in our Nuclear Power Stations:

- i) Double containment.
- ii) Multiple barriers to contain release of radio-activity into the environment.
- iii) A comprehensive system of management of radio-active wastes that ensures minimal discharges to the environment.
- vi) Observance of the stipulations

of the Atomic Energy Regulatory Board with respect to releases of radio-activity which are in conformity with the guidelines of the International Commission for Radiological protection.

- v) Setting up of an Environmental Survey Laboratory in advance of the setting up of the Nuclear Power Plant to collect background data on radio-activity in the neighbourhood of the Plant and thereafter to monitor releases of radio-activity throughout the lifetime of the Plant.

(b) The Department of Atomic Energy has developed its own safety standards and procedures to suit our requirements generally in conformity with safety standards followed by other countries advanced in nuclear technology and those recommended by the International Atomic Energy Agency. The Atomic Energy Regulatory Board Monitors all safety aspects on a continuous basis.

(c) Does not arise.

(d) At the United Nations General Assembly this year, India co-sponsored a resolution which commends the UN Scientific Committee on the Effects of Atomic Radiation for its valuable contribution to nuclear safety.

[*Translation*]

Seizure of Fake Passports

2323. SHRI KAMMODILAL JATAV:
Will the Minister of HOME AFFAIRS be pleased to state:

- (a) the number of fake passports seized during the last three years; and
- (b) the particulars of the persons ar-

rested in this connection and the action being taken against them?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI P. CHIDAMBARAM): (a) and (b). The registration, investigation, detection and prevention of crime is the responsibility of the State Governments/ Union Territory Administrations. They are responsible for enforcing laws relating to offences committed by individuals while obtaining passports. The information regarding seizure of fake passports, persons arrested in this connection and action taken against them is not collected by the Central agencies.

[English]

International Seminar on Adoption of Children

2324. DR. PHULRENU GUHA: Will the Minister of WELFARE be pleased to state:

(a) whether an International Seminar on adoption of children was held in New Delhi during the month of February 88;

(b) if so, the details of the recommendation made by the seminar;

(c) the particulars of persons who participated in the Seminar;

(d) whether Government have sanctioned any grant for this purpose; and

(e) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF WELFARE (SHRIMATI SUMATI ORAON): (a) The Indian Council for Child Welfare organized the International Seminar on Adoption on February 24-26,

1988.

(b) The Seminar discussed various aspects of adoption and recommended inter-alia that in country adoptions should be encouraged; greater attention should be paid to the special-needs child; judicial procedure should be speeded up in order to avoid longer institutional stay of child; Juvenile Court/Child Welfare Boards should be set up in all the States; there should be provision for de-recognition of voluntary agencies in cases of proven malpractices; Adoption Cells should be set up both at the Centre and in the States; Voluntary Co-ordinating Agency should be set up in all States; media should play a more effective role in creating awareness and advocacy for the Right of the child to a family especially the special-needs child; there should be greater emphasis on Research on Adoption and Training and Orientation of workers engaged in adoption.

(c) 172 persons representing largely Indian and foreign voluntary agencies participated in the Seminar.

(d) No Sir.

(e) Does not arise.

12.00 hrs.

(Interruptions)

[English]

PROF. MADHU DANDAVATE (Rajapur): Mr. Deputy-Speaker Sir, the question of propriety always gets priority. (Interruptions)

MR. DEPUTY-SPEAKER: First all of you please take your seats.

(Interruptions)

PROF. MADHU DANDAVATE: The question of propriety always gets priority. I want to point out to you that on 25th of this month, we had raised through various devices like Adjournment, Rule 184, etc. and one of them you have kept under consideration. The question of documents that were published in '*The Hindu*' on 25th and we wanted that a statement should be made by the Defence Minister.

Now Sir, while the Parliament is already in session, outside the Parliament at Bangalore, he has announced that he is referring those documents published in '*The Hindu*' on 25th November for CBI Investigation. There have been eleven rulings for far by the Speakers right from the first Lok Sabha that when the Parliament is in session, in that case no Minister should make such declaration of policy outside the House.....(*Interruptions*) Let me complete Sir.

Further, I had given a notice under Rule 184 demanding that the Defence Minister should make a statement on the documents released by Shri Ram Jethmalani.....(*Interruptions*) We demand that those documents should be investigated and that the Minister should make a statement.....(*Interruptions*)

MR. DEPUTY-SPEAKER: What you have said regarding the Minister making a statement outside the House, it is not a policy matter.....

(*Interruptions*)

PROF. MADHU DANDAVATE: It is a policy matter.....(*Interruptions*)

SHRI V. SOBHANADREESWARA RAO (Vijayawada): It is a policy matter.....(*Interruptions*)

MR. DEPUTY-SPEAKER: Please lis-

ten to me. As I listened to you, you listen to me.....

(*Interruptions*)

MR. DEPUTY-SPEAKER: It is not a policy matter. During the debate which we had earlier regarding Bofors, at that time the Minister informed the House that the enquiry is going on in detail into the matter.....

(*Interruptions*)

SHRI V. SOBHANADREESWARA RAO: When will it be completed?...(*Interruptions*)

MR. DEPUTY-SPEAKER: Even if you are feeling that some new evidence has come, it is a part of the investigation, which is already going on. Therefore, it is not a new thing that has occurred.

(*Interruptions*)

PROF. MADHU DANDAVATE: I do not want to enter into an argument with you. But let me point out to you that while we were demanding that the enquiry should be made, he refused to make an announcement on the floor of the House, but outside the House, he has made this statement. This is a breach of propriety...(*Interruptions*) What about Ram Jethmalani's documents? They should also be investigated...(*Interruptions*)

MR. DEPUTY-SPEAKER: Anything that is available will definitely go to CBI for inquiry. When the investigation is going on, the Minister also cannot reveal what is going on.

(*Interruptions*)

MR. DEPUTY-SPEAKER: It is not a policy matter.

(Interruptions)

SHRI BASUDEB ACHARIA (Bankura): On 25th, we demanded that the Defence Minister should make a statement.....*(Interruptions)*

MR. DEPUTY-SPEAKER: It was your demand. I never allowed it.

I told that Professor's demand is under consideration.

(Interruptions)

SHRI BASUDEB ACHARIA: He made that statement outside the House at Bangalore.....*(Interruptions)*

MR. DEPUTY-SPEAKER: It is a part of the investigation, that is going on.....

(Interruptions)

MR. DEPUTY-SPEAKER: It is not a policy matter.....

(Interruptions)

PROF. MADHU DANDAVATE: Press Conference at Bangalore cannot be a substitute for the floor of this House...*(Interruptions)*

MR. DEPUTY-SPEAKER: It is only a further additional matter. Even the Prime Minister informed outside that the investigation is going on.

(Interruptions)

MR. DEPUTY-SPEAKER: On Friday I told the House that the Government is taking care of what you have said and the investigation is going on by the CBI.

(Interruptions)

SHRI V. SOBHANADREESWARA RAO (Vijayawada): What about today's revelations?.....*(Interruptions)*

MR. DEPUTY-SPEAKER: So many things are coming.....

(Interruptions)

MR. DEPUTY-SPEAKER: I cannot allow. Nothing goes on record.

(Interruptions)

MR. DEPUTY-SPEAKER: Whatever sensational..... I cannot allow. This is my ruling. I am not allowing the adjournment which you have demanded. Already we have discussed this matter in detail. If you give it in some other form, I will consider it.

*(Interruptions)**

MR. DEPUTY-SPEAKER: Please order. Nothing goes on record. I am not allowing.

*(Interruptions)**

MR. DEPUTY-SPEAKER: I have not allowed your adjournment. If you give it in some other form I will consider it.

*(Interruptions)**

MR. DEPUTY-SPEAKER: Even about today's news regarding the documents I cannot allow you an adjournment motion. Even about what has appeared today, the Minister will take care of it. The press report also says that it should be referred to CBI.

(Interruptions)

PROF. MADHU DANDAVATE: I have given a notice under rule 184 demanding

that the Defence Minister should make a statement on Mr. Ram Jethmalani's documents.

Are you allowing it?

MR. DEPUTY-SPEAKER: That is under my consideration.

PROF. MADHU DANDAVATE: Do you say that it is under your consideration?

MR. DEPUTY-SPEAKER: Yes.

SHRI SOMNATH CHATTERJEE (Bolpur): What is under your consideration?

MR. DEPUTY-SPEAKER: What the hon. Member wanted, he knows what is under my consideration.

SHRI SOMNATH CHATTERJEE: We have also given notices.

SHRI BALWANT SINGH RAMOOWALIA (Sangrur): the price of cotton has come down by Rs. 250/- per quintal. Neither Markfed nor CCI are purchasing cotton in Punjab and Punjab farmers are losing crores of rupees.....

MR. DEPUTY-SPEAKER: I will pass on your information to the Minister.

SHRI BALWANT SINGH RAMOOWALIA: Neither CCI nor Markfed are purchasing cotton in Punjab. 30 markets of Bhatinda, Ferozpur and Faridkot are flooded with cotton.....

MR. DEPUTY-SPEAKER: I have already received your adjournment motion, But I cannot allow the adjournment. If you give it in some other form I will consider it. Already we have discussed the agricultural prices and other things.

SHRI BALWANT SINGH RAMOOWALIA: What is the course open to me?

MR. DEPUTY-SPEAKER: You give me a notice of calling attention. I will see it.

SHRI BALWANT SINGH RAMOOWALIA: By Rs. 250/- per quintal prices of cotton have fallen down.....

SHRI V. SOBHANADREESWARA RAO: What about the substantive motion we have given about the Governor of Andhra Pradesh?

MR. DEPUTY-SPEAKER: It has already been raised and the Speaker has said about it.

(Interruptions)

SHRI AMAL DATTA (Diamond Harbour): What about revelations that have come up in today's papers?.....

MR. DEPUTY-SPEAKER: That cannot be taken up. I have already given my ruling. Nothing goes on record.

*(Interruptions)**

MR. DEPUTY-SPEAKER: Already in reply to Professor I have said that it is under my consideration.

SHRI AMAL DATTA: Are you asking the Minister to make a statement.....*(Interruptions)*

MR. DEPUTY-SPEAKER: I cannot ask.

(Interruptions)

MR. DEPUTY-SPEAKER: I have already told that Government is taking care of it.

(Interruptions)

MR. DEPUTY-SPEAKER: I have already given my ruling. I cannot once again re-open it.

SHRI AMAL DATTA: What about the revelations in today's papers?

MR. DEPUTY-SPEAKER: They will take care of it.

(Interruptions)*

MR. DEPUTY-SPEAKER: Nothing goes on record. I am not allowing.

(Interruptions)*

SHRI SANTARAM NAIK (Panaji): Mr. Bhatia, a Member of this House, last week raised the issue of Mr. Jethmalani's support to Khalistan and the Speaker promised a discussion. What is your ruling?...

(Interruptions)*

MR. DEPUTY-SPEAKER: Nothing goes on record.

PAPERS LAID ON THE TABLE

12.10 hrs.

[English]

Annual Accounts and Review of Audited Accounts of Himalayan Mountaineering Institute, Darjeeling, for 1986-87 and of Nehru Institute of Mountaineering, Uttarkashi for 1986-87

THE MINISTER OF STATE IN THE DEPARTMENT OF DEFENCE PRODUCTION AND SUPPLIES IN THE MINISTRY OF DEFENCE (SHRI CHINTAMANI PANI-

GRAHI): Sir, on behalf of Shri K.C. Pant, I beg to lay on the Table:

(1)(i) A copy of the Annual Accounts (Hindi and English versions) of the Himalayan Mountaineering Institute, Darjeeling, for the year 1986-87 together with Audit Report thereon.

(ii) A copy of the Review (Hindi and English versions) by the Government on the Audited Accounts of the Himalayan Mountaineering Institute, Darjeeling for the year 1986-87. [Placed in Library. See No. LT. 6786/88]

(2) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

(3)(i) A copy of the Annual Accounts (Hindi and English versions) of the Nehru Institute of Mountaineering, Uttarkashi, for the year 1986-87 together with Audit Report thereon.

(ii) A copy of the Review (Hindi and English versions) by the Government on the Audited Accounts of the Nehru Institute of Mountaineering, Uttarkashi, for the year 1986-87. [Place in Library. See No. LT. 6787/88]

(4) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (3) above.

Navy (Discipline and Miscellaneous Provisions) (Amendment) Regulation, 1988 and the Navy Leave (Amendment) Regulations, 1988

THE MINISTER OF STATE IN THE DEPARTMENT OF DEFENCE PRODUCTION AND SUPPLIES IN THE MINISTRY OF DEFENCE (SHRI CHINTAMANI PANIGRAHI): I beg to lay on the Table a copy each of the following Notifications (Hindi and English versions) under section 185 of the Navy Act, 1957:-

- (i) The Navy (Discipline and Miscellaneous Provision) (Amendment) Regulations, 1988 published in Notification No. S.R.O. 11 (E) in Gazette of India dated the 20th October, 1988.
- (ii) The Navy Leave (Amendment) Regulations, 1988 published in Notification No. S.R.O. 217 in Gazette of India dated the 17th September, 1988. [Placed in Library. See No. LT. 6788/88]

Statement Re: Review on the Working of and Annual Report of Electronics Corporation of India for 1986-87, etc.

THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND MINISTER OF STATE IN THE DEPARTMENTS OF OCEAN DEVELOPMENT, ATOMIC ENERGY, ELECTRONICS AND SPACE (SHRI K.R. NARAYANAN): I beg to lay on the Table:

- (1) A copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619A of the Companies Act, 1956:-
 - (a)(i) A statement regarding Review by the Government on

the working of the Electronics Corporation of India Limited Hyderabad, for the year 1987-88.

- (ii) Annual Report of the Electronics Corporation of India Limited, Hyderabad, for the year 1987-88 along with Audited Accounts and comments of the Comptroller and Auditor General thereon. [Placed in Library. See No. LT. 6789/88]

- (b)(i) A statement regarding Review by the Government on the working of the Uranium Corporation of India Limited, Singhbhum, for the year 1987-88.

- (ii) Annual Report of the Uranium Corporation of India Limited Singhbhum, for the year 1987-88 along with Audited Accounts and comments of the Comptroller and Auditor General thereon. [Placed in Library. See No. LT. 6790/88]

- (2)(i) A copy of the Annual Report (Hindi and English versions) of the Institute of Physics, Bhubaneswar, for the year 1987-88 along with Audited Accounts.

- (ii) A statement (Hindi and English versions) regarding Review by the Government on the working of the Institute of Physics, Bhubaneswar, for the year 1987-88. [Placed in Library. See No. LT. 6791/88]

- (3)(i) A copy of the Annual Report (Hindi and English versions) of the Saha Institute of Nuclear Physics, Cal-

cutta, for the year 1987-88 along with Audited Accounts.

- (ii) A statement (Hindi and English versions) regarding Review by the Government on the working of the Saha Institute of Nuclear Physics, Calcutta, for the year 1987-88. [Placed in Library. See No. LT. 6792/88]
- (4) (i) A copy of the Annual Report (Hindi and English versions) of the Mehta Research Institute of Mathematics and Mathematical Physics, Allahabad, for the year 1987-88 along with Audited Accounts.
- (ii) A statement (Hindi and English versions) regarding Review by the Government on the working of the Mehta Research Institute of Mathematics and Mathematical Physics, Allahabad, for the year 1987-88. [Placed in Library. See No. LT. 6793/88]
- (5) (i) A copy of the Annual Report (Hindi and English versions) of the Tata Memorial Centre, Bombay, for the year 1987-88 along with Audited Accounts.
- (ii) A statement (Hindi and English versions) regarding Review by the Government on the working of the Tata Memorial Centre, Bombay for the year 1987-88. [Placed in Library. See No. LT. 6794/88]

Notification under Central Reserve Police Force Act, 1949 and Central Industrial Security Force Act, 1968

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SONTOSH MOHAN DEV): Sir, on behalf of Shri P. Chidambaram, I beg to lay on the Table:

- (1) A copy each of the following Notifications (Hindi and English versions) under sub-section (3) of section 18 of the Central Reserve Police Force Act, 1949:-
 - (i) The Indo-Tibetan Border Police (Armourer Cadre) Recruitment, Rules, 1982 published in Notification No. G.S.R. 303 in Gazette of India dated the 23rd April, 1988.
 - (ii) The Indo-Tibetan Border Police (Gardener Cadre) Recruitment Rules, 1983 published in Notification No. G.S.R. 307 in Gazette of India dated the 23rd April, 1988.
 - (iii) The Indo-Tibetan Border Police (Office Combatent-Non-Gazetted) Cadre Recruitment Rules, 1984 published in Notification No. 314 in Gazette of India dated the 23rd April, 1988.
 - (iv) The Indo-Tibetan Border 'Police Pioneer Cadre (Group 'C' Posts) recruitment (Amendment) Rules, 1988 published in Notification No. G.S.R. 308 in Gazette of India dated the 2nd July, 1988. [Placed in Library. See No. LT. 6795/88]

[Sh. Sontosh Mohan Dev]

(2) A copy each of the following Notifications (Hindi and English versions) under sub-section (3) of section 22 of The Central Industrial Security Force Act, 1968:-

- (i) The Central Industrial Security Force (Second Amendment) Rules, 1988 published in Notification No. G.S.R. 315 in Gazette of India dated the 23rd April, 1988.
- (ii) The Central Industrial Security Force (Fourth Amendment) Rules, 1988 published in Notification No. G.S.R. 609 in Gazette of India dated the 30th July, 1988. [Placed in Library. See No. LT. 6796/88]

(ii) Fortieth Report on action taken by Government on the recommendations contained in the 4th Report (Eighth Lok Sabha) on the Ministry of Industry (Department on Public Enterprises)—Reservations for and employment of Scheduled Castes and Scheduled Tribes in Bharat Heavy Electricals Limited (Hyderabad and Hardwar Units).

(iii) Forty-first Report on action taken by Government on the recommendations contained in the 30th Report (Eighth Lok Sabha) on the Ministry of Welfare—socio-economic conditions of Scheduled Castes and Scheduled Tribes in the Union Territory of Andaman and Nicobar Islands.

12.11 hrs.

COMMITTEE ON THE WELFARE OF
SCHEDULED CASTES AND SCHEDULED
TRIBES

[English]

**Thirty-ninth, Fortieth and forty-First
Reports**

SHRI ARVIND NETAM (Kanker): Sir, I beg to present the following Reports (Hindi and English versions) of the Committee on the Welfare of Scheduled Castes and Scheduled Tribes:-

- (i) Thirty-ninth Report on Action taken by Government on the recommendations contained in the 29th Report (Eighth Lok Sabha) on the Ministry of Civil Aviation—Reservations for and employment of Scheduled Castes and Scheduled Tribes in Air India.

CALLING ATTENTION TO MATTER OF
URGENT PUBLIC IMPORTANCE

[Translation]

**One-day token Strike by Employees of
Indian Airlines Resulting in Dislocation
of Air services and Inconvenience to
Passengers**

SHRI RAMASHRAY PRASAD SINGH (Jahanabad): Mr. Deputy Speaker, Sir, I beg to call the attention of the Minister of State of the Ministry of Civil Aviation and Tourism to the following matter of urgent public importance and request that he may make a statement thereon.

“One day token strike by large number of employees of the Indian Airlines resulting in dislocation of air services and inconvenience to passengers and the steps taken by the Government to resolve the issue in-

volved."

[English]

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL): Sir, the Air Corporation Employees' Union (ACEU) and the Indian Aircraft Technicians' Association (IATA) representing approximately.....(Interruptions)

[English]

SHRI BHADRESWAR TANTI (Kaliabor): Sir, because of the devastating floods that had taken place in Assam.....(Interruptions)

MR. DEPUTY SPEAKER: No, that is all. Tomorrow we will see. Give me in writing, I will see to it.

SHRI ABDUL RASHID KABULI (Srinagar): Sir, there is acute electricity shortage in Kashmir valley. The Energy Minister should visit the valley.....(Interruptions)

MR. DEPUTY SPEAKER: I have already listened to you. I will find out the facts.

SHRI BHADRESWAR TANTI: Sir, a serious type of disease has affected the fishes in Brahmaputra and its tributaries and almost all the fishes have died. Ten lakh fishermen have been rendered jobless.....(Interruptions)

MR. DEPUTY SPEAKER: You write to me, I will see to it. Give me in writing.....

(Interruptions)

MR. DEPUTY SPEAKER: The Minister is making a very important statement. Please listen to him.

(Interruptions)

SHRI BASUDEB ACHARIA (Bankurai):

Sir, lakhs of industrial workers are on strike. At least you allow us a discussion.

MR. DEPUTY SPEAKER: Mr. Acharia, you have given a Calling Attention and I will consider it....

(Interruptions)

MR. DEPUTY SPEAKER: It is too much. I cannot do anything.

MR. DEPUTY SPEAKER: I have told you already that you have given a Calling Attention and we will consider it...

(Interruptions)

SHRI BASUDEB ACHARIA: When?

MR. DEPUTY SPEAKER: We will discuss it in the Business Advisory Committee and find out.....

(Interruptions)

SHRI BHADRESWAR TANTI: Sir, a serious type of disease has taken place in Assam. The water in Assam has also become polluted, as a result of which, different diseases have taken place. Some people have also died because of this. I want immediate steps to be taken by the Government.....(Interruptions)

MR. DEPUTY SPEAKER: You give in writing, I will pass it on to the Minister. Give in writing whatever you want to say.

SHRI SHANTARAM NAIK (Panaji): Why don't you listen to me, Sir? I want to know what is your ruling.

MR. DEPUTY SPEAKER: Ruling on What?

SHRI SHANTARAM NAIK: On the matter raised by Shri Bhatia last week.

MR. DEPUTY SPEAKER: No, nothing doing...

(Interruptions)**

MR. DEPUTY SPEAKER: Nothing will go on record except Minister's statement...

(Interruptions)**

PROF. MADHU DANDAVATE (Rajapur): Sir, he wants to make a submission about a problem. Why don't you listen to him, Sir?

MR. DEPUTY SPEAKER: I have already listened to him....

(Interruptions)

MR. DEPUTY SPEAKER: This is not the way. I cannot allow. I have already listened to him. I have told him that I will pass it on to the Minister. What else do you want?

SHRI DINESH GOSWAMI (Guwahati): Sir, the Member wants to raise a matter. Why don't you listen to him? (Interruptions)

MR. DEPUTY SPEAKER: What can I do? Can I order anything now itself when he wants to raise it? What more do you want? You are crossing your limits for everything. I have listened to him, I have told him that I will pass on that to the Minister and I will take action. What else do you want? I have told him many times...

(Interruptions)

MR. DEPUTY SPEAKER: You go on repeating the same matter when the Minister is on his legs. I have told Mr. Acharia also that it will be considered...

(Interruptions)

SHRI ABDUL RASHID KABULI: Mr. Deputy-Speaker, please listen to me. (Interruptions) There is acute shortage of electricity in Kashmir Valley...

MR. DEPUTY SPEAKER: This matter has been raised so many times. If you give it to me in writing, I will pass it on to the Minister concerned.

SHRI ABDUL RASHID KABULI: Our people are suffering there.

MR. DEPUTY-SPEAKER: What can I do?

SHRI ABDUL RASHID KABULI: Why does not the Minister go to Kashmir and see there? Hon. Speaker promised that he will ask...

MR. DEPUTY-SPEAKER: Mr. Soz raised this matter several times.

SHRI ABDUL RASHID KABULI: Why don't you direct the Minister?

MR. DEPUTY-SPEAKER: I can't direct him.

(Interruptions)

MR. DEPUTY-SPEAKER: Nothing goes on record.

(Interruptions)*

MR. DEPUTY-SPEAKER: I cannot do anything now.

(Interruptions)*

MR. DEPUTY-SPEAKER: If you persist, I will name you.

(Interruptions)

MR. DEPUTY-SPEAKER: Nothing goes on record.

(Interruptions)*

SHRI INDRAJIT GUPTA (Basirhat): Sir, kindly request the Minister not to read the statement now because we have to participate in the Calling Attention discussion. We cannot hear a single word he is saying. Please restore order and then direct him to read. My name is there in the list and I can't hear a single word. (*Interruptions*)

PROF. MADHU DANDAVATE: May I make a most humble submission? We do wish that the entire proceedings should not be obstructed. Shall I request you to at least assure the House and the Member concerned that the matter will be looked into by the Minister concerned?

MR. DEPUTY-SPEAKER: How many times should I say? I have already told him and he is going on repeating. What can I do? I told him already that I will pass it to the Minister. I cannot give any assurance. What assurance can I give now?

(*Interruptions*)

SHRI ABDUL RASHID KABULI: Tell the Minister to go and see the problem in Kashmir.

MR. DEPUTY-SPEAKER: I can't direct the Minister. I can't give any assurance on behalf of the Minister. When the time comes, you raise this issue.

SHRI ABDUL RASHID KABULI: This is the right time and I am raising it.

MR. DEPUTY-SPEAKER: Have you given anything in writing in this matter, tell me? You have not given anything in writing. I can't listen to you like this. You have not given it in writing.

(*Interruptions*)

MR. DEPUTY-SPEAKER: You please give it in writing.

SHRI ABDUL RASHID KABULI: All right, I am giving it now.

PROF. MADHU DANDAVATE: This

could have been said at the very outset. (*Interruptions*)

SHRI SHIVRAJ PATIL: Sir, I will read the statement again from the beginning.

CALLING ATTENTION TO MATTER OF
URGENT PUBLIC IMPORTANCE—
CONTD.

[*English*]

**One-day Token Strike by Employees of
Indian Airlines Resulting in Dislocation
of Air Services and Inconvenience to
Passengers—Contd.**

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL): Sir, The Air Corporation Employees' Union (ACFU) and the Indian Aircraft Technicians' Association (IATA) representing approximately 83% of the employees of Indian Airlines, vide their letter of the 17th of November, 1988, informed the Managing Director, Indian Airlines, that they would launch and agitation to high-light their grievances. The action programme, as intimated by the two Unions, inter-alia, included a one-day protest strike commencing from the night shift of the 21st of November, 1988. The major demands of the two Unions were:

- i) Revision of pay scales with a minimum of not less than Rs. 1080/- and improvement in the rate of increments;
- ii) Point to point fitment in the revised scales of pay;
- iii) Wage increase of a minimum of Rs. 180/- of the minimum basic pay as on 1.10.85, which should be applicable to various pay slabs at the escalated rates as notified by the Government;
- iv) House Rent Allowance at the rate of 30% of the pay;

[Sh. Shivraj V. patil]

- v) City Compensatory Allowance at the rate of 10% of the basic pay;
- vi) Compensation for loss of the Special Allowance which was proposed to be merged in the basic pay.

The other demands were non-financial in nature such as career progression of the employees etc.

Indian Airlines had entered into Wage Settlements with the various Unions/Association of its employees, which had expired on the 30th of September, 1985. Fresh Charters of Demands were raised by the various Unions including the ACEU and IATA. Negotiations between the management and the employees' Unions had been held from time to time and were continuing. During the course of negotiations, the management made concrete offers to the Unions/Associations but these were not found acceptable by the ACEU and the IATA. The management has besides paid as advance, pending finalisation of the wage settlements, monthly sums ranging from Rs. 100 to Rs. 420, depending upon the basic pay of the employees, with effect from 1.10.85 till date, which represents an increase of approximately 9% to 10% on the total emoluments.

On receipt of the Strike Notice on the 17th of November, 1988 from the ACEU and the IATA, the management of Indian Airlines approached the Chief Labour Commissioner (Central), New Delhi, for intervention in the matter. The Joint Chief Labour Commissioner (Central) held a conciliation meeting on the 21st of November, 1988. Both the management and the Joint Chief Labour Commissioner (Central) made strong appeals to the leaders of the ACEU and the IATA to defer the proposed strike; however, the Unions continued to maintain their stand. The management held several rounds of discussions in which they advised the Unions not to resort to agitational methods; appeals were made by the Regional

Directors and the Secretary at the Corporation's headquarters requesting members not to participate in the proposed strike pointing out that it would lead to dislocation of scheduled flights, resulting in grave inconvenience to the travelling public and in financial loss to the Corporation.

Once it became clear to the management of Indian Airlines that the two Unions were determined to go on strike, Indian Airlines had made announcements on the T.V. advising passengers to travel light.

Anticipating the strike, Indian Airlines decided to revise its schedules for the 22nd of November, 1988. Against the 125 flights, normally scheduled for the day, Indian Airlines planned to operate 100 flights but actually operated 94 flights. Of the 31 flights not operated by Indian Airlines on the 22nd of November, 1988, most were to, from and within the Eastern Region.

The passengers of these 31 cancelled flights were certainly put to inconvenience. With a view to minimising and alleviating the hardship to the affected passengers, announcements were made through the press and on the T.V. advising the passengers to check the position regarding operation of flights and also to travel light. All possible assistance and facilities by way of food, hotel accommodation, surface transport, etc. were also provided to stranded passengers.

The one day strike of employees of the ACEU and the IATA did take place from 9 P.M. on the 21st of November, 1988 to 9 P.M. on the 22nd of November, 1988. The vast majority of the employees represented by both the Unions joined the strike.

The management had been maintaining continuous dialogue with the Unions to resolve the issues within the confines of the broad parameters prescribed by Government.

Once the management of Indian Airlines and the Unions at a settlement, the management of Indian Airlines will approach

Government for approval.

[*Translation*]

SHRI RAMASHRAY PRASAD SINGH (Jahanabad): Mr. Deputy Speaker, Sir, the reply given by the hon. Minister with reference to our Call Attention Motion is very unsatisfactory and it does not serve the purpose for which the notice had been given. As a matter of fact I had got the reply earlier, but today I was totally disappointed to listen to the reply of the hon. Minister. First of all I would like to point out that the hon. Minister is perhaps not aware of the inconvenience which was experienced by the passengers due to one day token strike by about 15,000 employees of the Indian Airlines. The main reason behind the strike was that the Government did not fulfill the conditions laid down in the last agreement arrived between the Government and the employees of the Indian Airlines. The Government have not taken any follow up action so far on the points which were accepted by them. Who is responsible for that? Had the Government implemented the said agreement the present situation of holding a strike would not have at all arisen and other related issues would not have also come up. Had the Government provided all facilities to its employees in view of the galloping rise in prices, the strike would have been avoided. I, therefore, urge the hon. Minister to take action to implement the last agreement first. The employees have to resort to strike when their dues are not paid and when their genuine demands are not accepted. This causes a lot of inconvenience and difficulty to the passengers.

The second main reason of the difficulties and inconvenience experienced by the passengers is that flights are not operating in time. This attributes to 50% of the difficulties being experienced by the passengers. The remaining reasons include non-acceptance of reasonable demands and the disappointment caused due to depriving the employees of the facilities provided in the rules. The Indian Airlines suffers from the shortage of aircrafts as compared to the number of

passengers availing this service from one place to the other. There is a need to raise the number of the fleet. At present there are 38 aircrafts with the airlines out of which 11 are airbuses and 27 are boeing aircrafts. Out of these, two aircrafts are out of order. Secondly, there is a fixed timing for the departure of every aircraft which is called S.T.D. and the expected time of departure shown by big officers is called E.T.D. and the actual time of departure is called A.T.D. There is much difference between the S.T.D. and the A.T.D. which is not shown anywhere, but the passengers understand it very well. This is also one of the reasons of the inconvenience and difficulty being experienced by the passengers. The Government pays little attention to these problems. It acts as a silent witness to these hardships and does not take any action. Sometime ago Shri Rahul Bajaj, who had been the part-time Chairman in the Indian Airlines made a suggestion as soon as he assumed the charge of the post that the work related to ticket booking in the airlines should be entrusted to the private sector. He was of the view that the airlines suffer losses when they handle ticket booking by themselves and it also causes inconvenience to the passengers. If this job is entrusted to the private sector, the passengers will be comforted and the airlines will also earn profit. He had made this proposal on the basis of his experience in the private sector.

I am saying this for those people who are supporters of the public sector and who say that they will follow the very industrial policy, they have been following since long. Recently the Prime Minister said that his Government will stick to the industrial policy which was laid down by Pandit Nehru. Then, is it not a matter of humiliation or a course to weaken the public sector when people belonging to the private sector are brought to this field? I would, therefore, like that the airlines should be run by such persons in whose hands the public sector will expand and flourish further and the shortcomings of the sector could be removed.

Shri Bajaj had said himself that the

[Sh. Ramashray Prasad Singh] system is so faulty and worn out that it takes a lot of time for a proposal to come through, but the proposals received from the private sector are approved with ease. In this way they are trying to make a common man realise that better facilities can only be available in the private sector as compared to the public sector.

I would, therefore, like to request the hon. Minister to set right the mismanagement that has cropped up in the Indian Airlines and get the old demand implemented and also see that the new demands are considered and if found reasonable, these should also be accepted so that the employees could work properly and the passengers may not face any inconvenience. This is what I wanted to say. The hon. Minister has not dwelt on a number of points. I am hopeful that he will deal with those points in his reply.

[English]

SHRI INDRAJIT GUPTA (Basirhat): The one day token strike which has taken place by about 15,000 technical and non-technical employees of the Indian Airlines is a vivid expression of the deep discontent which prevails today, not only among the members of this particular union, but also I regret to say, among the pilots. It is ironical that some time ago in the name of augmenting the efficiency of our airlines, both domestic and international, our Government and our Prime Minister thought it fit to induct to two leading industrialists of big private business houses as Chairmen of both Air India and Indian Airlines and this House was told that the public at large has many complaints regarding the efficient working of these airlines and the best remedy was to bring two people from big business houses to act as Chairman of these two companies. Mr. Rahul Bajaj was inducted as Chairman of Indian Airlines and Mr. Rattan Tata as Chairman of Air India.

PROF. MADHU DANDAVATE: So that airlines could run like scooters.

SHRI INDRAJIT GUPTA: I had protested here in the House at that time that both of them were having companies which were facing prosecution charges and allegations of tax evasion.

But that did not bother our Government.

SHRI SOMNATH CHATTERJEE: That is why they selected them.

SHRI INDRAJIT GUPTA: As a result of these changes in the Chairmanship, now the situation has developed as such in which I would challenge the hon. Minister to tell us whether as a result of this change in the Chairmanship, the efficiency of the airlines has really increased or it is actually now the worse then it was before. Everybody knows what is going on. We are travelling frequently by the Indian Airlines.

PROF. MADHU DANDAVATE: Only because of Lok Sabha Session. (*Interruptions*)

SHRI INDRAJIT GUPTA: Yes, thanks to the Lok Sabha. The situation is terrible; and as far as dislocation of flights goes, that has nothing to do with this particular strike at all. The Press is commenting widely on various things. I would like him to comment on some of those things. One factor is that the aircraft at the disposal of Indian Airlines are being terribly over-worked, they are being flogged round the clock without adequate time being given, opportunity being given, for proper maintenance.

Sir, the other day an accident took place in broad daylight—the plane crash near Ahmedabad—with heavy casualties. We do not know if we will ever get to know what was the actual cause of this accident. Perhaps, it might be due to some fault which could have been remedied by proper maintenance. But proper maintenance cannot be done if planes are going to be stretched out like this and over-worked to the limits and flogged round the clock.

My next point is that the Pilots have

complained about the poor condition of Night Landing Facilities which constitute a definite hazard. In many of our airfields and airports, they are asked to land and take-off at nights and landing is not possible without the special technical facilities. In many cases such landing facilities are not there or are not in proper shape. About a fortnight ago, I was due to travel back to Delhi from Calcutta. The plane did not take off for several hours. The reason which was revealed later on was that the Pilot who checked the Cockpit of the flight before he took off, found that the flight's Cockpit Voice Recorder—the black box-or whatever it is called, was not functioning properly. His name was also published. I think, the Officer's name is Mr. *Rajwade*. He complained about that and said that he was not going to fly that aircraft until that thing was put right. The report is that he was pressurised and threatened and was told: "Don't worry. You fly the plane." Again he said that he was not going to take the risk with so many passengers at his back. He was further told that this thing was not a vital part of the mechanism of the aircraft and so he could fly. The Executive Pilots told him that he must fly the plane.

Sir, you know when a crash takes place, after the crash, always we are hunting for the Cockpit Voice Recorder—black box - whether it has been found out or not. So, it is very important. Essential part of evidence can be found from that. But in this particular case, it was not working. Was the Pilot wrong when he said that he was not going to take this risk of flying the plane without the Voice Recorder working properly when he refused? He was ordered off the plane. Later on, the passengers, of course, were all put to great inconvenience. They had to disembark from the plane. Some hours later, one or two executive pilots flew that aircraft to Delhi apparently with the defective flight Voice Recorder. This is the kind of thing which is going on.

As far as the specific issue which has been raised in this Calling Attention is concerned, I would just like to point out that there appears to be a total lack of coordination

between the Board of Directors of the two Companies although the Managing Directors and the Deputy-Managing Directors of both are common. The Ministry is also represented on both the Boards. Then, there should be better coordination. What has happened? On the 12th September, an offer was made to the Air Corporation Employees Union and the Indian Aircraft Technicians Association. The offer was that the minimum wage would be raised to Rs. 1080/- per month. I may just remind you that their previous wage agreements have expired more than three years ago. The wage agreements expired in September 1983. Now, we are in November 1988. More than three years have passed. No new wage agreements have yet been entered into. In this situation, they were offered a minimum wage of Rs. 1,080 per month. The same offer was made separately to the employees of Air India. There was no trouble. They were waiting for the whole thing to be worked out how it would affect the different allowances and all that. Then suddenly, in the middle of this process, it was found that Air India has gone back on this offer of assurance of Rs. 1,080 and scaled it down to Rs. 1,000. Why did they do that, we don't know. No explanation has been given. And the Indian Airlines employees were apprehensive of whether in their case also there was a possibility that after having offered Rs. 1,080, their their management also would go back and reduce it to Rs. 1,000. They wanted a firm commitment. No commitments were coming. I may say that these offers were made with the full approval of Bureau of Public Enterprise. The BPE, a body which includes other public sector undertakings, is frequently intervening in order to see that certain wage levels are not exceeded. But in the case of Air India and Indian Airlines, this offer of Rs. 1,080 was made with the full concurrence and approval of the Bureau of Public Enterprise. What business had the Air India management to go back on this offer and to bring it down to Rs. 1,000? Now you may say that that was accepted by some unions there. Well, if it was accepted, so much the worse for the unions. It is going to be their headache to explain to their members why the

[Sh. Indrajit Gupta] management's offer of Rs. 1,080 was scaled down to Rs. 1,000. And if any particular union leader there has signed for that, it is his funeral. But as far as Indian Airlines is concerned, this is what was very much in their minds. There was an apprehension and they wanted a firm assurance, a commitment that the assurance would be adhered to. But it was not forthcoming. Then they gave a warning that they would go on strike. It was only to be a token strike as a mark of protest. And as the Minister himself admitted in the statement, the vast majority of the employees represented by both the unions joined the strike. That shows that the great majority of employees are very much discontented on this issue. What a mess is being created! First of all, these two Board of Directors are working at different tangents. Some people are common to both the boards—the Managing Director is common, Deputy Managing Director is common, Ministry is represented on both, two eminent gentlemen of the private sector are there who are supposed to understand these things better than perhaps the Government officials. Then what happened in the meantime? Nothing has been agreed yet, nothing has been settled. And another central public sector undertaking, that is, the Damodar Valley Corporation in the middle of all this, has entered into an agreement with its employees agreeing to a minimum wage of Rs. 1,430 union whose president happens to be our Hon. Labour Minister Shri Bindeshwari Dubey of the INTUC. When the unions themselves were demanding Rs. 1,180 and nothing more than that, it is very good. We should congratulate and I congratulate Mr. Bindeshwari Dubey that a union of which he is the president has gone and signed an agreement in the Damodar Valley Corporation for a minimum of Rs. 1,430.

Naturally, what do you expect the employees in other undertakings to do? I know negotiations are going on at present in the steel industries, public sector steel plant, in the coal mines, in the BHEL, still the settlement is not finalised. But everywhere the managements are offering something more than Rs. 1,000. How much more is yet

to be decided. One thousand plus is the offer which is being made and which is being negotiated. Air India, after assuring Rs. 1080 scales it down to Rs. 1000. Who is responsible for triggering off this unrest and provoking the employees to take to the path of agitation?

There may be an argument—I don't know if it is going to be offered—that Air India's financial position is weaker than that of Indian Airlines because Indian Airlines has more or less a monopoly on the domestic traffic and that is not the case with Air India which has to compete with international airlines and also adhere to certain norms of fares which are laid down by the international associations to these airlines. I don't know if that is the argument. But surely that was not discovered by them afterwards. They knew that all along. They made the same offer as the Indian Airlines had made and suddenly they scaled it down. This is a question of the minimum wage. Minimum wage has nothing to do with who is competing with whom. It is a question of the minimum.

Therefore I restrict myself for the time being to this specific issue.

Apart from the mess that is going on in the operating of the airlines and the mismanagement which is taking place I would say for goodness sake, if you want to avoid further trouble, please settle this thing. The wage agreements had expired three years ago. Employees have been waiting for three years; no settlement has taken place. Once you give an assurance, stick to it; don't go back on those assurances which only provoke people.

I would like to know what the Government has to say on this issue; whether they still stand by their assurance of 12th September or not. That must be known categorically, yes or no. If they stand by that assurance, that is one position. If they don't stand by it, they want to go back or equivocate, then more trouble will take place and who will be responsible for that, please tell us.

For the health of the Airlines I would strongly recommend that M/s. Bajaj and Tata be removed as soon as possible from the chairmanship of these companies and you put somebody else there who have got the interest of the public sector at heart and who are not people dedicated to the private monopoly sector.

DR. KRUPASINDHU BHOI (Sam-
balpur): Mr. Deputy Speaker Sir, you have allowed a Calling Attention notice only because workers are agitating and are on strike for one day. But our main aims and objectives are to see the health of the Indian Airlines and Air India. A few days back we had a great disaster of two aircrafts. Within this year four or five aircrafts have been crashed. So the main objectives of our discussion should be under 193 to discuss about the security and safety of the Indian Airlines.

My Hon. friend, respected Indrajit Gupta has asked as to what is the position of our Indian Airlines and Air India. About the position of different aircraft, what is the strength of our aircrafts? In the total for the year, how many hours the aircrafts are working and what is the international standard; whether we are maintaining the minimum standard or not. This is the main debate of today. For safety, it is debated and discussed in so many places, in so many seminars that our safety requirement under the rules is not particularly maintained. For that reason there are many criticisms. All these things should be discussed in the House in detail and the Minister should answer them. I think he has formed so many committees. Only changing a Managing Director is not enough. Tata is the best person. You can compare Tatas with the best public sector undertakings. In Tata firms there is no strike at all. They give much more benefits to their workers. So Ratan Tata or any Tata who is going the best management in the country— You can compare with any public sector. They are earning much more profits.—What is the use of criticising him. It is the duty of our Government to discuss and debate what are the loopholes and why air crashes have

taken place. The Minister has said in the statement:

“I will not rule out anything thus giving that impression that you are not disposed to believe that two major air accidents in two places as far removed from each other as Ahmedabad and Gauhati on the same day could be an unfortunate co-incidence.”

So he has not excluded that there may be sabotage or there may be some hand of the employees who are agitating for their wages. The Inquiry Commission is going into this matter but we would like to know is their any hand of the employees behind it who have been agitating since long?

My hon. friend has asked several queries from the Minister about the health of our airlines. In that context I would like to know many public sector undertakings in the country after the revised pay-scales have already arrived at a settlement. I would also like to know whether it is fact that the economic condition of Air India is very poor. It has appeared in the Press that one day one passenger from Bombay to London had travelled and on other day nine passengers had travelled. What is the economic position of Air India? Will Air India succumb to the pressure of the agitators? I would also like to know whether the economic position of Indian Airlines is good. If it is not good then let the Minister come forward with a proposal to the Planning Commission to acquire more aircrafts to increase the strength of the aircrafts. They also go into the matter of airworthiness of the aircrafts acquired since 1971.

Sir, there was a sudden strike of the employees in the Eastern sector. I would like to know out of the 15,000 employees how many people belonged to the Eastern sector. Why I am emphasising this is because when we are travelling from Delhi to Bhubneswar or Calcutta we come-across lot or problems. There are delays ranging from 10 hours to 15 hours. The food which is served is also below standard. So I would

[Dr. Krupasindhu Bhoi] like to know out of the 15,000 workers how many belonged to Eastern sector. I would also like to know whether the sudden strike of 22nd is a legal strike. Did they give prior notice to their strike? If it was not a legal strike then what action the Minister is contemplating to take against those workers? Last March the public sector undertaking had given a clarion call for strike for the revision of their wage structure: Did the Airlines employees join that strike then? What preventive action has been taken by the Government? I would also like to know whether you are aware of the fact that before starting a flight the pilot has to take technical clearance?

Your staff in the eastern sector threatened the high officials. And they take a sign in the form that automatic clearance is being given. Are you doing the medical fitness of the pilot or not or medical fitness in six months is an obligatory duty? I think, when the pilot is going to fly, he has to get a certificate that he is not under the influence of any drug or alcohol.

The other point is about the maintenance. You have replied in so many places that it is due to bad weather and sloggy maintenance. My hon. friend has raised so many technical questions. About landing, you have landing facilities in the bad weather. You don't have sophisticated instruments which you mentioned at many places, including Rajya Sabha.

Further, without debating and discussing, many complaints have been raised against your bonafides and integrity to maintain your department. So, I want you to clarify in the House before compounding any tragedies in future, what is the position of the aircraft and their airworthiness. At the same time, are we going to bow down to the pressures of your workers who are not following the industrial discipline and the Industrial Disputes Act which is already there and debated by many public sector undertakings. Thank you.

SHRI SHIVRAJ V. PATIL: Sir, I am thankful to the Members for expressing their views on different points. Some Members have expressed their views on the general condition of the Airlines. Members have also expressed their views on strike itself. They have wanted to know as to what the Government is going to do to improve the general condition of Airlines to see that the employees are given full satisfaction and the dispute is settled.

I would take up the first issue first. I would like to say that we are aware of the fact that the delays have taken place, delays are taking place. We have taken certain steps to see that the delays are not there. In fact, we have a limited number of aircraft with us and the demands have come from different quarters. The Members as well as the public outside have been asking us to fly on more routes and to provide more frequencies also.

MR. DEPUTY SPEAKER: Sir, I want to make a suggestion. What is happening is, when one flight is delayed, in order to adjust that, another flight is diverted. Once a flight is delayed, you cancel that. Otherwise, all persons have to suffer.

SHRI SHIVRAJ V. PATIL: Yes, Sir. I am thankful to you. (*Interruptions*) We have already acted on the lines which you have suggested. (*Interruptions*) I was trying to say that we have already taken steps to see that there are no delays. The hon. Members would like to know what are the steps we have already taken. One of the steps is on the lines which you have suggested Sir. We would not like to cancel the flights one after the other. If one flight is delayed, we would like that flight only to suffer and other flights to go on time.

13.00 hrs.

We need not pass on the delay to other flights also. We were flying on so many routes. We have rationalised the flying on many routes and have reduced the number of flights to some of the areas where we were flying. If we were flying for seven days, we

have reduced it to five or four days a week. We have not completely cancelled the flying to these areas, but we have reduced the number and provided some more cushion.

This month we are going to get four more aircrafts. We have tried to get aircrafts on lease and they are going to come. With four more aircrafts, we have a little more cushion of flying on time. We have also contracted to purchase nineteen aircrafts and they are going to come from May of next year and once we have them, we would be in a position to meet the demand of the people as well as fly on time also.

In their anxiety to satisfy the demand coming from different people, our friends in the Indian Airlines have been stretching themselves to see that the demand coming from different parts of the country is satisfied. They had not thought that in doing that, probably they were also putting themselves in a difficult position. But now some sort of rationalization is there and we hope that the delays would be reduced. If there are any delays because of mismanagement or because of not-managing the things in a proper manner, we are looking into those things. We would be able to reduce the delay.

As far as the maintenance is concerned, we do have the maintenance facilities and I may be allowed to say that the facilities are quite good. But as we go on inducting new aircrafts, it would be necessary for us to raise the level of the maintenance facilities also and we are certainly looking at those things also and we would be raising the level of the maintenance facilities to meet the requirements of the new varieties of aircrafts which we are going to induct here.

The landing facilities etc—today, the question pertaining to that did not come—If I may state, we have very good landing facilities at our international airports. At other airports also, we have the landing facilities and there are procedures that have to be followed by the pilots, by the people on the ground etc. to take care of safety. Fortu-

nately for us, until the last two accidents took place, we were flying in a very very safe manner, but unfortunately these two accidents took place. I am not going to say who is responsible for these two accidents and what is the cause etc. The Court of Inquiry has been set up and the findings will be available to us.

This is as far as the general conditions of the Airlines are concerned. I hope I am not expected to go in greater detail than what I have said on the floor of the House on this point.

As far as the strike is concerned, I am told that no formal offer was made by the Indian Airlines management to the workers. This is the information I got.

SHRI INDRAJIT GUPTA: The offer was not made in writing but it was made verbally. I do not know what you mean by formal offer. It may not have been given in writing, but it was given to the union leaders verbally.

SHRI SHIVRAJ V. PATIL: BPE was not consulted in this matter. It is a fact that the agreement expired in 1985. But then, after 1985, they are not sitting quiet. After 1985 also, discussion are going on between the employees and the management. Not only that. They have also given an ad hoc increase in the pay.

SHRI SOMNATH CHATTERJEE: Well, these are the usual tactics....

SHRI SHIVRAJ V. PATIL: I suppose, I am not expected to answer very question. If you want, I will sit down and you can make all your points and then I will reply.

MR. DEPUTY-SPEAKER: No, no This is a calling attention motion. You please carry on.

SHRI SHIVRAJ V. PATIL: What I have been trying to say is that an increase has already been given to the extent of 10 to 12 per cent. The questions whether it should be more than 10 to 12 per cent, what should be

[Sh. Shivraj V. Patil] the settlement and what should be the amount that has to be paid ultimately, have to be decided between the employees and management. And they are certainly discussing this issue. There are certain difficulties. It is not as though they were just sitting on it without doing anything. But some sort of a rationalisation is required. The basic pay and the allowances have to be merged into basic pay and then the basic pay has to be decided upon. Once the basic pay is fixed, other things would have followed. But in fixing the basic pay also, they have some difficulties. These discussions were going on and then the report of the Fourth Pay Commission was given and the officers were given some increase in their salaries and the employees were also given some increase. This increase is about 10 to 12 per cent of the emoluments.

While all these things are being done, it is also necessary for the Indian Airlines to keep one point in mind. They do have their sister organisations such as the Air India, Pawan Hans and the Vayudoot. If the employees in the Indian Airlines can quote that the employees in the other organisations are paid more emoluments, the employees in the Air India, Pawan Hans and Vayudoot also can certainly quote that the employees in the Indian Airlines are given more emoluments. Therefore, it is necessary to rationalise the whole thing. Probably, an exact parity may not be possible but there has to be some sort of rationalisation, some sort of logic behing the emoluments paid to the employees in different organisations. Now, in arriving at a settlement which can be satisfactory to employees in all these organisations, they are facing some difficulties. I do not know the details or the fashion in which they are discussing these issues. I am told that formally it was not done. But probably, it might have been said casually or orally. I am not standing on that point. I am not saying that you do not stick to it. I am also not saying that you stick to it. We are trying to see that the employees of the Indian Airlines are given as much as is possible for the Indian Airlines to give. We would like to be sympathetic to

them. We would like to see that they are satisfied. We would like to see that they get as much as can be given. While doing that, it is necessary for the Indian Airlines as well as the other organisations to see that there are no financial implications which will cripple them. The issue has to be looked from different angles and it has to be decided in such a fashion that it gives full satisfaction to the employees in the Indian Airlines and it does not cripple the other organisations. It should not provide a handle to the employees in the other public sector undertakings to say that because in the Indian Airlines employees are paid this much in spite of their financial position, then they should also be paid in the same way. So here, some sort of balancing has to be done and we are trying to do some justice and at the same time we are trying to see that difficulties do not arise.

My appeal to all concerned is to settle the issue in the most amicable manner. The intention of the management should be to provide as much satisfaction as is possible for them and at the same time they shall also have to see that the guidelines given by the BPE are followed so that the other public sector undertakings are not put in a difficult position. If it were a private sector organisation, they can give any salary or any emoluments they like and that has no implications to the other private sector organisations. But that is not the case with public sector undertakings or the public institutions. Here difficulties are bound to arise. When we have the full sympathy and we want to understand their difficulties and give them as much as is possible, I would appeal that they should also understand the broader implications involved in it.

It should be possible for both the parties concerned to sit across the table and come to some sort of a settlement which will give satisfaction to them as well as it will not create financial burden not only on the Indian Airlines but also on other organisations. It is because of this that difficulties have arisen.

SHRI INDRAJIT GUPTA: Would you kindly clarify one point only, whether that

offer which was made by the Indian Airlines was formal or informal—I do not know; now you are saying that it was not formal—whether the Indian Airlines is willing to stand by that assurance or they want to resile from it?

SHRI SHIVRAJ V. PATIL: Now, I would not commit on anything on the floor of the House. I will leave this issue a little open. Let the representatives of the employees and the Management talk to each other and let them decide.

SHRI INDRAJIT GUPTA: They are talking for three years.

SHRI SHIVRAJ V. PATIL: I am not saying that it should be done or it should not be done or I am not saying that they had not said this thing or that thing. I am not saying all those things. I am not going into details. I am just giving the broad policy lines which should be followed by the Management. On the one hand they have to be sympathetic and on the other hand, they have to act in a manner which does not cripple other organisations also and does not create difficulties. It would be in the interest of all the people who are in the public sector undertakings because if one public sector undertaking suffers, because of that other public sector undertakings also, ultimately, in the long run, suffer. Now, the intention of the Government is to see that the public sector undertakings become stronger and stronger and we are in a position to pay as much as is possible to the employees at the same time, we would like to provide the facilities to the people at large in a fashion which will give them full satisfaction also. Their satisfaction comes first the satisfaction of the employees, and the Management will come later. (*Interruptions*)

SHRI SOMNATH CHATTERJEE: What is the effect of the new Board? How is it functioning? (*Interruptions*)

SHRI INDRAJIT GUPTA: Can you please tell us one or two specific areas in which the efficiency has improved after the

induction of these two Chairmen? In what aspect the efficiency has improved?

SHRI SHIVRAJ V. PATIL: I would not discuss the individuals on the floor of the House. One individual here or there in an organisation like this may create some difference. (*Interruptions*)

What I am trying to say is that one individual here or there may be helpful or may not be helpful. But to say that because one or two individuals have come the difference have taken place this way or that way is not correct. But, if the hon. Members want, I can say that the profitability of the Indian Airlines has gone up a little. I can say that the machines and the manpower used in the Indian Airlines is a little better. The productivity has gone up. This I can say. But I would not say that because some individual has come, this has happened. If the credit has to be given, it has to be given to the individual, to the management and also to the employees. But on the other hand—this is a fact—at some places, the delays have taken place and at some places the consumers are not fully satisfied. We cannot be oblivious to this fact also. On one hand we earn money and at the same time we would like to provide the satisfaction of the consumers also and then the satisfaction of the employees. This is the broad outline of the policies that I would expect the Management in the Indian Airlines to follow and probably they are going to follow. We would see that the things will move in a proper manner.

MR. DEPUTY SPEAKER: We adjourn for lunch and shall reassemble at 2.15 P.M.

13.14 hrs.

The Lok Sabha adjourned for lunch till fifteen minutes past Fourteen of the Clock.

The Lok Sabha re-assembled after lunch at nineteen minutes past fourteen of the Clock.

[MR. DEPUTY SPEAKER *in the Chair*]

MATTERS UNDER RULE 377

[*Translation*]

- (i) **Demand to reduce the running period of Chitrakut Express between Lucknow and Jabalpur and to attach an air-conditioned sleeper coach and a bigger first class coach with it**

SHRI BHISHMA DEO DUBE (Banda): Mr. Deputy Speaker, Sir, under rule 377, I would like bring to your notice that keeping in view the inconvenience faced by and the long standing demand of the residents of Banda and Hamirpur districts in Uttar Pradesh, the Ministry of Railway have changed the timing of the Chitrakut Express. The people of the area are very grateful to the Government for this.

I request the Government to make some more improvement in this train which is used by a large number of people and reduce its running period to 12 hours between Lucknow and Jabalpur. Besides an air-conditioned sleeper coach and a bigger first class coach may please be attached with this train so as to make it a useful train in the real sense.

I will not hesitate to say in this connection that the present condition of the train is very bad.

[*English*]

- (ii) **Need for Separate recruitment for class III and class IV posts by the Divisional Headquarters, Visakhapatnam for proper representation of tribals from Orissa and Andhra Pradesh**

SHRI K. PRADHANI (Nowrangpur): Koraput District in Orissa is predominantly inhabited by tribals. Kotavalsa-Boiladila Railway line and Waltair-Raipur Railway line pass through this district. Koraput-Ray-

agoda Railway line is under construction within the district. The Divisional headquarter is located at Visakhapatnam and the Chief Construction Engineer of Koraput-Rayagoda line is stationed at Visakhapatnam. The tribal people in particular and the people of Orissa in general do not therefore get proper opportunities for employment in Class III and Class IV posts. More than half of this division is within Orissa and regional reservation here is 23 per cent for tribals. When recruitment is held for this division, 23 per cent reservation is not observed as the recruiting authorities combine Orissa and Andhra together whereby tribals of Orissa are deprived of their legitimate share in employment. The percentage of tribals is five per cent only in Andhra Pradesh.

Therefore, I request the Railway Minister to direct the authorities to hold a separate recruitment for Andhra Pradesh and Orissa so that the tribals can get employment as per the reserved quota for them.

[*English*][*Translation*]

- (iii) **Need to set up a big Industry In Saran (North Bihar) to remove regional imbalance.**

SHRI KRISHNA PRATAP SINGH (Maharajganj) : Mr. Deputy Speaker, Sir, I call the attention of this august House to the following matter of public importance under rule 377.

Economic backwardness of Bihar is relatively going on increasing. While in 1950-51 it was placed at 8th position with reference to other States in the race of economic development, to-day it is placed at third position from the bottom. All the industries that have been set up by the centre with a view to removing economic backwardness have mostly been set up in South Bihar. North Bihar, where agriculture has been accorded priority, suffers losses to the tune of lakhs of rupees, sometimes due to floods and sometimes due to drought. Otherwise

also when the national average of poverty has fallen to 30 per cent, it is 48 per cent in Bihar and it is still higher in North Bihar. Thousands of agriculture labourers used to go to Punjab, Haryana and Assam in search of livelihood, but in the present context this too has almost stopped. It is not only in the special interest of the region but also in the interest of the whole country that regional imbalance should be removed.

With this special mention I call the attention of the Central Government to it and request that in order to deal with this problem, a big industry should be set up in Saran division of North Bihar where there is no industry at all excepting one or two sick sugar mills.

- (iv) **Need to rationalise the fares according to distance from Bangalore to Gooty and Bangalore to Anantapur.**

SHRI K. RAMACHANDRA REDDY (Hindupur): The broad gauge conversion project between Bangalore, and Gooty was completed at a cost of Rs. 43 crores in the year 1981. In order to reconp the cost of the conversion the railways were to collect "inflated mileage" charge over and above the usual train fare from passengers for a period of five years only. This project was completed in 1981 and the five year period ended by 1986 but even now this inflated railway charge is being collected.

The distance between Gooty and Bangalore is only 264 Kilometres but the inflated mileage is being collected for 349 kms. Railways are collecting Rs 41/- instead of actual fare of Rs. 34 for Express trains, thus railways are collecting Rs 7/- more per ticket from each passenger.

The distance between Bangalore and Anantapur is only 212 kms, but the railways are collecting fare for 277 kms. in the name of inflated mileage. A passenger travelling between Anantapur and Bangalore by Ex-

press train is paying Rs. 36/- instead of Rs. 31 and for passenger train they are collecting Rs. 26. instead of Rs 17/-

I request the Railway Minister to look into the matter and rationalism the fares according to the actual distance.

[Translation]

- (v) **Need to clear Mohane Dam and Punpun Dargha Irrigation Projects of Bihar.**

SHRI RAMASHRAY PRASAD SINGH (Jahanabad) : Mr. Deputy Speaker, Sir, India is a predominantly agricultural country. 80 per cent of its population depends on agriculture. Land of our country is highly fertile but due to non-availability of permanent irrigation facilities, it is becoming uneconomical. Farmers are distracting from agriculture, the result is that our country is passing through economic crisis. Many irrigation projects have been formulated and submitted by State Governments to the Central Government for its clearance. These projects have been lying with centre for clearance for a long time. The cost of some of the projects have gone up by 4 times of their original costs estimated at the time of submission. Mohane Dam Project and Punpun Dargha project, were submitted to the Central Government from our area in 1975 and 1980 respectively but these have still not been cleared.

I would like to impress upon the Government that the increasing tendency to delay the clearance of projects on its part is required to be curbed otherwise it will creat problem not only for farmers but this will result in shortage of foodgrains in the country. It is, therefore, requested that the Government should accord its sanction to both of irrigation projects of my area pending with it and include them in Eighth Five Year Plan for execution. After completion of these projects, completed, Jahanabad constituency will be free from drought and floods for ever.

[English]

- (vi) **Need to constitute a team to study the causes of industrial Sickness in West Bengal and Suggest Remedial Measures.**

KUMARI MAMATA BANERJEE (Jadavpur) : The Industrial sickness in West Bengal is so serious that recently three children committed suicide to save their parents from starvation and humiliation. Their father was a worker in a private factory of Hawrah. I am afraid that if the Government do not take immediate steps to remove industrial sickness, the entire country may face a serious situation. I would, therefore, request the Union Government to constitute a survey team for proper study of the causes of industrial sickness and to suggest remedial measures.

- (vii) **Issue of 'no objection certificates' by Railway authorities, Bombay to the slum dwellers living on land owned by Railways to avail of the civic amenities provided by Municipal Corporation.**

SHRI SHARAD DIGHE (Bombay North Central) : The issue of providing civic amenities in slum located on lands owned by Railways in Bombay has been pending consideration for the last 8 to 10 years. There is no fixed policy of granting 'No objection certificate' by Railways for allowing the State Government or the Bombay Municipal Corporation to provide essential civic amenities to these hutment dwellers. It is creating uncertainty and confusion in such slums. When all other slums in Bombay are being provided with civic amenities, the slums of Railways land are generally deprived of these facilities. The Railway Ministry should take prompt decision in this matter and give instructions to their subordinate officers to give 'No objection certificates' to slums in Bombay in this respect.

- (viii) **Need to convert narrow gauge railway line between Rupsa and Bangri posi into broad gauge and to extend it to Bad ampahad mines.**

SHRI SIDHA LAL MURMU (Mayurbhanj) : There is a narrow gauge railway line between Rupsa to Bangri Posi in my constituency which is about 20 Kms. from Badampahad where there is an iron ore mine. Lot of forest produce is being transported by rail/road. The narrow gauge railway line is unable to meet the demand of the area. If this narrow gauge line is converted into a broad gauge line, it can serve the people of this area much better. More people can travel conveniently and quickly and more goods can be transported.

I, therefore, request the Railway Minister to convert this narrow gauge line into broad gauge and extend it to Badampahad mines so that iron ore from Badampahad, Suleipat and Gorumohisani can be exported through Paradip Port directly by reducing the present route to about 200 Kms.

14.30.hrs.

NATIONAL HIGHWAYS AUTHORITY OF
INDIA BILL (Cont.)

[English]

MR. DEPUTY-SPEAKER : Now we take up further consideration of the National Highways Authority of India Bill moved by Shri Rajesh Pilot on 24th November, 1988.

PROF. NARAIN CHAND PARASHAR (Hamirpur) : I rise to support the National Highways Authority of India Bill introduced by the Minister of State for Transport, Shri Rajesh Pilot.

National highways play an important role in linking one State with another. They also provide an efficient network for communication. There has been tremendous in-

crease in the fleet both buses and trucks during the last few years. A plan was drawn up by the Central Government known as Bombay Plan. That was from 1961 to 1981. Under the plan the net length of the national highways was expected to be 51,200 kms by the end of 1981. But upto March, 1978 only 28,970 kms of roads were constructed. This highlights the need for increasing the length of national highways. Only 2687 kms of national highways were constructed in the Sixth Plan. The target was to meet the increasing demand of 8 per cent in this regard, but there has been slackness and the target has not been achieved. The National Transport Policy Committee Report also gives various figures in this regard which show that unlike other modes of transport it is a common man's transport and the common man looks upon the road transport for his use.

The national highways provide an important sinew for the nation and also a model of network for the State Governments. It is ironical that the national highways are sanctioned and constructed on the recommendations of the State Governments, which have their own angle for selecting such routes whereas the angles of selection should be national. It should be beyond the consideration of the boundaries of a State that the national highways should be constructed. They should be constructed with the major consideration of easing the transport congestion and increasing the network of roads. There is the problem of agency functioning because so far the national highways are being constructed on agency system. The Central Government used to pay agency charges to the State Governments. The State Governments did not have its own resources. Therefore, the Central Government was looked upon as the showerer of gifts. So some new highways are coming up and the State Government would expect this as a replacement for their own commitment. Actually what should have been is that the State Governments should fulfil their own targets because the national highways should be no substitute for the work to be done by the State authorities. That should be on national consideration like defence.

In our State, the only two national Highway are No. 21 on one side and national highway number 22 on the other. National highway number 22 links Kaurik to Ambala cantt. and the other one links Chandigarh to Manali. The first one goes upto Indo-china border. This is a major route for the transport of armed forces and various other things. Earlier it was also called as Hindustan Tibet Road which was constructed by the Border Roads wing, in the construction of which many people lost their lives. Some time ago, Manali was linked with Chandigarh through national highway number 21. But the condition of this highway is worth recalling, because during the recent rains in September, this National Highway remained closed for 22 days. I happened to be there on the day 26.9.88 when the rain was the heaviest. From Swarghat, just on the border of Punjab and Himachal, it was blocked on almost all the curves and trees and other things had fallen and the road services were blocked for a number of days. Stretches were cleared for a week or two. The figure given by the Minister for Transport, in answer to one of my questions, is that Rs. seven crores is the estimated amount of damages on this road. Punjab also suffered and National Highways in Punjab also were heavily damaged. What I fail to understand is that in spite of this, the Union Government has not paid any attention to the creation of other important roads as National Highways which would create shorter routes and reach the same destination. I have been pleading with the hon. Minister for Transport for linking Jullundur via Hoshiarpur, to Amt. Nadayn and Hamirpur with Mandi so that this shorter route can give a better access up to Manali and then beyond that point up to Leh because to the Manali-Leh road, one of the highest roads in the country, has also been opened to public traffic now. So, this can be an alternative step in case of aggression from from Pakistan, and Jullundur cantt can be immediately linked with Leh and Manali and, therefore, this can be the easier route.

Whereas the State Government of H.P. has recommended the case of Mandi-Pa-thankot to be taken up as a National High-

[Prof. Narain Chand Parashar] way, it is a welcome step but it is a longer route. If somebody wants to reach Manali or Leh from Jullundur and via Pathankot by following National Highway No. 1 and the National Highway that is proposed to be created by the hon. Minister on the recommendation of the State Government, then extra hundred kilometres have to be travelled and so much of time would have to be lost, whereas the road I am suggesting would be shorter and would be safer from various angles. Pathankot is nearer the border. This road which I am suggesting is almost bisecting the two at an angle of 45° to reach there. So, I would plead that this may be considered for inclusion in the Eighth Plan.

The National Highway Authority is a welcome step for two things. One is that it creates its own Agency. It provide for matured consultations, experts, engineers, etc. who can give the right opinion. UP-till now, the only consideration for selecting the National Highways and for constructing them has been the recommendation of the State Government. The State Governments, in order to cover up their road inefficiencies, would recommend a road to be selected as a National Highway so that it can ease their problem. The National Highway Authority should not have the same approach. It should not be the substitute for the considerations which are already there with the State Governments. It should look from the national angle. Immediate security of the nation is number one, that is, strategic roads should be declared and constructed as National Highways. It should be shorter in the sense that they connect more areas and more States. Now, the proposal that I am making would connect Jammu and Kashmir, Himachal, and Punjab. Jullundur is a big cantonment and, therefore, it can be easily a point of mobilisation up to Leh and Jammu and Kashmir from an angle which is far safer as compared to the road from Srinagar to Leh or as compared to the road from Jullundur, Mukerian and Pathankot and then Pathankot to Jammu. It is not more than forty kilometres and from border at certain points.

At certain points it is even about twenty kilometres from the border. So, the National Highway suggested by me is quite safe and would be the best possible alternative from this angle.

The National Highway Authority gives more powers to the Union Government and also modulates the agency works because now you will have your own engineers and it would be a better supervision, whereas the functioning of the State Government Agency had been very poor. They were working on it only as an obligation to the Centre. Now you will have your own supervising authority for seeing that the important roads are constructed, maintained and also repaired. What is more important is the repair of the roads, and as many State boundaries should be crossed by this as possible because my own experience is that the Punjab Government would not bother about the roads linking Punjab to Himachal Pradesh. They would stop at Hoshiarpur, at Nangal or at Pathankot, and the rest of Punjab boundary, which lies towards Himachal, remains neglected for all times to come. The recent example for this is that Una to Hoshiarpur road and Hoshiarpur to Gagret road remained closed for full one month because the Himachal authorities would not enter this side and the Punjab authorities have no interest. Our telegrams to the Governor of Punjab were of no avail. The only reply was that other areas are more important. So, if other areas are more important, if core areas are more important for each one of the States of the country, who is going to look after the roads which are located on the border of the two States. People regard India as a nation. They do not regard India as one State ending here and another State going there. They require that the National Highways may be constructed on considerations of inter-State movement, on considerations of security, on national integration consideration, on catering to the needs beyond the provincial considerations, developing the harmony among the States, of cutting across the boundaries between one State and another and thereby it would be an important step. I would also plead with the

Government that there is another road—the Punjab Government may also support it—that is, the road which branches off towards Nangal Dam from the National Highway No 21. upto Manali at a place called Kiratpur. If it is taken to Una and Sansadpur Terrace and then to Batot via Kishwar in J & K, after crossing the river Beas, then we have the advantage of two national irrigation hydel projects, that is, Bakra Nangal Dam and the Pong Dam. Batot is already on the national highway leading to Srinagar and the road between Batot and Kishtwar is already a Central road and the link road to Badarva and Chamba in Himachal Pradesh is already under construction. In this way, we can have the National Highway linking J & K, Himachal Pradesh, Punjab and ultimately this will touch Chandigarh. I request that the hon. Minister should accept the suggestion of including the two roads as national highways in the 8th Plan. The State Government may feel shy of recommending them. A State Government will only recommend the cases of road to be constructed as National Highway of 70 to 80% of the road passes through their State territories. Well, the Parliament should not have such considerations. They should consider not one or two States but should consider the interest of the entire country.

So, Sir, the National Highway Authority is a welcome institution and I welcome it. The experiences of the State Agency system would not be repeated and the short-comings should be improved upon. I am sure the National Highway Authority would be regarded not only as an efficient symbol of national transport system but also it would be regarded as a symbol of national integration. With these words, I thank you, Sir, and I support the Bill.

SHRI K. PRADHANI (Nowrangpur) : Mr. Deputy-Speaker, Sir, I rise to support the Bill moved by the Surface Transport Minister to constitute a National Highway authority. The aims and objects of this Bill are to get rid of the State Governments' assistance and take charge of the construction and maintenance of the national highways. Sir, the

national highway No 43 passes through my constituency and it is a very backward and tribal area. The equally backward area is Bastar district which also comes under this highway. From Raipur to Visakhapatnam, the National Highway No. 43 passes through the Eastern Ghats on the border of Andhra Pradesh. I had to approach both the State Government as well as the Government of India often, to widen this road because of its importance. For widening and construction of this road, when I asked the State Government to take necessary action, they said that they had no money to take up this work. When I asked the Government of India for sanction of money for this work, they said that they had already allocated money for this purpose, but the State Government have not taken up this work so far.

Now, Sir, this problem can be solved by having a single window system of work for construction and maintenance of this National Highway by constituting the National Highway Authority which is now under consideration of the Government. Therefore, Sir, I welcome this Bill and heartily support this Bill.

Sir, the National Highway No. 43 passes through my constituency and it is a very important road in the area.

Sir, I would like to bring to your kind notice that there is a small railway line in that area and it is mainly catering to the needs of the Baildilla iron ore mine. The iron ore are taken from Bailadilla to Visakhapatnam port for the export of the same to Japan. There is a passenger-cum-goods train running on this line but it takes a lot of time to reach Visakhapatnam. It takes about 22 hours whereas the goods train carrying iron ore is normally reaching Visakhapatnam within 5 to 6 hours. Moreover, the authorities give preference to the goods train over the passenger-cum-goods train. That is the reason why the people do not want to travel by this passenger-cum-goods train and they prefer to travel by road. It is therefore necessary to widen and maintain this national highway passing through this area. Apart from this, a

[Sh. K. Pradhani:] large number of small and big industries and multi-purpose projects have also been started in that area and the traffic on this road has therefore become very heavy. And this is a single line highway with only the central portion black topped and the other 2/3rds of it remain mud road. During the rainy season lot of accidents take place due to the mud and slipping of the vehicles. I have been urging repeatedly to widen this road, but the work is very slow. Sir, the most important part of the road is the ghat road which passes through the Eastern Ghats, and the big trailers carrying the heavy machines for the hydel and power projects get stranded in this hilly area and the whole traffic is jammed. For days together they cannot be replaced or removed. So, Sir, with the importance of this road, I think the Government of India will take some immediate steps to widen this ghat by giving priority. Most of the portion of this ghat road falls in Andhra Pradesh, but they do not attach much importance to this because they do not have so much of necessity to attach importance there, but our Orissa people have to depend on this road to go to the State Headquarters and also to the railway line on the coastal belt.

In addition to this, I have got some general suggestions for these National Highways. National Highways being the very important roads just like the arteries and veins of human beings, I request the hon. Minister to take up some more important roads having inter State connection and take up the construction and maintenance of those roads as early as possible.

Secondly, some State Governments have applied for loans to improve the roads in existence to have inter-district or to improve the roads in existence to have inter-district or inter-State connection. I think some proposals are pending with the Government of India. One of them is Umerkote to Jagdalpur via Singari and another is Umerkote to Chanda Handi to Madhya Pradesh and so many other roads for which I do not have the list. I request the hon. Minister to take up the scheme and allot

money early so that these roads can be taken up earlier.

The third thing is that our Government and our Department have proposed to start some road-side amenities for the passengers on these roads. This is a very good idea. For hundreds of miles or kilometres we do not have any shelter when the accidents occur and when there is some disorder of the vehicles, the passenger get lot of troubles in the hills without food or shelter or drinking water. So, the telephones and spare part for repairs etc. should be available at regular intervals. These amenities should be provided at certain intervals of locations in consultation with the State Government.

Lastly, Sir, I would like to submit that the consultation of the State Government is quite necessary when planning and widening of roads take place. When the question of land comes, the State Government automatically comes into the picture and when the planning also comes, as my previous speaker said, though they have their own angle at least let us consult them and have their views in mind to plan out new proposals, and acquisition of land is compulsory to widen the roads and solve the problem. Therefore, I request the hon. Minister to consider my proposals favourably and take necessary steps for the improvement of the National Highways.

SHRI ATAUR RAHMAN (Barpeta): Mr. Deputy-Speaker, Sir, I take my stand to welcome this Bill though I belong to the Opposition. It is a very laudable move on the part of the Ministry of Surface Transport and it has come a bit too late. It should have been there much earlier. Let it be a kind of super PWD run by the central Government. I would certainly compliment the people who have drafted this Bill. They have really looked into different aspects of the whole matter of national transport. But there are various other considerations which have been left out. For example, the people from the Northeastern part of the country, from which I come, feel segregated, feel isolated. We want a network of national highway which will bring us

closer to the mainstream of national life. Assam and the Northeastern region have peculiar problems of their own. Without the cooperation of these regions, without the cooperation of the seven States, the Government of India cannot get the things done and it would be difficult to achieve the purpose. Therefore, although it is a national scheme, it should have regional weightage. You must take care of the regional sentiments. That is why, I would suggest, as my friend preceding me has said that we should have a consultative committee for each region and Northeast must have a consultative committee, whose advice would be taken care of by the Ministry. We have a very peculiar position. We have only one entry point and one exit point going to Assam. Railways are not good enough for us. You will be surprised to know that every day thousands of trucks are entering the Northeast and thousands of trucks over coming out. So, ordinary national highway will not serve us adequately or the way it is intended. I can only visualise that for the whole of the country, we should have dual carriages with fly-overs over the railway crossing and long fly-overs over road inter-sections so that one does not clash with the other. Let it be planned now so that at least my grandson, grand daughter or grandsons and grand daughters of the present generation will see that sort of a horizon in the next 50 to 100 years to come.

We have other peculiarities of our own. The whole of Northeastern region has bad road. Every year, 4 times a year, the road goes under water. Time will come when you have to raise the level of national highway or find out new alignments along the foothills of the Northeast. For example, new roads can be built along the the foothills of Bhutan, Arunachal Pradesh, entering Assam also. In addition, what is seen at present? There is only one highway and it gets completely knocked out during the rains and even troops movement is not possible. We have a very sensitive area and there are people who are not very friendly with us from across the border.

Therefore, we would have a rapid movement transport plan. I would suggest that one such highway could be linking of Abhayapuri with Barpeta. A road is already existing from Barpeta to Gauhati in Assam. But this little bit of gap should be filled up as quickly as possible to have an important alternative highway.

As regards the functioning of the Authority Chapter V Clause (d) envisages regulation and control of vehicles on the national highway and proper management. The national highway, when it comes, will have to be properly policed. All along the national highway, we should have police force for highway patrolling with their own modern equipments like wireless and ambulances, patrol cars and for every two or three miles or seven miles, we should have a police kiosks where people can go and complain about the troubles they face. Particularly night journey should be made safe. When precautions are taken for night journey, day journey will be automatically safe for travel.

Another aspect I would like to touch upon is the collection of funds. The present method of fund collection through the District Transport Authority is not good enough. There are holes in the bucket through which valuable revenue leaks out.

Therefore, I would suggest that on the national highways, we should have a system of issuing national permit where the tax will be collected at different points in different States and that tax, once collected, should not be doubly taxed by the States. The vehicles which pay taxes on the national highway should not be doubly taxed again by the State Government. This will give a good fund to the National Transport Authority.

Funds will be a constraint but we can certainly approach the World Bank, the IDB and get loans from open market also from the other countries, if necessary.

But, as I have pointed out, the provision of having dual carriages on national highways running crossing the country should be

[Sh. Ataur Rahman]
taken up very seriously and I have great hope that Shri Rajesh Pilotji who has dynamism in him would take us to the 21st century faster.

[*Translation*]

SHRI MOHD. AYUB KHAN
(Jhunjhunu): Mr. hon. Deputy Speaker, Sir, I whole-heartedly support the National Highways Authority Bill brought forward by our dynamic Minister Shri Rajesh Pilot. Along with this, I hope that he will be able to accomplish the work for the welfare of the country.

15.00 hrs.

There is a need to provide some roadside amenities along our national highways, particularly after a distance of every 100 K.M., basic amenities should be made available. For example, facilities of telephonic, proper refreshments, bathroom and medical aid, etc. should be available after every 100 K.M. as also casualty evacuation arrangement and spare parts facilities are also required to be provided. There should be inter-connection from one point to the other points so that the recovery relief can be sent immediately in case of accidents and needy could be provided help. If need be, a net work of communication system should be created on the pattern of Railways. A squad remains mobile to check the defects developed in railway lines and it ensures their maintenance. Similar arrangements should be made for national highways, arrangements should be made for checking of roads though a mobile squad which should remain vigilant to rectify defects in roads. In order to ensure proper use of materials in required quantities a full proof formula is required to be formulated. I suggest that this can be accomplished easily with the help of Boarder Security Force and their help can be sought. So far as corruption in this department is concerned, it must be checked. You travelled in buses to have a first hand information about the difficulties of bus commuters. Similarly, I hope that necessary steps will be

taken under your leadership to check corruption among road contractors, Executive Engineers and other staff.

15.01 hrs.

[SHRI N. VENKATA RATNAM *in the Chair*]

Construction of roads in large number is a good device to strengthen and develop the country. In order to maintain the speed of the vehicles plying on our national highways and provide safety and security to the equipments and tyres etc. for efficient and smooth plying of vehicles, only one way traffic should be allowed on those roads. If roads are divided into two parts by raising partition in the middle, it will definitely decrease the number of accidents. For example, there is heavy traffic on Delhi Jaipur and Jaipur-Ajmer high ways. The Hon. Minister has himself declared that these highways will be widened and partition will be raised in the middle. I hope that the hon. Minister will taken necessary steps in pursuance of his promise.

The Government pays attention to improve the condition of the labourers. I want that the Government should pay attention to improve the lot of truck drivers also. Truck drivers are badly exploited at present. They have to drive trucks day and night and this is the reason why they resort to alcoholic drink. I would like to submit that you should not allow any drivers to drive vehicles in the night between 0 hours and 5 hours so that the drivers can have rest at night and drive their trucks properly in the day time. In addition, there should be a restriction on speed of heavy vehicles which should be fixed keeping in view the state of their engines and such arrangements should be made that no body violates that limit.

Now I will like to draw your attention to my own state Rajasthan which is a backward area. I am happy that our Hon. Minister belongs to Rajasthan and the incharge of this Department is also connected with Rajasthan. The hon. Minister has paid a visit to

khetri with me and he had himself seen the deplorable condition of the roads their. During his tour, the hon. Minister had promised to get the construction of some roads started such as Bombay to Madhogarh, Sefragwar to Hardia, Bombay to Hardia, one road upto Nolpur and from Sihana to Tatija. He had given assurance to build roads in Navalgarh area from Chirana to Todpur. All these roads are connecting roads to the highways. I hope that construction work will be started as per your instructions.

The second thing is that Sekhavati area which includes Sikar and Jhunjhnu areas should be linked with the national high way via Seeker Jhunjhunu and Jhunjhunu Delhi. These highway are not very long. These roads which passes through seeker, Navalgarh, Jhunjhunu, Chairawa, Singhana and Narnole can be linked with Jaipur-Delhi National highway at Rewari. I hope that the work to connect Jhunjhunu road with the national highway will be done under the leadership of the Hon. Minister. The roads mentioned by me are short roads and hon. Minister may like to pay attention to them. After connecting them, national highways and state highways can be utilised in better way as also free flow of traffic will be ensured Bathing facilities should also be made available to the drivers in the roadside hotels and 'Dhabas'. Dirty water and dirty foods are supplied to them at present. Such exploitation can be checked if some control is exercised. Particularly, it is essential for the heavy vehicles to stop after every 100 K.M., similarly if these can be kept under control, the work will be very easy. Similarly tax on the trucks and the other vehicles running on the roads should be levied only once. It will check corruption. The people who indulge in corruption by stopping the trucks should be checked from doing this. There should be facilities to grant permit from your side. I have every confidence that the roads will be widened under your leadership in the area adjusant to Pakistan. There is a road from Bikanar to Suratgarh and Suratgarh to Sardar city which is mostly used for Defence purposes. This road should be widened for free flow of Army from one place to another.

In the end, I support the Bill whole heartedly and I hope that the condition of national highways will definitely improve under the leadership of hon. Minister.

[English]

SHRI SHANTARAM NAIK (Panaji): Mr. Chairman, Sir, I stand here to support the Bill moved by the Hon. Minister. In fact, I think, this is one of the very good legislations which have been introduced in the current session. The only thing is that, this is only one aspect of the national highway as such. Even in the past, I have suggested that whenever one deals with one aspect of a legislation, normally such aspect should be included by way of amendment to the main Act.

For example, they have got the National Highway Act, 1956. Now in case we propose to create an authority such as National Highway Authority we should have done it by way of amendment to the National Highway Act instead of enacting a separate legislation. What I am proposing is that instead of an independent legislation only for the purpose of authority, we should have amended the main Act as the National Highway (Amendment) Act and incorporated the chapter for this purpose, because that consolidates the position. I have submitted this in the other case also. Suppose, there is a layman who wants to know something about the national highway. He goes to a book-stall and purchases the National Highway Act 1956 because that is the main legislation. But there he will not find anything about the national highway authority. Subsequently, he may come to know that there is an independent law known as the National Highway Authority Act. This aspect should be considered whenever we enact legislation. Not that you draft. Draftsmen are there. But they must realise this aspect and incorporate chapters in the main Act so that the entire law is available at one place.

We normally encourage delegation of any authority. We encourage delegation of authority because power should decentral-

[Sh. Shantaram Naik] ise. But here is an instance where somehow our experience with respect to delegation of authority was bad viz., the Government of India delegated its authority with respect to national highways to the state governments and the result was very bad. Because State Governments did not look after the national highways, did not look after the maintenance, did not care to punish or question those officers and engineers who neglected national highways; because this is the responsibility of the Central Government, they did not bother about anything. As a result of this, we have to cancel the delegation of authority and create this legislation and appoint an independent authority

Therefore in a limited sense this is some sort of a set back that we have got in the line of delegation of authority. Otherwise in principle, always delegation of authority is welcome. Here we are now cancelling the power of delegation of authority; we are abolishing the agency system and creating a legislation which is good and welcome. This is an aspect which is unfortunately true that in respect of delegation of authority that we had given to the State Governments, they did not fulfil their duty. Therefore we are cancelling the delegation of authority, cancelling the agency system and enacting this law.

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): Sir, a clarification. The idea is certainly not to cancel the delegation of powers to a State Government. It is just creating another avenue to have a competition, to have a better quality of work on the national highway. That is the main intention. We have no intention to take away any power from the State Governments which are delegated earlier; at this juncture what we are discussing is to have another avenue which is called National Highway Authority to monitor the quality of work in the States on the national highways. No misunderstanding should be there that the Government had delegated power earlier and now it is taking back. Earlier also the work given to them was on the agency basis for

which we were paying to them. Now we realised that the agency basis of work has not worked very well in some States. I am still accepting that not all the States have done bad. Some of the States have done a good job and they are doing a good job. This is opening another avenue to have a better competition to get the best result of the exchequer's money.

SHRI AMAR ROYPRADHAN: In your Objects and Reasons 5(b), you are taking away the agency system that you have delegated to the States.

MR. CHAIRMAN: You are getting your own chance Mr. Pradhan.

SHRI SHANTARAM NAIK: Now that we have created this authority, we should have a very efficient and beautiful network of the various offices in all the States. Because you will be establishing this authority to manage national highways throughout the length and breadth of the country involving thousands of kilometres. Therefore we should have a good machinery, good network of offices and we should have responsible engineers and officers to manage these national highways.

Here in this particular case, since we will be managing things from Delhi, there should be no lack of will or power from our side to look after or to supervise all the functions of these authorities at lower level or subordinate offices which are managing the national highways. So we should have a constant watch.

The more important aspect is with respect to quality control of national highways which we are to maintain and construct further. Whether it is a State Highway or a National Highway, when a highway is constructed if it does not conform to the quality which is prescribed, then the whole problem arises. Supposing we establish a highway or prepare a highway of 100 kilometres, if it does not conform to the specifications which are there in the manuals with respect to national highways, then within a period of

five years or even after one onset of monsoon in monsoon areas the highways will be washed away, and crores of rupees spent—at least a half of it—will be wasted. So the Highway Authority should stress on these aspects to see that they shall maintain the quality at all costs and no work will be sanctioned or no work will be approved unless strict quality measures are taken. Once we maintain quality control then for twenty years we need not bother about the national highways. Only some maintenance may be required. If we do not have quality control then every year the maintenance cost will be huge and crores of rupees will get wasted.

Recently there were heavy monsoons in Goa. There were pot-holes on the entire national highway. For months together those pot-holes were not filled. Administration was not at fault as the monsoon rains were continuing. If they had undertaken the repairs the next day there may again have been pot-holes as quality control had not been insisted upon in the beginning. One citizen from Goa filed a writ petition before the Panji Bench and the court instructed the Government to fill the pot-holes within a number of specified days. Government would have filled those pot-holes but court gave instructions asking them to fill the pot-holes without going into the budget aspect and also the fact that Government proposed to fill the pot-holes shortly.

Secondly the deeming of certain State highways as National Highways for years together result in their being kept in the same stage. They are only considered as a national highway for legal formalities. If there are cases where State highways are deemed as National highways and they do not form to specifications then it should be seen that they are made national highways as quickly as possible.

Sir, as far as advertisements on the national highways are concerned, rules should be framed as to what sort of advertisements are to be allowed and at what sort of advertisements are to be allowed and at what distance. These advertisements catch

the attention of the drivers which sometimes result into accidents. So on highways we should have strict code of displaying advertisements. Now I would like to refer to a point which has been earlier raised also. In case of lack of funds we may approach the World Bank with respect to loans for construction of new highways. Government of Maharashtra recently took loans with respect to State highways. From whatever source we can obtain funds for the purpose of maintaining and constructing the national highways we should try to get the funds.

Sir, I would also like to draw your attention to Clause 31. This clause provides for divesting of powers which are vested in the authority. Whatever may be the object I have not been able to follow. Once we are creating an authority I would like to know what conditions do you visualise under Clause 31 in which case you may have to divest the power which has been once vested in the National Highways Authority. Please clarify for what purpose this provisions has been included? Do you have some other specific authority in mind in which you want to vest the power to maintain the national highways? If so, what is that authority? Is it the one constructing our border roads? Please clarify this aspect also.

Lastly I would like to submit now that in most places we have not been able to have network of railways especially in the Eastern sector... Similarly, in Goa also, we don't have a direct broad-gauge line up to Goa. Therefore, as far as Goa is concerned, for maintenance and construction of national highways, priority should be given to those areas where broad-gauge railway lines are not set up or are not likely to be set up in the near future. If we don't have broad-gauge lines or properly maintained national highways, then transportation suffers, flow of people suffers and everything suffers. That's all.

SHRI ABDUL RASHID KABULI (Srinagar): Hon. Chairman, Sir, I stand up to support the Bill. I feel this has great relevance for Jammu and Kashmir State and other hilly States. In the present-day context

[Sh. Abdu Rashid Kabuli]
of development, it is unfortunate that still the Himalayan States, North-Eastern States and in the north, especially Jammu and Kashmir, Himachal Pradesh western Uttar Pradesh are suffering because of not having good roads. In all these States, road is a lifeline. It is also important from the Defence point of view. On the northern side, this is the problem while on the south, we have sea.

I am hopeful and I believe that the dynamic Minister, as Mr. Rajesh Pilot is, is going to do justice to the Bill and it will not be only on the statute book but it will also be made practicable and implemented in letter and spirit.

This is also important because in the northern States, especially in Jammu and Kashmir, we have minerals, fruits forests, etc. The exploitation of these natural resources is not possible without having good roads because we have no railways. Even for air traffic, we have difficulties. The Government knows it for certain. But as far as roads are concerned, not having good roads means that Kashmir cannot export fruit in proper time. It has happened always that fruit worth crores of rupees has been spoiled in the valley because we could not export it in time. Again, the forest produce has no outlet except that we have to export it through national highway. Same is the condition of our industrial growth, say, our carpets, handicrafts. In the development of handicrafts and for our small scale industries, again road is important. This is our experience and Mr. Pilot knows. You know many things about the State and its socio-economic conditions. He has widely travelled in our State and has been very much closely associated with the affairs of Kashmir. He must be knowing that the Banihal road is giving us tragedies. This Srinagar-Jammu highway is an important and the only outlet for the valley and Ladakh. It is also the main source of communication. We feel topographically and as far as experts' opinion is concerned—that it has lived its life. In the previous years, we would see landslides at Nashri or one or two other places. Now the

entire belt has suffered and at least in not less than 20 places every year during winter and sometimes even in summer, there are landslides. Road-blockades take place and the communication is disrupted. Therefore, the provisions which are coming to States the things which we are exporting do not come and do not reach the market at Delhi. Therefore, it has become a question of life and death; for Kashmir. I can assure you, Sir, that four million people are living on this sole highway. God forbid, if this Srinagar-Jammu road collapses or something else happens to it, does it mean that the entire relationship with the States will come to an end? There will be complete chaos and confusion. I am sorry to say, the Government of India never bothered about this thing. It should have been taken seriously from 1947 onwards. It is because before 1947—the hon. Minister knows about it—there was only one Highway, Rawalpindi Road, which was connecting Kashmir with the rest of the country. At that time, India and Pakistan were one. It was running all the year round. It will take only 10-12 hours by bus from Srinagar to reach Rawalpindi. At that time export of fruit, handicrafts and carpets from Kashmir were made through that road. But I must tell you, now there are forces which/are raising their finger towards the Centre as to why the Centre is not bothered about this road although we were in a good position in 1947 when Rawalpindi was the only road connecting the rest of the country with Kashmir State. Did we ever care for our substitute road which was then called Banihal Cart road? It had never been a road. The Maharaja had constructed this road only for making Jammu, the Winter Capital and Srinagar the Summer Capital in order to have proper communication.

In the Banihal Cart road, only Carts were running. Since independence, the Government didn't bother to take care of this road. There is no doubt that Beacon did a stupendous job in repairing the road. But there should have been a substitute road also. I remember when I was in the State Assembly as early as in 1972 when Syed Mir Qasim was our Chief Minister, I used to

raised this problem as to what will happen to Kashmir. At that time Qasim *Sahib* used to tell us that Congress is ruling the State and we are suffering from this problem because there is some misunderstanding with the Armed Forces or the Defence Ministry. But later on, he succeeded in getting the clearance from the Defence Ministry. After 1972—now it is 1988— the hon. Minister at least should now understand as to how Kashmiri people are facing the miseries. Imagine, if there is a blockade of road for ten days, what will be their condition? People of Ladakh and other region—about 4 million people—will have to travel in a very dangerous condition. It means a sort of death Knell for those people. It creates so much chaos and confusion. Hoarders exploit people. People don't get rations. They don't get foodgrains. They don't get mutton, milk and other things which generally come from the other parts of the country to the State of Kashmir. Unfortunately our economic position is not good. At the moment, we are mostly importing things. Even edible oil we are importing. If this road collapses, what will happen. Only two months back there was a road blockade. Even petrol was not available. There was a complete chaos. and life came to a standstill. This was the tragedy with the Kashmiris. This question was raised by us many times. I tell you honestly, how people speak about Kashmir's accession with India. We have for certain principles acceded with India—a great country.

We were made part of India. But was it not the responsibility of the Central Government to give us a substitute and a viable road instead of Rawalpindi so that the people can forget Rawalpindi? This is one thing. This is very important. I am sure the Minister will take note of this thing. We had a substitute road during Moghal times which is called Moghal road. It was a communication line between Kashmir with the rest of the country. That road can be developed. I have told our Chief Minister recently and he had appreciated the gesture of goodwill from the hon. Minister that you are going to build *bandhs*. In the newspapers, it has appeared that you are going to finance only 50 per

cent. I do not agree with with it. If the newspaper report is correct, then I differ with you. We have no resources. Kashmir is a poor State. We cannot afford it. Therefore, you have to take up this matter solely and you have to give more financial aid to my State. You should share the fullest responsibility for the completion of this road.

It should not take year; rather it should takes months. It is a big challenge to the Minister, to the government; it must be completed with 6-8 months at the most. You know in Kashmir there is no rail and no other communication. What about the Doda District? The hon. Minister might have gone a number of time to that side. In a far lung area from there, there are beautiful valleys called Badarai and Kishtai; they have remained unexplored. If they would have been developed, they can be most beautiful places for the tourists attraction; but that road is so horrible that while you go from Ramban to Bhadararwah, everybody on the way thinks that he is in the hand of God; whether he will be able to reach his destination or not only God knows. You know that every year hundreds of people are killed. Recently, during the last 2-3 months, we had three accidents in which all the passengers who were travelling in the buses were killed. It is a very difficult area for the buses to ply over there. More than six lakh people are living in that district; it has a very strategic importance because on the other side of the Doda District, the China border is touching that area; that road should also be taken up by the National Highways Authority and it should be made a National Highway. Besides, there are many other roads. A very important thing is the linking of that valley with Ladakh. Regarding that, I would suggest that Baltal which connects Ladakh with Kashmir, there should be a tunnel which can be much helpful. If the hon. Minister has read today's newspaper, he must be knowing that Ladakh is also now suffering because of communication lines being disrupted; there is no bus; no truck can take foodgrains and other stock to Ladakh; and for about 6-8 months, people will have to suffer in Zanskar, in Ladakh and in Kargil. Therefore, you kindly

[Sh. Abdul Rashid Kabuli] look into that aspect also. This is our demand that we need a tunnel at Baltal which connects Ladakh with the valley.

PROF. N.G. RANGA (GUNTUR): How Long?

SHRI ABDUL RASHID KABULI: It will be 5-6 kms. But it will be very important; it will be a life-line; it can make that road viable for the traffic. Besides, there are other roads also. You know that Tandra is encircled by the ceasefire line and there is a necessity for the road. Our defence forces are there.

We have appreciated this Bill and every member has stood in support of this Bill. This is really a great thing which the government has done. But it should be implemented and the priority should be fixed. You know that Kashmir has no rail and other communication line. Therefore, top priority should be given to Kashmir road, Himachal Pradesh and then to other, because they are also hilly areas.

There should be technical know-how. There has been corruption in the business of roads building because the petty contractors are betraying the people over there. I would appreciate if the Government of India makes it a point to make available the technical know-how to the State. You cannot trespass their right, but since you are getting this authority, you must utilise it for the better of these National Highways. This activity should not be left to those petty contractors who are squeezing money and betraying the nation and spoiling everything.

Besides, regarding traffic system, these traffic Inspectors and Officers are also making money; they are not serving the Traffic Department. This is our personal experience. Whenever you post these Inspectors of Traffic at any point, they are making money. Therefore, some viable arrangement must be made by you.

When people die due to accidents, there is no immediate relief available for

them. For instance, there should have been a hospital nearby when these people can be taken immediately for treatment if something happens in Khooninallah and Ramban. Now, we have to air lift them to Jammu, Chandigarh and other places. Why so? Why not at Ramban, Banihal or Kajigund? The same thing should be operated in other parts of the country. Because while you take those dead bodies or the injured persons to those places, they do not reach the destinations. They die, they perish on the way. Therefore, these things should also be considered. This is very important. Because, the Northern States are having tourist oriented economy and unfortunately it is those people who suffer. They do not find anything except the Dabas where adulterated food is supplied. Regarding that aspect also you should discuss with the State Governments. All these things should also be looked into. These are my suggestions.

I hope that the hon. Minister will come up with some firm commitment to the people of Jammu & Kashmir.

[*Translation*]

SHRIMATI PRABHAWATI GUPTA (Motihari): I rise to welcome and support the National Highway Authority Bill. I think that the intention behind bringing this Bill is welfare of the people and which is very necessary in the present day situation. By keeping in view the constraints of time, I would like to put forward some suggestions in this regard.

There can be no two opinions on the point that considerable work has been undertaken since independence in the direction of the improvement of roads which were in a deplorable condition. Road transport has enormous significance in our country because laying of Railways lines is very expensive and in view of resource constraints, Priority should be accorded to roads. It is in this sequence that the proposed legislation has been brought.

In my opinion, all national highways

should be brought under Central control. It will result in their proper maintenance and this work should be assigned to the National Highways Authority. While constituting the National Highways Authority, preference should be given to the technical personnel, as it would be an Authority doing technical job. States should also get their due representation on its Board.

During the last 4 decades, about 1.25 lakhs of road accidents have occurred in our country. Nearly 35 to 36 thousand people die premature death in these accidents occurring every year. I would suggest that the responsibility of minimising road accidents should also be entrusted with this authority so that proper maintenance of all the national highways of the country could be done by it. In this context, I want to draw the attention of the hon. Minister to the fact that the system of issuing driving licences of vehicles is faulty and it requires improvement. In this connection, the Motor Vehicles Act is already there but issuing of licences does not come under the jurisdiction of the Central Government as it is a State subject. Most of the road-accidents are man-made and therefore, I want to request you to ensure strict compliance of the provisions of Motor Vehicles Act. In this connection, the hon. Minister should direct all the State Governments to take necessary steps for minimising road-accidents. I read in today's newspaper itself that a bus fell into a khud in Madhubani district which is a border district. The main reason behind this accident was that the bridge through which this bus was passing was in a very poor condition. That is why I want to draw your attention, especially towards all the bridges in the country which are in a deplorable state so that concrete steps are taken to improve them. Most of the bridges have outlived their life span whereas the load of traffic is increasing day by day. Therefore, bridges are required to be strengthened and repaired immediately. I hail from Bihar and Bihar is one of those fortunate State where several national highways were constructed after independence. Earlier the project under which these highways were constructed was called the Na-

tional Roads project and subsequently, the name was changed to National Highways. Two national highways i.e. Highways Nos. 28 and 28-A pass through my constituency. One of them passes through Muzaffarpur and Kasiyali via Piprakothi and another passes through Muzaffarpur to Raksaul. The condition of both these highways is quite deplorable. Government has provided about Rs. 2 crores for making improvement but still ditches are found everywhere on the roads. Materials used in construction of these roads are so sub standard that with the very appearance, it does not give a look befitting to a national highway. I will request you to send a Central Inspection team there to make an enquiry as to whether the funds given for the purpose of improvement of highways are being utilised. An amount of Rs. 1250 crores has been allocated under the current plan for this purpose for the country as a whole and which I think is very inadequate. I would request the hon. Minister that his Ministry should put demands for more funds to the Planning Commission so that the proposed Authority may get more funds for the schemes. In addition to the work of maintenance, National Highways Authority should undertake the constructions of new national highways. The Commission on National Waterways policy reviewed the demands for the construction of 37 highways. I want to know as to how many highways have been taken up for construction and how many such roads are located in Bihar?

Just now a Member from Jammu and Kashmir was speaking. He drew the attention of the House especially towards corruption. The roads are in a deplorable condition. I would submit that if even 50 to 55 per cent of the total allocations are spent on actual construction of roads, their condition can make much improvement. The condition of the National as well as the State highways is very poor in Bihar. Out of the proposed 37 highways to be constructed, I want to request you to convert the Patna-Muzaffarpur state highway into a National highway. Patna-Arrah road is also equally important. It should also be converted into a national

[Smt. Prabhawati Gupta] highway. Similarly, the national highway number 28-A which runs between Muzafarpur and Raksaul should be given special attention. This road is very important from the strategic point of view because Raksaul is the last Indian point thereafter territory of Nepal starts. Thus, this road enjoys international significance. But the condition of that road is very poor. Hon. Shri Pilot is requested to pay a visit to that area to see the state of that road. One cannot even walk properly on it. Immediately after crossing Uttar Pradesh border and entering into the territory of Bihar at Sasaram, one could see the deplorable condition of these roads. Therefore, attention should be paid in that direction.

I want to offer yet another special suggestion. All forest areas and inaccessible and hilly areas should be linked with national highways. In many of the State capitals of the North-Eastern region, railways facilities are not available. Those areas should also be linked with national highways. Similarly areas not having broadgauge lines should be connected with national highways.

Another important aspect is that of research and development. There is an organisation for this purpose under the Ministry of Surface Transport but it will not do. You should decentralise the Research activities in the country. Research laboratories should be set up at the regional and the district level. There is one more request to you. National Vigilance Committees under the control of the proposed Authority should be set up at the district, regional and the divisional levels to keep watch on the quality of roads. The safety and security on roads is of utmost importance. Now-a-days, people are robbed not only during night but also in broad daylight. You should run good condition buses on the roads and provide protection to the passengers. If protection is not provided, road transport will lose its importance and utility of the Authority will also be nullified.

I want to offer another suggestion. The condition of G.T. road which was converted

into national highway and which runs upto Guwahati is not good. National Highway No. 31 passing through Mansi, Khagaria, Purania, Kishanganj is in a very poor condition. This road is always ravaged by furious floods and the whole area is a flood-prone area. The national highway gets damaged as a result of which people have to face severe difficulties. Government should pay attention to this.

One point which I want to mention is that Government should set up a Finance Corporation under the National Highway Authority on the pattern of one obtaining in the Railways. It should issue bonds to raise funds because funds are in short supply as compared to its demand. It is difficult to lay more railway lines because it involves a lot of expenditure and the Government does not have sufficient funds for it. Apart from that, construction of railway tracks takes considerable time. As extension of railway facilities to an area brings prosperity for it so, are the national highways. Priority should be given to the construction of railway lines.

With these words, I want to submit that attention should be paid to the suggestions which I have made and sub-standard roads should not be constructed. Whatever constructions are undertaken, they should be of a good quality. Today the condition of national highways is not good. They should be at par with the national highways of foreign countries. Though the Delhi-Jaipur-Ajmer national highway conforms to the required standard but still they are not at par with the standard of their counterparts in foreign countries. The quality of the highways should be improved. Finally, I welcome this National Highways Authority Bill and hope that this work will make good progress under your dynamic and progressive leadership and the country will make progress.

SHRI MANOJ PANDEY (Betah): Mr. Chairman, Sir, I rise to support the National Highways Authority Bill.

Sir, as such the rail-road system should be considered here in all its totality but this is

a very important issue and we all congratulate the hon. Minister for having brought this proposal of constituting the National highways Authority, while this matter was discussed with us earlier, and that dream of all of us is being fulfilled today. As it is, the Railways is under considerable pressure and we all pressurise the hon. Minister of Railways for developing railways in our respective constituencies and we also persuade the Hon. Prime Minister sometimes in this regard. But everyone is aware that the number of people travelling by National or State highways is many times more than the people travelling by Railways. The condition of Railways is not very good and it is stated again and again that Railways does not have sufficient resources for constituency wise development but if roads can be developed as much as railways or at least it is developed along with it, then arrangements should be made to release funds from the Planning Commission for this purpose. It is most unfortunate that roads are not available in many rural areas, particularly rural areas in my State. I have also seen that there are many places where roads are not available but railways have reached. There are many remote areas where roads are absent but railway tracks have been laid. I think it is essential to ensure that roads are constructed by the Central or the State Government in those remote areas where railway facilities are already available.

I would like to draw the attention of the hon. Minister especially to 2-3 points. I want to draw his attention towards those bridges which serve as a link between the two adjoining States. There are some highways which end near the river but in the absence of a bridge on the river that area of a State remains cut off from another State. I want to draw his attention to the most backward area. There is a need to construct a bridge on Gandak river which connects eastern Uttar Pradesh and northern Bihar.

The Bagha-Chatauni rail bridge has been referred to here. If the Government is unable to get this bridge constructed during the Seventh Five Year Plan, then my sub-

mission is that the Government should at least make a provision for a road bridge between Bagha and Chatauni. The estimates of the survey conducted by the Bihar Government has also been sent to you. My submission is that arrangement for the construction of this bridge should be made so that Nepal and Northern Bihar may be linked. This is an important issue from the point of view of defence also.

Secondly, what happens about the national highways is that the State Governments normally write about certain roads to the Centre which are then approved as national highways by the Centre. This is good because our Constitution provides for a federal structure and the Central Government should enjoy this power. We all respect this. But in this certain points are left which are important at national level since the State Governments pay attention to roads from their own point of view. It is possible that the State Governments also avoid roads which are important in the national perspective. Therefore my submission is that whenever we talk of national highways we should have a national perspective instead of regional concerning with the state only. At least on priority basis there should be some such distribution that 50 per cent of the outlay should be kept for national highways and 50 per cent for the state highways. If we follow this strategy, then alone, I feel, it can be termed national concept otherwise it will have different meaning. I simply mean to say that we should have a national perspective regarding the national highways.

Another significant point is regarding the construction of roads in the areas hit by natural calamities. As Shri Kabuli from Kashmir also stated, heavy losses are incurred every year due to natural calamities. When a road is dilapidated and it is not repaired early then huge expenditure is needed for its repair or reconstruction. A provision for separate fund should be made for this purpose. A provision for separate funds in the National Highway Authority should be made for the maintenance and repair of roads at places where there are floods or land slides,

[Sh. Manoj Pandey]
so that the roads may be repaired in time and may remain in good condition. There will be no traffic blockade then, which causes an adverse impact on every State.

A huge area in North Bihar is affected by floods. There are several rivers flowing in the area adjacent to Nepal. This area is struck by floods every year. Just as the hon. Member Shrimati Prabhawati Gupta has also stated there accumulates on National Highway No. 28 and 28 A water 3 to 4 feet deep due to floods every year and the roads get washed away. Due to this we are unable to even visit our Constituency because it is totally cut off from other areas. My submission is that the Government should certainly pay attention to National Highways 28 and 28 A because it joins the capital of North Bihar, Muzaffarpur with Mathmandu and when the traffic moving for Kathmandu reaches there, it gets difficult for it to go beyond Muzaffarpur and passengers have to return from there. This has happened many a times. Recently a High Commissioner of Cyprus had gone there and he had to return due to the bad condition of roads. Tourists visiting there have also to return because of the same reason. I would like the hon. Minister to pay attention in this regard and arrange funds for the purpose so that the road maintenance work may be undertaken properly every year. This is good that the Government has taken back the agency system from the construction work of the roads and the work will now be undertaken by the Government itself. Till now the State Government used to send estimates and the Central Government sanctioned funds. After this the State Government used to function as an agency and also used to get funds for maintenance from the Central Government. Now the position is that the function of the agency will be performed by this Authority and the roads will be constructed under the supervision of the Authority engineers and all the works will be undertaken as per the specification of national highways.

Smt. Prabhawati made a very good point that an Advisory-Committee should be

formed. My own suggestion is that there should be an Advisory Committee at district level and regional level so that they may place the problems of those places. The Members of Parliament and M.L.As etc. should be nominated on these committees.

There are certain roads which are very busy. I would like to mention about them. Road No. 28, a highway from Motihari to Chapua should be strengthened and its width should at least be doubled. On this road, trucks and lorries ply upto Raxhsaul and Kathmandu but it is washed away every year. Therefore, attention is needed in this direction. Similarly there is a single lane road between Chapua and Balmiki Nagar, the last station of India and is being used as a national highway. The work of strengthening and widening the road has been undertaken from Chapua to Betia but it is a state highway from Betia to Bagha. This is a very important link road and you all know that the *Ashoka Stambh* is situated near Loriya. We had visited Puri recently, the Estimates Committee had also a visit to this area. Buddhist culture is there in the entire area and we are required to maintain it. Therefore there should be a national highway from Chadua to Balmiki Nagar. The State Government, after approving it has sent it to the Central Government and my submission to the hon. Minister is that it should be approved as national highway by next year.

16.00 hrs.

I would like to submit another important point about the railway fly over. Many other hon. Members have drawn attention to the fact that there is heavy railway traffic at some places on the national highway. In my own constituency which falls on the main route, there is heavy railway traffic at least at three places. Whenever the subject of fly over is discussed, funds are demanded from the State Governments. This fly over can be constructed only after the State Government agrees to financial contribution. Railway Ministry may grant funds only after that. How far is it proper to demand funds from the State Governments for the construction of

flyover on a national highway? I feel that the construction of all the national highways or the work of connecting one national highway with another should be undertaken by the National Highway Authority. There are two such flyovers in my constituency. One is near Sugauli and another near Raksaul. The Raksaul national highway should be linked with the by-pass road and a flyover should be constructed on it upto Beerganj, which falls in Nepal. Attention should certainly be paid on the need for flyover and by-pass road. The State Government has already sent a proposal in this regard. I would like to thank the hon. Minister for introducing an excellent Bill regarding National Highways.

[English]

SHRI V. SOBHANADREESWARA RAO (Vijayawada): Mr. Chairman, Sir, I support this National Highways Authority of India Bill, 1988, to the extent that it enables this Authority to receive the loans, great bonds debentures etc., to receive the much needed finances.

Sir, you are aware that the World Bank has commented in the Roads Congress that the condition of the Indian roads is the worst when compared to several road conditions in the world. Sir, the Additional Director General of Roads has estimated that nearly Rs. 6000 crores are needed to bring the present National Highways network to the required standard. So, in this background, certainly the setting up of National Highways Authority will help to some extent to receive the funds which are very very needed for the development and maintenance of the National Highways.

Sir, I do not agree with the views expressed by the hon. Minister regarding the functioning of the agency system and the difficulties experienced, which he has narrated. But I would like to say that the fault does not lie with the agency system as such, but it is our inadequate supply of funds to the State Government to maintain and develop the National Highways. Here I would like to quote a few examples. For example, the

renewals part. In a six-year cycle we have to renew all the National Highways. For example, when we take our State of Andhra Pradesh, we have to renew nearly 400 kilometres National Highways road length every year. While nearly Rs 2.5 lakhs are needed for renewal of one kilometre, actually our State requires nearly Rs 10 to 12 crores. But the Central Government is giving only Rs. 4 crores, that is about one-third of the amount that is required to renew these National Highways. With this meagre amount, how can we expect the State Government to renew the road length which is expected to be renewed every year? Similarly, Sir, in respect of maintenance of the National Highways, the National Highways Departments in the respective States submit some proposals for the maintenance of roads, but actually from Delhi we are approving only 50 per cent of the proposals that have been forwarded by the State Governments. It is not the state Government but the National Highway Department in the State. That is why, maintenance is also not up to the required level.

There is another part, namely the urban links. The Union Government gave merely Rs. 8,000 per km. till last year. Last year, it was enhanced to Rs 16,000 per km. But over and above this Rs 16,000 the State Government has to spend its own money in order to keep that urban road link in a proper way. My suggestion is even this Rs 16,000 per km. is not at all sufficient. At least it must be enhanced to Rs 32,000 per km., if urban road link is to be maintained in a decent way, when especially urban road links pass through State capitals or other cities. So, the Government should enhance this amount. There are some special repairs which are required to be carried out due to flood damage or heavy rains. Even in this respect, the Government is not providing necessary funds. This year, for example, the national highways—for that matter even other roads—are very much damaged. The National Highways Department in our State has estimated that nearly Rs 40 crores are required for repairing all these damages due to flood in respect of national highways. But I

[Sh. V. Sobhanadreeswara Rao]
wonder how much amount is going to be given by the Union Government for the repair of these flood damages to the national highways.

My feeling is irrespective of the formation of National Highway Authority the much-needed issue at the present juncture is delegation of powers. Even for perpetration and sanction of construction of a culvert along a national highway, it has to go right up to Delhi. Here the engineers have to approve it. Does it mean that there are no engineers in the State National Highways Department? There are eminent engineers, experienced engineers, engineers with all talent. Let those engineers prepare the estimate and take up the work and inform the Central authority here that they have planned and executed so and so work. Unless this delegation of powers takes place, lot of precious time would be wasted in forwarding the papers, proposals from the State headquarters to the national headquarters.

I would like to bring to your kind notice one example. The Union Government has already approved the conversion of a two-lane road from Ongole to Vijayawada, which is considered as a very heavy traffic intensity corridor, to 4-lane road. Land acquisition matter and several other matters are lying with the Union Government in the National Highways Department for several years and the proposals are not cleared and sent for necessary execution. My submission to the hon. Minister is, you kindly think over as to up to what level we can delegate the powers. If the delegation is not done, even to some extent, but merely setting up of this Authority is not going to solve the entire problem. I would also suggest to the Government that while in respect of Railways, when some natural calamity takes place and the rail route is dislocated, Railways are able to restore the tracks just in a matter of a few days, may be two days, three days or at the maximum, in a week. But when a similar dislocation has taken place on a bridge on a national highway, it takes months, sometimes even years to restore it. I would quote

one example. At Kesra, on national highway No 9, across the Munneyeru river in Krishna district, nearly 3 years back, one span of bridge was collapsed. A very heavy load vehicle was coming and that collapsed. The span was restored only to permit the cars and the passenger vehicles to pass over that bridge. The result of it is that even goods vehicles with just 20 tonnes load, for that matter, and even empty trucks and lorries were forced to go over very long distances when the Munneyeru is in spate. Our State highways are, therefore, damaged. My suggestion is, just like the railways, the national highways also should be in a position to restore that particularly damaged portion of the bridge on national highway due to some natural calamity in very short time so that people will not be put to suffering and the vehicle operators will not lose precious time.

Regarding the management of the Authority, it is proposed that one Chairman and five full-time Directors and four part-time Members will be there. We certainly have no objection for this. But our suggestion is that among the five full time members, let there be one representative from each region who in turn have to be rotated in between States in that region so that all the States will have its representative for some time, not all the time. In this way, there will be better coordination, understanding and cooperation between the Union and the States which is all the more required for the development and maintenance of these national highways which have to play a very vital role in the economic activity of the nation as a whole.

One of the objects stated in the Bill is that it will regulate and control the plying of vehicles on the national highway. I would like to make a suggestion that we have been hearing for quite some time that the Union Government has some plans to construct motels or rest houses for the convenience of the truck drivers and that the Government do want to bring a legislation so that the goods vehicles do not ply during certain hours during midnight to avoid and minimise the accidents. But still I think it is very very far

away. In fact, a very very important place like Vijayawada which is a junction of New Delhi to Madras as well as Howrah to Madras and Bombay-Sholapur-Hyderabad-Madras, we are not having rest house for the convenience of the operators, the drivers or the persons who work on these trucks. My suggestion is the Government should take necessary steps to establish as many rest places as possible for every 200 or 300 KM. Also in between, there will be several motels or some dabats operated by private parties, by the side of the national highways. Many a time, the common experience is that the trucks or passenger vehicles will be stopped on the road itself sometimes while the vehicles overtake those vehicles at rest. The accidents do take place.

So, at such places the Engineering Department should make some arrangements so that when the drivers of those goods vehicles or the passenger vehicles intend to go to the motels or the dabas they can park their vehicles in the margin of the national highway and stay somewhere out of the national highway. The national highway will thus be cleared of obstacles. I request the Government to examine this aspect and to take suitable steps for doing that so that the accidents can be minimised.

You were good enough to bring the motor Vehicles Bill some time ago. Of course, it is certainly an improvement when compared to the legislation pieces which are there during the British days. But, at that time, in spite of our repeated requests with the Government the Government did not oblige in bringing some amendment to spare the drivers from being harassed by the lower level police people. They are exploiting the truck drivers. It is leading to a lot of trouble. The Police people will be stopping the vehicle for hours and hours. When a vehicle has to pass from Kanyakumari to Howrah or even Guwahati, you can estimate how much precious time will be lost in the long route. Therefore, for some time at least, the Government must kindly think over and bring a suitable amendment so that these truck drivers are spared of the harassment from these

police personnel.

Sir, the State Government are collecting the Vehicle Tax. In 1975-76, the total Vehicle Tax that was collected in all the States was around Rs 200 crores. But now it is almost Rs 1000 crores. Our Union Government is getting thousands of crores of Rupees on sale of petroleum products and diesel. In fact, while in other countries the prices of these petroleum products have come down, in our country the Government has not brought down those prices. That is why the ONGC is making a lot of profit and the Union Government is getting profit. We do not have any grouse against that. But the point is that the Central Government may kindly spend that amount for the road development, for the maintenance of the roads. What is happening? The truck owners are weeping actually. The tyre prices are skyrocketing. In spite of the Government's directive that the tyre prices should not be enhanced, the manufacturers are not heading to the Government's advice. They are taking liberty to increase the price. Truck-owners have to purchase several sets of tyres even in one year which is putting a lot of financial burden on them.

Because of the bad condition of road, fuel efficiency also is very very low. My submission is that Government should spend enough money for maintenance and development of these roads. I am very happy after Shri Pilot has assumed office, he has increased this. He has taken the suggestion of the hon. Members and enhanced the Central Road Fund which was very very meagre previously.

Sir, in 1929, it was 3.5 paise per litre. Now, he has enhanced. The Government is going to get nearly Rs 320 crores. Even that amount is not sufficient out of which two-thirds are being given to the States and only one third to the National Highways. My suggestion is that in addition to these funds, the Government must spend from the general revenue for this road development sector.

[Sh. V. Sobhanadreeswara Rao]

My another appoint is this. There is one important missing link from Hyderabad via Nagarjunasagar to Guntur. It connects National Highways No. 9 and 5. It is a very important missing link. Similarly our State Government has proposed some 8 roads to be taken over under National Highways network. Since Independence, the Union Government and the Minister himself have conceded—not a single road in Andhra Pradesh was taken over or added to the National Highways. Of course, the present Minister is doing something. We are very happy for that. My suggestion is that the Government may take all such roads. They are very important roads which include the road from Vijayawada to Machilipatnam Port to be added to National Highway No. 9. There are very important bye-passes that are required at Eluru and Nellore Towns. In this connection, I would like to tell one thing. When our Government take one bye-pass road it so happens that the the National Highway Department is leaving the old road for its own fate. Until such time the State Government takes it over or the State R & D Departments takes it over. I think the National Highways Department should have that obligation to maintain that road till such period only. Otherwise, people are going to suffer. Similarly, I am happy to say that provision has been made to permit the private organisations or institutions to take up the National Highways and bridges. I am one who feel that mere Governmental efforts will not be enough. We have to encourage the private organisations and companies to associate in this very important national-building work of construction of National Highways as well as construction of Bridges. My only fear is that let this not be an Inland Water Authority experience. In this very House we have been told that the Indian Waterways Authority will take up improvement of the inland waterways. A very important navigation canal identified by the Government, from Krishna Barrage to Madras City is the Buckingham Canal. In fact, you were good enough to say that Government have decided already to improve that waterway and a few crores a rupees are also

allocated. To our surprise, till now, the work has not yet started. My submission is that the National Highways Authority is giving lot of hopes to the people of this country; its objective should be fulfilled and it should not go waste.

Finally, I would appeal one thing. With this National Highways Authority, it is not a stage to content ourselves. There are several lakhs of villages which are not yet connected with all weather roads. Let the Government think of such matters also and provide necessary funds for development of such villages and also connect them with all-weather roads. Only then, agricultural development, economic development and social development will take place and the farmers will be freed from the exploitation. Government should also try and take necessary steps to solve this.

[*Translation*]

SHRI PRATAP BHANU SHARMA (Vidisha) : Mr. Chairman, Sir, I welcome the Government decision of setting up the National Highways Authority of India and would like to give some suggestions on the subject.

Our young Minister, Shri Pilot has discussed the provisions mentioned in this Bill with various persons at various occasions and has given a wider base to the National Highways Authority of India with the combined efforts of other high officials. Besides, provisions have also been made for the development of connected state highways. For instance, all the main highways in the country should be strengthened and extended according to the assignment based on future requirements. Besides, the Bill provides for the best possible facilities such as Hotels, Motels and other tourist facilities. Extensive powers have been given to the proposed Authority for this purpose. I would like to congratulate the hon. Minister in this regard. No priority was given to the development of roads in the previous five year plan and the funds allocated in five year plans for developing the national highways and the state highways were inadequate, due to

which the Government could not afford to maintain those highways properly and I can say confidently that the maintenance of these highways has deteriorated in the last 10-15 years. During this period, the Government could not afford to undertake the projects of constructing bridges, broadening, expanding, strengthening and widening the roads. The Government could not afford to charge more taxes from common people in order to meet the financial problem. A provision has been made in the Bill that funds may be raised through issue of bonds or any other new scheme. I would like to thank the hon. Minister in this regard.

India is a large country constituting various states, traditions, languages and modes of living. Even if we want to strengthen the national integrity, it is essential to pay special attention towards the development of National Highways. Because tourism will encourage movement of people from one place to another and proper transport facilities would encourage tourism and more attention will automatically be paid towards maintenance of Highways. As a result thereof people would find it convenient to move from one part of the country to the other. It would definitely strengthen our unity in diversity. Without any help of Government machinery, we would be able to strengthen the national integrity more with public cooperation and tourism.

All the present national highways have been constructed on older designs. If we think about the future and evaluate them in the context of your 2001, we would find them incapable of carrying the traffic or trucks up to 50 tonnes in the next 20 years. They can bear the load of trucks carrying 15-20 tonnes load only. In the near future, trucks are supposed to carry not only 25-30 tonnes but even 50 tonnes of load. So, these highways have to be developed according to future requirements. The National Highways Authority of India is going to be set up, so this authority should consider these important facts while developing and strengthening these highways. The pattern of their network should be designed in such a way that it

meets the requirements of the fast moving traffic in the near future. These highways should be developed to bear the load of 45-50 tonnes carried by trucks. So their designs should be modified in such a way that may carry heavy load speedily.

Besides, the bridges built over them are quite narrow. They should be widened. Crossings are also of old design. In order to develop good highways for fast moving traffic, the Government will have to modify the developed techniques of Western countries like American to suit the requirements of our own country.

The provision of developing the facilities of hotel, motels, restaurants, restrooms, tourist rooms and tourist guiding centres—is a good step and must be appreciated. But the Government will have to select the highway on the basis of national priority. The Government ought to fix 5-6 National Highways just as Delhi-Madras, Kashmir-Kanyakumari, Delhi-Calcutta and Delhi-Bombay, on priority basis in order to develop them in the Five Year Plans. At the distance of every 25-30 kms., townships should be developed which should have the facilities of hotels, motels, diesel and petrol outlets and food centres. It would also provide means of employment to our innumerable unemployed educated youth. It is not necessary that the authority should bear the expenditure. The Government should formulate an action plan or a master plan and provide these facilities at the distance of every 25-30 kms. The Government have got the power to acquire the land; they should acquire land and then allot the same. The educated unemployed people would themselves start their own business. If the Government formulates scheme, they would themselves take loans from banks or invest the money themselves. The Government will not have to bear the expenditure. I would like to suggest that the Government should prepare a blue-print of this scheme which would enable us to provide means of employment in urban and rural areas and also meet the challenge of increased traffic in the coming 20-25 years. We wouldn't be able to

[Sh. Pratap Bhanu Sharma] meet the requirements of traffic by air-service or railways, but we will have to rely on our roadways. In the light of these facts, it is a timely decision. Everything regarding the possible resources of funds and determining priorities has been explained in it. I would also like to offer a few suggestions in this regard. The mobilisation of resources depends upon the attractive features of the plan and accordingly the funds would be mobilised from the people. Non-resident Indians have collected funds in foreign countries and they are interested in investing the money in the development projects here. The Government can get crores of rupees invested by formulating impressive schemes and issuing bonds. Experts will have to be consulted in this regard in order to formulate an effective plan which should ensure good return for the investment. I am sure that the Government would undertake the projects of constructing such highways that may meet the increasing requirements of the country. So far as cooperation is concerned nobody would lay behind. Many people are interested to cooperate with the Government in the development of the nation and the national highways. The Government can impose toll-tax for this purpose and formulate other schemes to recover the amount of investment within 15-20 years.

I would like to say something about Madhya Pradesh also. The hon. Minister had discussed the matter of national highways during his visit to this state last year. This State is situated in the centre of the country and a person has to pass through this State in order to go to any other part of the country. 90 percent of the total traffic pass through Madhya Pradesh to reach other parts of the country like Andhra Pradesh, Maharashtra, Orissa or any other place in the South. The State Government has proposed to link Bhopal with Ahmedabad, Lucknow and other places by highways. Besides, NH 12 serves my area, Jaipur - Jabalpur Road, Ashoknagar-Vidisha, Bhopal E and I scheme of Government of India provides 50 percent of the total

expenditure given to the States in the form of grants. The project of Vidisha- Ashoknagar Road in Madhya Pradesh was forwarded to the Central Government for consideration and I understand that it has been included in the action plan as well. But it would be useless if adequate funds are not provided. So I would like to submit that if funds are provided during the current Five Year Plan period, the work on the project of strengthening and widening the 160-170 kms. road can be started. Similarly, the work of strengthening and widening Bhopal-Nagpur Road is equally important because there would be an exaggeration in saying that the traffic on this road has increased hundred times during the last ten years. Survey can be conducted in order to find out the truth. The Government must find out the way to arrange funds for this purpose in the next 2-3 years. The Project of Highway from Bhopal to Indore via Nasrullaganj, Khategaon will feed rural areas and these areas are 100 percent industrial areas. It includes the areas where cotton, soyabeans and sugarcane crops are produced and they are such areas which really need transport facilities. I want that proposal for constructing a road covering that area be invited from the State Government and given for consideration and approval to the National Highway Authority. The Central Government has many schemes like E and I. Link Road Development scheme and the Bye-pass Development Scheme. I expect the necessary funds will be collected and the schemes be given practical shape as soon as possible. I wholeheartedly welcome and support the Bill. With these words I end my speech:

SHRI GIRDHARI LAL VYAS (Bhilwara)
: Hon. Mr. Chairman, Sir, I support the National Highway Authority of India, 1988, Bill Under the Agency System work related to roads has given to the State Governments. The question is whether this responsibility should be taken over from them. The Government says that it does not want to take over but make some changes or rectify certain defects in the system. Section 4 of the Statement of objects and Reasons says;

[English]

"It is proposed that this Authority should take over, in a phased manner, the functions presently being performed by the State Public Works Departments".

[Translation]

This clearly states that State Governments have been given the responsibility of National Highways under an Agency System. As the functions are not being performed efficiently by the State Governments the Authority seeks to take them over. It is the right step to set up an Authority. But what type of Authority would it be? Will it be an autonomous body or will it function under the control of the Central Government. There is a lot of difference between the two styles of working. If an institution is granted autonomy, its style of working under goes changes. So the Government should exercise tight control over the working of the institution. It should not be granted autonomy so that there is no abuse of power. Hence there is a need to strengthen this system. A Zinc Smelter Plant has been set up in the Rampur-Agucha, district Bhilwara. An Authority has been set up for it. It is an autonomous body. How much of control the Government is exercising in the working of this Authority needs to be seen. If we keep this in mind the system can function efficiently.

The proposed authority will consist of a chairman, five full time members and four part-time members. I do not understand who will be the part-time members. Will they be state representatives or public representatives? States from where the National highways pass should be represented on the Authority. As it is not possible to have representatives of all the States in it at one time, the States should have their representation on rotation-basis for a fixed period of one year or so. This will ensure full co-operation of States in the development of National Highways passing through their territories. The number of part-time members in it should be increased. The present strength

of part-time members is not sufficient. Whatever is the number of full time members, be it five or more, the number of part-time members has to be increased. They can put forward the problems of their respective States. I want to draw your attention towards another point. The issue of labour has not been touched upon in this Bill. What provisions have been made in the Bill for the labour employed on National Highways on a permanent, quasi-permanent or temporary basis? This Bill does not mention the various facilities available to labour like provident fund and E.S.I No provisions have been made for labourers engaged in the maintenance of National Highways. This will create problems for them and necessitate making provisions in future. I have another suggestion. I raised this matter in the Parliamentary Advisory Committee and once again draw attention towards it. For a long time I have been appealing to the Central Government to convert the State Highway from Ajmer to Bombay via Indore and Bhilwara into a National Highway. Till today nothing has been done in this regard. It was said that the World Bank would be asked for monetary assistance for this purpose. The hon. Member from Mandsaur, who is present in the House, is also well aware about the movement of heavy traffic on this Highway. He too will agree with me that this road needs to be given the status of a National Highway. This will strengthen the transport system in the area and people living there will be benefited. The hon. Minister represents Rajasthan. As he is well aware Rajasthan is quite backward in terms of roadways and railways. It is our good fortune that he has become the Minister of Surface Transport. We can now expect him to give a bit of attention to this State. The hon. Railway Minister does not extend his vision beyond Madhya Pradesh. The hon. Surface Transport Minister will contribute towards making Rajasthan self-sufficient at least in the matter of roads. This will help us work better for the development of Rajasthan.

Similarly, concrete steps need to be taken to combat the famine which affects Rajasthan every year. Many of my hon.

[Sh. Girdhari Lal Vyas] colleagues mentioned the various natural calamities affecting the country like floods or excess rainfall natural calamity strikes Rajasthan every year in the form of famine. As the hon. Minister would be aware of our leader the hon. Prime Minister's announcement that one member of every family living below the poverty line would be given employment. I suggest that the work regarding construction of roads should not be done through contractors but it should be entrusted to the Government Departments themselves. A land army of such people engaged in such construction works would help in the execution of this task. This will not only fulfill the promise made by our leader but also contribute towards national progress. Then we will not get to hear complaints regarding corruption. If the Centre takes initiative in this direction the States will follow suit. This will do away with the contractor system and the prevailing Corruption and other irregularities. The officers of the Central Government and the labour can contribute in larger measure towards national development, I hope the Government will give this matter serious thought and take appropriate steps because it is very important to root out the corruption prevailing today. This Bill provides that the private parties can also come forward and contribute in the construction of national highways if they are interested in it but my experience is that all rich private parties do not carry out their work honestly and have become millionaire only by exploiting the poor. If such private parties are involved in the construction of national highways, you can very well imagine as to how they would take undue advantage of lorries or trucks that will ply on them after completion of highways. I, therefore, suggest that only such honest private parties should be given priority which have full faith in Government policy of socialism and which could improve the lot of the people of this country.

A provision for the quality control, vigilance and for some other things has been made in this Bill. In this field we should work vigilantly. As it is well known that serious

allegations like taking commissions are levelled on officials, engineers and higher officers of the Department and therefore a suggestion for the formation of a vigilance committee whether on regional level, district level or state level, as the Government may think fit, was given. I will not ask the Government to include public representatives in this vigilance committee but I will ask the Government to formulate such Vigilance Committee and entrust them overall responsibilities of the construction, maintenance works and the quality of the roads and it should see that no irregularities (malpractices) are committed there and all programmes should be implemented in a proper manner as crores of rupees are spent on them. Timely implementation of all programmes is utmost necessary.

Although, I had to speak a lot on this Bill but in view of limited time, I would like to submit this much that all provisions made in this Bill should be implemented properly by the Authority which is being constituted so that the authority could contribute in the economic development of the country to maximum and strengthen the unity of the nation. With these words I support this Bill.

[English]

SHRI GEORGE JOSEPH MUNDACKAL (Muvattupuzha): Mr. Chairman, I congratulate the hon. Minister for bringing up this Bill for setting up the National Highways Authority of India, and I am supporting the Bill also.

I request the hon. Minister of allot more funds to the Authority so that it will not suffer for want of funds in future, and also to give more powers to the Authority to enable it do more work. Also, it should be decentralised so that the far-flung regions can be developed.

I come from the State of Kerala which is having the maximum rainfall in our country. Because of the high rainfall the roads cannot be maintained properly. The present Kerala Government is more interested in the devel-

opment of the coastal highway and coastal rail ways and waterways. Nearly 70 per cent of the people living in the interior areas are not benefited by their policies.

I am representing an area which is earning nearly Rs 300 to 400 crores of foreign exchange by the export of tea, cardamom, pepper and ginger. More than Rs 100 crores are earned by producing rubber, coconut and cocoa. So, I request the Minister to take a lenient view about our area, and to take up Cochin-Madurai highway. It is an inter-State highway. This highway was planned before by the British people. They have not taken up this highway. There is not even an inch of railway line in this area. Nearly three to four million people are there, but there is not even an inch of railway line or highway in that area. So, I request him to take this Road as National Highway.

From South Tamil Nadu if they want to export or import some goods to Europe or America they have to go round about Sri Lanka and go to the Western countries via Suez Canal wasting lot of money on diesel oil and energy. If the Cochin Madurai highway is taken up it will save lot of energy by shortening this distance and it will also hasten the development of Cochin Port. This highway is very essential for that. So, I request the hon. Minister to take up this road. This proposal has been there nearly for the last 40 to 50 years. As there is no railway line at least this highway should be taken up. Most of the Adivasis and Harijans of Kerala are living in this area, For the benefit of all of them also, I request the hon. Minister to take up this highway at the earliest and to give enough funds for that.

[*Translation*]

SHRI RAM PYARE PANIKA (Robertsganj): Hon. Mr. Chairman, Sir, I rise to support the Indian National Highway Authority Bill moved by the Minister of State of the Ministry of Surface Transport.

Sir, I am listening to the speeches of hon. Members of both sides since morning.

The Ministry has executed many important works during the last 3-4 years whether it was the question of national highways or of Surface-transport or it may be a matter of regulating transport system. you are aware that our hon. Minister has been sending guidelines on different issue to the States on behalf of the Centre from time to time. Not only this but when he felt that his Department should be strengthened, he did it. You are aware that he strictly controlled the corruption prevalent in Delhi. That is why we can say that the situation has been improved a lot.

Sir, I have gone through this Bill. I am very happy that all aspects have been discussed in detail. Besides this, provision has been made for the construction, maintenance and development of highways and also for making them beautiful. In this Bill, the provisions for the construction of hotels and beautiful cities at different places have been made and there is provision to provide housing facilities for the workers engaged in the construction of highways. Today when we are discussing this important Bill, there is an urgent need to examine it in the national perspective. A good number of our colleagues have dealt with this point.

Still in our country, there are such backward areas whether they are hilly, desert, cyclonic, tribal or drought areas where neither railway lines nor national highways have been constructed. Therefore, we will have to remove these regional imbalances. (*Interruptions*) It is right that we have done a good job in this field and have laid down 61 thousand kilometer railway lines but no special plans have been formulated to link these railway lines.

Recently, while speaking about roads, one of our colleagues was telling that the Government did not implement our plans uniformly in all States. Similarly a Member from Telegudesam also complained about the provision of insufficient amount for the development and maintenance of the roads. But it is not correct. If you go to certain States like Uttar Pradesh, Madhya Pradesh or

[Sh. Ram Pyare Panika]

Bihar, you will feel that there is some bungling while same rules and regulations apply to them and the amount also remains same; Besides, when all estimates of State Agency are sanctioned, the same amount is made available to them. Therefore, I do not agree with Hon. Members of these States who say that they are not being allotted sufficient amount. Owing to these things some State Governments do not pay proper attention and as a result thereof their roads are in a dilapidated condition. I went to Bihar and saw that many stretches on the roads and the bridges were in a dilapidated condition and the people have to move downward but if you go to Uttar Pradesh, you will find that everything is alright there. Similarly the roads in Punjab and Haryana are also smooth. Some State Governments do the job within the sanctioned amount but our colleagues still complain that the amount provided was not sufficient. Now it is expected of the Authority that it will uniformly maintain the national highways but I fear that the officers and workers engaged in various Agencies for this work may not become surplus because the Agencies will cease to function after the Authority is constituted. Therefore, the Government should make some provisions for this purpose. Therefore, I request the Government to ensure employment to those people who are working in various Agencies while entrusting the work to the Authority. In this connection, the Government should take decision after discussing it with state Governments, otherwise the concerned Government may not retrench them for want of funds. You will have to take care of this point as it is a very important and humane issue.

16.59 hrs.

[MR. DEPUTY SPEAKER *in the Chair*]

Secondly there is a provision in this Bill that the land should be acquired if and when necessary. Last year we had amended a law pertaining to the land acquisition. We will have to ensure that the farmers may not be

involved in the compensation suits. We know it very well that the farmers have not been paid compensation where land were acquired at the time of construction of the roads and highways in the country and States 10 years ago. Now the land of farmers must be acquired only after they have been paid 80 per cent compensation. The provisions of Forest Conservation Act also create some difficulties as they hamper construction of new roads and widening of existing roads. There are a number of irrigation and other projects included in the Seventh Five Year Plan but the Government is unable to complete them.

17.00 hrs

You will have to make a provision for the Authority if you intend to provide it a new structure so that the construction of new roads and maintenance works could be accomplished, then provision will have to be made for constructing the new roads. I want to submit one more point that this Authority should be given more powers. Mr. Deputy Speaker, Sir, I have spoken only for two minutes. I am going to give a very important suggestion. I want to suggest to the hon. Minister that a fresh survey may be got conducted to provide a network of national highways in the country. (*Interruptions*) Last year Railways helped a lot.

[*English*]

MR. DEPUTY-SPEAKER : 10 members are yet to speak and only half an-hour is left.

SHRI RAM PYARE PANIKA : Is it started from me?

MR. DEPUTY-SPEAKER : That is not the question. You please cooperate with the Chair. Shri Amar Roypradhan.

SHRI AMAR ROYPRADHAN (Cooch Behar) : I joint with Comrade Basudeb Acharia in opposing this National Highway Authority Bill piloted by Mr. Pilot the hon. Minister.

You know that our country has a federal structure. If the hon. Minister would like to forget everything and the idea that India as a union of States, then he can bring this Bill. Do not take the plea that these highways are in the Seventh Schedule and List No 23.

You know that there are 30,000 kms of highways which is only 2.5 per cent of the total roads in the country and 67 per cent of the roads are kutcha and muddy roads. On these 67 per cent roads, according to one survey report, 83 per cent of the population of our country move. The Minister does not want to take any interest in these roads. His only interest is to curtail the powers of the States and concentrate more powers in the Centre. That is the only idea.

If you go through the debates of the Constituent Assembly as also the debate of Parliament in 1956 you will find that everyone at that time was of the opinion that the policy and finance would be with the Centre and execution part would be with the States. Avoiding that, you are taking more powers to the Centre. The only plea you have taken is that the highways are very much in poor condition and they are not maintained properly. Have you ever studied the reason behind it? Are the States only responsible for this? You are saying that all the non-Congress (I) States are not maintaining the roads properly and you are blaming them for poor maintenance of the roads (*Interruptions*).

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : Mr. Deputy Speaker, Sir, I never said only non-Congress State are responsible. We have never said this we have said some of the States. There is no Congress (I) or non-Congress (I) here. We have not said Congress (I) or non-Congress (I), we have just said some of the States are not maintaining their roads well. That is what I said.

SHRI AMAR ROYPRADHAN: All right

you said ' some of the States' But are they responsible for that? (*Interruptions*)

MR. DEPUTY SPEAKER : Now try the wind up, Sir.

(*Interruptions*)

MR. DEPUTY SPEAKER : Try to finish, Sir I have to call five more persons.

SHRI AMAR ROYPRADHAN : Do you know how much money you are spending on the development and research and on maintenance of the roads? In this connection, I just draw the attention of the hon. Minister that the road-rollers weighing twenty metric tonnes are maintaining the roads and pressing the roads, but the vehicles which are moving on these roads are weighing even more than fifty metric tonnes, particularly the Defence vehicles. If such vehicles move on such roads, how can you expect that the roads will be in proper condition?

The hon. Member from Kerala pointed out that there are some parts of the country where heavy rainfall is there. In North East, North Bengal and North Bihar also there are areas where heavy rainfall is there and where floods also are there. The roads there are very much muddy. But you are spending roughly Rs 1,250 crores for the maintenance of 30,000 kilometres of Highway. This amount is divided among different States. Do you think that this amount is sufficient to maintain these roads? Don't say that by having a Central Authority you can do everything. We know that you have taken away education from the State List to the Concurrent list. now what is the position of education? Since 1974-75, so many years have passed and now you are coming up with new names only. Instead of Government schools you are calling them *Navodaya Vidyalayas*. Just by doing this, you cannot do good to the people, you cannot do good to the roads of the country. So, Sir, I cannot support this Bill.

[*Translation*]

SHRI BALKAVI BAIRAGI (Mandsaur): Mr. Deputy Speaker, Sir, I express my thanks to you for providing me an opportunity to speak. I shall conclude within the time you have allotted to me. I support this Bill and congratulate the hon. Minister and also express my thanks to him for bringing forward this legislation. I would also like to add that he has taken a right steps at the appropriate time and I wish him success in his efforts.

I shall make a few suggestions and shall also put forward a demand. It is proposed to make provision of funds and for that purpose to float some bonds. In this connection, I would like to point out that only three months are left for the Budget to be presented and preparations for the same might be going on or are about to start. Black money worth Rs. 40 to 50 thousand crores is in circulation in our country. People spend this money on marriages, decorations and luxuries. You may please ask the Ministry of Finance and the Hon. Prime Minister to evolve a scheme like the income disclosure scheme so that people could advance loans to the proposed authority. The money so advanced should be exempted from taxation. In this way, the Government can raise thousands of crores of rupees which can be spent on the development of the country. One more way out could be to deduct an amount equal to the amount of income tax from the amount of interest which would accrue to the loan amount. A time limit of 5 to 10 years could be fixed for this purpose. This will provide some relief to the Government. It is my suggestion.

I would also like to make a submission that the existing laws relating to acquisition of land are very old. The loopholes in these laws are no secret to any one. Whoever wishes goes to the court and obtains stay order against these laws. This dislocates everything. Government should plug the loopholes found in these laws and save the people from their repercussions. The people of this country will remain grateful to you for this. If the Government is entangled in litiga-

tion in the matter of land acquisition, all the projects will be in the doldrums.

I would like to submit further that the State Governments have fixed their priorities in the matter of national highways. The Government should review those priorities and reconsider them. It is so because in certain cases politics is involved, certain cases are moulded by pressure and in certain other cases other things are involved. If the Government could reconsider these aspects it will fulfill the aspirations of the several hon. Members of this House.

Several of my hon. Colleagues expressed their views on Madhya Pradesh. In this connection, I would like to say specifically that there is no other way than to pass through Madhya Pradesh if some one from the Mewar region of Rajasthan wishes to enter Maharashtra *via* Nimar. That is why I have been requesting you time and again to extend the highway falling between Nasirabad to Mahu upto Bombay *via* Nasirabad, Bhilwara, Chitorgarh, Neemach, Mandsaur, Javara, Ratlam, Indore, Sendhwa. Large portion of this highway is already wide and is as good as a national highway. We will be thankful to you if you could include this highway in the priority of national highways.

I would like to make a special submission to you. As has also been said by Rao Sahib and Shri Pratap Bhanu Sharma, I would also like to say that the Government should also give patronage to small trucks of 8 tonnes capacity while evolving any policy for trucks. The hon. Minister looks after road transport also and that is why I am making this submission to him. Big truck damage the roads. However, there can be no two opinions that they are also a must. But the Government should provide protection to small truck owners. The trucks of 8 tonnes capacity carry load to the extent of 12 tonnes and two persons get job on each truck.

One more thing that I would like to say is that road tax being collected from trucks should be collected at a time for a period of 10 to 12 years by including the same with the

price of the truck. This will help the Government collect road tax at a stretch and the trucks will become tax-free. This will provide a lot of relief to the Government as well as the truck owners. I am making this suggestion after talking to the truck owners. You should consider this aspect.

I cannot help myself without expressing my thanks to you for making efforts to enact a good legislation like this. While you are going to construct the main office of this authority, you should also construct small offices at an interval of 250 to 300 kilometres so that the maintenance could be looked after properly. At the same time it should also be ensured that these offices do not extract money. Their work should only be to look after the maintenance work.

Finally, I would like to submit that the Government had done a good job by bringing forward a comprehensive Motor Vehicle Act earlier also. Now it is another good thing that the Government is going to do. This will help taking the people to 21st century. People will remember Rajiv Gandhi's Government for this.

Mr. Deputy Speaker, Sir, I express a lot of thanks to you for providing me time to speak.

SHRI KALI PRASAD PANDEY (GOPALGANJ): Mr. Deputy Speaker, Sir, I support the National Highways Authority of India Bill, 1988 which has been introduced in the House. A discussion on the Education Policy also took place in the House. The Railways had also furnished details of their activities in the House. We were expecting that the Union Ministry of Transport would also take some steps for the improvement of the national highways. The hon. Minister deserves congratulations for bringing forward this legislation.

The most important thing is that the national highways in themselves enjoy an important position. The condition of national highways differs from State to State. Though

the distances from Delhi to Chandigarh in Haryana and from Patna to Ranchi in Bihar are equal, the time taken to cover these two routes totally differ because of the condition of the roads. The journey from Delhi to Chandigarh takes 4 hours whereas the journey from Patna to Ranchi takes 12 hours even though the distance is equal. So far as the question of resources is concerned, I can tell hon. Shri Pilot with a challenge in this House that there is a discrimination. I am citing an example. In my constituency a national highway runs from Gopalganj to Dumariaghat. The national highway division is located at Dumariaghat. Tenders were awarded in 1987 with a view to widening this highway and the Union Ministry of Transport released Rs. 9 crores for this purpose. But I am distressed to say that on the one hand tenders were invited and work allotted and on the other hand the Executive Engineer spent Rs. 12 lakhs on this road in the name of maintenance. Now, I would like to ask as to what was the need of spending Rs. 12 lakhs when contract for the construction work of the road had already been awarded and the work was on progress? So far as the question of grouting and cutting is concerned, difference can easily be noticed in the roads of Bihar. So far as the question of resources is concerned all the hon. Members have spoken about it. But I have seen for myself in my constituency, Gopalganj that rollers, mixing machines and trucks of N.H. Department are lying idle and on the other hand we are talking of paucity of resources. After a few days these machines will be auctioned and given to their favourite persons. This type of loot is taking place there.

A road connects Patna with Gopalganj Headquarters *via* chapra on national highway No. 28. When I was a Member of Bihar Legislative Assembly, the Government of Bihar had written to the Central Government to include this road in the list of national holidays. (*Interruptions*)

The position of the independent Members continues to be the same even now. You should not be so hasty from the Chair.

[English]

MR. DEPUTY SPEAKER: Try to bring out the points.

[Translation]

SHRI KALI PRASAD PANDEY: First of all, a criterion has been fixed for the independent Members that they will speak at the end. Members speaking first are being given more time.

[English]

MR. DEPUTY SPEAKER: You come to the point. I don't want discussion.

[Translation]

SHRI KALI PRASAD PANDEY: I am resuming my seat. But I would like to ventilate my reaction that from the same Chair people are getting half-an-hour long time. Shri V.P. Singh is also an independent Member, but he is being allowed to speak for an hour. We make requests but in spite of that injustice is done to us. Therefore, I conclude.

SHRI DHARAM PAL SINGH MALIK (SONEPAT): Mr. Deputy Speaker, Sir, I rise to support the National Highways Authority of India Bill, 1988 which has been introduced by Shri Pilot in the House. I am of the view that Shri Pilot did a yeomen service by bringing forward this Bill which will improve the condition of all the national highways in the country.

Mr. Deputy Speaker, Sir, everybody is aware that Sher Shah Suri was the pioneer in laying national highways and it was he who constructed the National Highway No. 1 from Calcutta to Peshawar. Thus, its history is very old. I would like to make a few suggestions in this regard. Out of the total number of national high-ways existing now, a number of them had been declared national highways long back and a few of them have been declared national highways recently. As such most of the highways are

very old. There are several turns on these roads. When Shri Pratap Singh Kairon was the Chief Minister of United Punjab State, he used to say that he would set right the delaying tactics followed by Government employees and reduce the number of turns on roads. Similarly, I would like to say that better you do not set right the delaying tactics of the Government servants, but do reduce the turns and curves of the roads. (Interruptions)

This will save time, reduce maintenance expenditure as also the number of accidents on the roads. The Delhi-Ferozpur National Highway No. 1 which is called military road also passes through my constituency. It is a very old road and it passes through some villages. Speed breakers can not be built on this road because it is a military road and there are rules for every National Highway. Rohad is a big village in Rohtak district where many accidents occur and in order to minimise them a by-pass should be constructed. There is a State Highway which connects Meerut with Sonapat and Jind and goes upto Patiala. It links the three States of U.P., Haryana and Punjab. I would like to suggest that this road should be declared as a National Highway so that it becomes more useful and can be maintained properly. Improvements will definitely take place after the constitution of this Authority. National Highways are maintained by State Government employees. It has been seen that the State Governments appoint their favourite persons for maintenance of state roads. Executive Engineers and S.D. 'Os are sent for the maintenance of National Highways. The funds allocated by the Central Government for the maintenance of National Highways are misused more than the State funds. The formation of this Authority will take time and till then this work may be carried out through the agency system. It is true that the formation of this autonomous body will be of much benefit. However, after it comes into existence, the employees of the State Government should be taken on deputation so that they do not become surplus. It should be considered as to who would be the non-official member of

this Authority. It should have both technical and non-technical members. With these words, I thank you.

SHRI RAMASHRAY PRASAD SINGH (Jahanabad): Mr. Deputy Speaker, Sir, I thank you for giving me time to speak. In spite of being a Member of the Opposition, I support this Bill. This Bill has an all round perspective which is a good start. Roads play a central role in our traffic system. The first Bill on this subject was brought in 1956. But even much before that Sher Shah Suri had constructed a road connecting Patna with Peshawar. The need for a national highway was felt even then and that is why a national highway was constructed 4 or 5 hundred years ago. Even then wells were dug and trees planted along this road keeping in view the welfare of the people and to ensure that they do not face difficulties and are able to travel in comfort. At that time, also arrangements were made for shops and these things are included in the present Bill as well, which is laudable. The National Highway between Patna and Calcutta is in a very poor condition. When our Hon. Prime Minister went on a tour to Bihar, the stretch of road which he covered was taken care of and some improvements were made on it. Had he not travelled on that road it would not have been improved. 50 per cent vehicles on the National Highway operate without permits. Many of the seized vehicles belong to the Central Minister. This is causing loss of revenue and ruining the roads.

DR. G.S. RAJHANS (Jhanjharpur): No vehicle of any Minister has been seized. Let us know their names.

SHRI RAMSHRAY PRASAD SINGH: You read it in the newspaper. I want to point out that the condition of the road 30 kms. beyond Patna-Calcutta National Highway going from Fatwa to Islampur via Sarwada and leading towards Gaya is deplorable. A meter-gauge railway line existed there previously but it was closed after nationalisation took place. This road which is 200 km long, should be included in the National Highway. It will ensure its proper maintenance. As you

have stated it is true that much expenditure is incurred on the maintenance of roads but even 50 per cent of the funds are not utilised due to which the condition of roads remains bad. It is Bihar's misfortune that maximum corruption exists there in which both politicians as well as bureaucrats are involved. The roads are damaged within 6 months of their construction. A 2 km. long stretch has been constructed in my constituency recently. It will not last even 6 months. Therefore, that stretch should also be included in the National Highway so that the people of that area are able to reap maximum benefits.

[English]

MR. DEPUTY SPEAKER: We have to pass on to the next item, Half-an-Hour Discussion.

[Translation]

SHRI SHANTI DHARIWAL (Kota): I will take only two minutes.

[English]

MR. DEPUTY SPEAKER: If you really finish your speech within two minutes, I am ready to allow you. But, if you take more time, as still five Members are left over in the List, it will take more time. If you are so particular, if you all agree by consensus, I will extend 15 minutes for this subject and then we will take up Half-an-Hour Discussion after that. That will be extended further.

DR. G.S. RAJHANS (Jhanjharpur): Sir, first Half-an-Hour Discussion should be taken up and after that this subject should be taken up. (*Interruptions*)

MR. DEPUTY-SPEAKER: We cannot do that. Generally, Half-an-Hour Discussion is not finished within half-an-hour. Half-an-Hour Discussion always takes more than half-an-hour. Therefore, we cannot take it up now. We cannot say at what time it will end. I cannot rake up that at that time. If you all accept, I will extend the time by 15 minutes. That will be adjusted afterwards. Members

[Mr. Deputy-Speaker] will have to take only two or three minutes. If anybody is going to take more than two or three minutes, I cannot accommodate. If you all agree I will proceed further.

SEVERAL HON. MEMBERS: Yes.

MR. DEPUTY-SPEAKER: All right. I extend 15 minutes for this. Shri Shanti Dhariwal to speak.

[*Translation*]

SHRI SHANTI DHARIWAL: Mr. Deputy Speaker, Sir, I rise to support and welcome the National Highways Authority of India Bill, 1988. Our hon. Minister deserves to be congratulated especially because he has brought a separate Bill for the constitution of a National Highways Authority. If he wanted, he could have brought an amending Bill, amending the National Highways Act, 1988, but it is his far-sightedness that he has brought a separate Bill for which I thank him. I would like to offer 2 or 3 suggestions in this regard.

Wherever roads are constructed in the country, the common cultivators and the poor villagers are affected thereby in maximum numbers and have to face many difficulties. The major problem is of acquiring land. As hon. Shri Bairagi has submitted just now that whenever disputes regarding acquiring of land arise, people go to law courts and obtain stay-orders with the result that our development work is impeded. Munsifs or Magistrates issue stay-orders immediately in such matters. My suggestion is that provisions should be made under which the Government can acquire land as and when it wants and in case of any objection, no one can approach a law court so that the process of development is not stopped. Along with it, it has to be ensured that those people whose land is acquired, get due compensation. There are several thousands cases in which compensation has not been paid even after the passage of many years. At present the State Governments are responsible for land acquisition work and they have to face many

difficulties in this matter but with the formation of this Authority, the whole burden of this work will be shouldered by the Authority. Therefore, I want to suggest that maximum attention should be paid to the fact that the farmer whose land is acquired and if he has a standing crop on that land, he should get some compensation not only for his crop but also for his land and that too within a year. Arrangements should be made to acquire land in such a way that land is acquired; that the people have not to go to law courts; and that reasonable compensation is paid to the people promptly. One provision in the Bill is:

[*English*]

"The Authority will construct offices, workshops and residential buildings for its employees and construct way-side amenities."

[*Translation*]

It should not be so that these sort of expenses keep on increasing and the Authority constructs guest houses after every 100 kms but the maintenance of roads remains as it is. Therefore, we should remain careful about it and see that miscellaneous expenditure is minimised in the interest of better roads and their proper maintenance.

If the National Highway No. 12 from Jabalpur to Jaipur via Kota is extended upto Kanpur, it will be beneficial for the people, particularly, Adivasis and other people of Rajasthan. I want to submit that this short stretch of road should be declared as a National highway which will help in the progress of this region which includes Adivasi areas.

SHRI JANAK RAJ GUPTA (JAMMU): First of all, I would like to congratulate the hon. Minister for bringing this important Bill at an opportune time. In view of the constraints of time, I want to present the problems faced by my constituency in brief. The hon. Minister is well acquainted with all the villages and roads in my constituency and he has perhaps seen the condition of every

road closely. He has made some promises as well. People come to Jammu and Kashmir from every corner of the country. Some come with the intention of a pilgrimage to Vaishno-Devi and some want to visit Srinagar. But there are two spots on this road where remains traffic Jammed for 3 or 4 hours during monsoons. One of these spots is between Jammu and Sambha and the other between Sambha and Srinagar. It is essential to construct fly overs at both these spots. The Hon. Minister knows that another road lies between Jammu and Poonch. 37 km. of it is double track and the rest is single track. There is army as well as the civil traffic on it. So it requires to be converted into a double track road.

Side by side, there is one road called Mughal road, which connects the Poonch area with Kashmir. An alternate road has also been provided but it is lying incomplete. I urge upon the Government to sanction the required amount of funds at the earliest so that that pending work of this road may be completed.

Also there is a national highway from Kishtwar to Batote on which a hydel project named Dulhasti Hydro-electric project is located. At this site, a road passes on the upper stretches whereas a river flows at the foothills. It is the spot of frequent road accidents. Last month about 70 people had died in a bus accident in which the vehicle had skidded down the road. The road requires to be widened. I request the Government to allocate the required funds at the earliest in order to improve the lot of the backward classes in that area.

This year, there was an acute shortage of kerosene oil and petrol in the Kashmir valley. To meet the situation, food items had to be transported by helicopters. I request the Government to take steps to construct a tunnel from Batote to Banihal and also broaden the existing road so that the traffic may more on it through out the year. People go to Ladakh by this route but the tourists are stranded here for a period of 15-20 days. In view of the inconveniences caused to the

tourists the construction of a tunnel on this route is quite essential. In view of the increasing population and traffic, provision of four lanes on the national highways has become a must. With these words, I thank you and the hon. Minister for the introduction of this Bill.

SHRI SHANKAR LAL (Pali): Mr. Deputy Speaker, Sir, I rise to support the National Highway Authority of India Bill. It is a fact that as per the item no. 23 of the schedule in article 246, only the Government of India has been solely empowered in regard to the maintenance of all the national highways so it would not be correct to say that this power has been transferred to them from some other authority.

Clause 10 of the Bill is shocking as it provides that:-

[English]

"In the discharge of its functions under this Act, authority shall act so far as may be, on business principles."

[Translation]

You are very well aware of the fact that ours is a welfare State and functioning on a socialist pattern. So the Bill should have been introduced in view of the public utility. Business principles shouldn't have been brought in it. Our objective is to provide the optimum facilities to the people through the national highways and avoid the frequent incidence of mishaps.

You know that our national average in regard to national Highways comes to 47.27 km. for every 100 sq. kms. while in Rajasthan it is just 27.12 km. In view of the backwardness of this area, this average should be increased.

The proposed authority should be autonomous in order to achieve the maximum results. Under clause 31 of the Bill, a person or a company may be authorised to undertake the work. But if you are going to materi-

[Sh. Shankar Lal]
 alise the policy of nationalisation and socialism through this Bill by providing therein that:

[English]

'to such person as may be stipulated in the order'

[Translation]

If the Government assigns some work on contract basis to some individual, it would only encourage the contract system. So the Government should do all the work to be done by it, through the Authority. If the Government so desires, they may form a sub-committee of the Authority or find some other way, to do their work only through this institution of Authority but there should be a clear cut provision in regard to the contract to any individual so as to make it clear that the Authority will not promote any contract system:

I thank you for giving me the opportunity to express my views.

SHRI BAPULAL MALVIYA (Shajapur):
 Mr. Deputy Speaker, Sir, I rise to support the National Highways Authority of India Bill introduced by the hon. Minister.

The Bill is, in fact, a symbol of national development. I am sure that after the Bill is passed, the Government would undertake the projects of constructing the national highways of a high standard covering the farthest regions in the country.

There is a road called the Agra-AB road in my constituency. There is a crossing on this road. Everytime the train passes the crossing, people have to wait there for sometime resulting in the wastage of their precious time. It is a very busy road. In the Shajapur district of Madhya Pradesh, there is a place named Makshi where hon. Madhava Rao Scindia, at the time of his visit to that place, had promised to get an overbridge constructed for which I had also made a request to him. He had assured that CPWD

would construct the overbridge. I am sure that the Government would take immediate action in regard to the construction of the overbridge for which Railways have already accorded their sanction.

The tribal areas of Bastar in Madhya Pradesh are situated in the extreme interior. For this area, two road projects namely one Jagdalpur-Rajamundry road projects namely one Jagdalpur-Rajamundry road project and the other Bastar-Bijapur-Hydrabad road project—have been proposed. I would like to urge upon the hon. Minister to include the above road projects in their programme to get the roads constructed.

There are a few national highways in Madhya Pradesh rather their number in minimal. In my constituency there is no other road than the AB road. Even this road was constructed several years back. I, therefore, make a request for another road from Indore to Harda via Devas, as the present one is a very busy road. We are sure that the construction of this road would certainly bring in substantial improvement in the transportation.

I would like to suggest to the Government to link the big cities with high speed roads. I am very thankful to you for giving me an opportunity to speak.

[English]

SHRI VIJAY N. PATIL (Erandol): Mr. Deputy Speaker, while welcoming the Bill and supporting it, I would like to caution the Minister that we have to have the perspective planning in view of the fact that the traffic on these roads is increasing very fast. If we see the figures, 82000 trucks were there thirty years ago. Now there are more than three lakh trucks on the roads. Two wheeler traffic has started in a big way and multi wheeler vehicles are also coming up on the roads. Looking at these facts we must think of some alternative modes of transport also. For example, there is a thinking that Hydro-electric transport should be utilised for transport of minerals like iron ore, limestone,

coal, etc. The experiment has been conducted and it is also in practice in Kudremukh. If this mode of transport is adopted, I think, much of the burden on the national highways will get reduced.

Further we find only 500 km of national highways have four-lanes whereas about 40 per cent of the highways have only single lane. When heavy vehicles ply on the national highways the bullock-carts are also plying. There are 1.5 crore bullock-carts in India. So the single-lane highways should have side lanes for the bullock-carts. This will reduce congestion and these side-lanes will be useful for future expansion. If this is not done there is fear of encroachment of land near the highways. This authority should be empowered to prosecute people who encroach upon the land near the highways.

There is one highway called Ahmedbad-Baroda-Dhule. Aurangabad and Hyderabad. I would urge the hon. Minister to look into that. I am fortunate to come from a place where three national highways cross, namely, Dhule. If this national highway is constructed then it will facilitate flow of vehicles from Gujarat, Maharashtra and Andhra Pradesh.

Lastly I would like to say there should be accident hospitals which should be owned by the National highway Authority because when road accidents take place special type of treatment is required to be given. These hospitals should be set-up near accident prone areas or where hospital are not available.

SHRI K.S. RAO (Machilipatnam): Mr. Deputy Speaker, Sir, I rise to support the Bill. I would like to point out this proposal made by the Minister in May, 1986. It took him and a half years to frame and introduce this Bill in Parliament.

I feel this Bill is going to help in improving and consolidating the condition of the roads in the entire country thus in a way integrating the entire country. So I request

him to go at a better speed in implementing the provisions of this Authority and making it extremely active by providing enough funds and also if necessary to give part of the national highways for construction to the private parties and empowering them to collect toll tax.

Sir, there is a Central road fund which is being collected at the rate of 3.5 paise per litre. It was done a couple of years back. In the meantime price of fuel has gone up by 40 times but the Central Road Fund remains at 3.5 paise per litre. I wish it should be enhanced.

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): It has been enhanced.

SHRI K.S. RAO: Another thing is that you are spending only 50 per cent of the taxes being collected. This percentage must go up. Better roads will improve the economy. The role played by roads in the freight and passenger movement is of the order of 50% and 75% respectively. So the roads must be given better consideration.

Coming to Andhra Pradesh there is a Kesari bridge between Vijayawada and Hyderabad. It collapsed two years ago. I cannot say whether it was due to lapse on the part of State Government or the Central Government or it was on account of communication gap between the two. Now crores of rupees are being wasted by diverting the vehicles through other roads. So my emphasis is by increasing the investment on roads we will be increasing the employment potential. Indigenous material like granite is used and there is no wastage of foreign exchange either. So, an increased activity on the roads gives employment potential. It increases the communication and does not require any other external source of funds. I am sorry to note that the Government of Andhra Pradesh could not utilise the allotted funds for national highways.

My final request is let the speed be

[Sh. K.S. Rao]
more. Let there be effective implementation. Let this Authority's presence be felt everywhere for improving the condition of roads and communication.

SHRI RAJESH PILOT: Mr. Deputy Speaker, Sir, to start with, I thank all the Members who have taken part in this discussion and for their valuable suggestions. Why did the need arise? Why did we think over about this Authority?

MR. DEPUTY SPEAKER: This will continue tomorrow. Then, you can explain.

[English]

HALF-AN-HOUR DISCUSSION

Implementation of Desert Development Programme

MR. DEPUTY SPEAKER: Now, we are taking up Half-an-Hour Discussion. Shri Virdhi Chander Jain.

[Translation]

SHRI VIRDHI CHANDER JAIN (Barmer): Mr. Deputy Speaker, Sir, I have initiated the half-an-hour discussion on Desert Development Programme. There are three types of deserts in our country—desert, semi-desert and the cold desert. The condition of the desert is the worst and the areas of Barmer, Jaisalmer and Jodhpur districts have been constantly hit by drought due to scanty rainfall. Even at present, these areas have been in the grip of continuous drought for the last five years while the other regions of the country had a good rainfall, these desert areas are still facing drought. The Central Government started the Desert Development Programme in the year 1977-78 on the recommendation of the National Agricultural Commission. During the year 1977-78 and 1978-79, the Central Government provided a little financial assistance to implement this scheme and later on the scheme was executed during the period

1980-85. In the sixth five year plan, the total amount of expenditure had to be equally shared by the Central Government and the State Government. During the seventh five year plan, the Central Government decided to give the hundred percent amount as grant and the reply to my question also indicates that provision of Rs. 245/- crores was made in the seventh five year plan. I wanted to know the total amount of expenditure incurred since 1985-86 till date. When I happened to calculate it, I found that only an amount of Rs. 99 crore 97 lakh, 96 thousand has been incurred on this account. Now it is 1988-89 and in 1989-90, the period of seventh five year plan will be over but as per figures furnished in regard to the funds released by the Central Government during the year 1987-88, it stands at Rs. 39 crores and for the year 1988-89, it is Rs. 38 crores. Now the question is that if the amount to be released in the year 1989-90 is raised, it will be about Rs. 45 crores. The sum total of this amount comes to Rs. 145 crores. Now I would like to know that when the amount of actual provision was Rs. 245 crores, why the Central Government has reduced the amount to be released to the State Governments. Moreover, the Government would not release more than Rs. 145 crores by the Seventh Five Year Plan. Lesser release would lead to lesser expenditure.

I would like to submit that the State Governments utilised the entire amount which was released to them by the Central Government. The amount actually released has already been reduced from Rs. 245 crores to 100 crores by them. How can the full amount be spent if the Government is going to release only Rs. 75 crores each during the year 88-89 and 89-90 respectively. That is why our Desert area Development Programme has been a failure. One of the major reasons has been the inadequate expenditure on this head in the past. Amount of Rs. 245/- crores was allocated for the seventh five year plan only because of our pressure on the Government for the same. After that the situation worsened to the extent that no amount was given to the State Governments, due to which they could not

afford to develop their desert areas and remained incapable of extending its benefits to the people. That is why desert areas continued to get ruined. Even in regard to the development of forests, no progress could be made in those areas.

In brief, the Central Government paid a little attention to the development of desert areas and made no provisions for it. The State Governments did not spend the amount which was allocated to them. Then during the Seventh Five Year Plan, the rural development authorities dropped all the activities and programmes meant for the development of rural areas. What authority they had to drop the programmes which had been sanctioned by the Planning Commission and for which provisions had already been made by them. These officials have desperately misused their powers. The sanctioned plan had the following activities to be undertaken for the purpose:-

[English]

The following major activities have been taken up under this programme:

- i) Afforestation with special emphasis on shelter belt plantation, grass land development, and sand dune stabilization.
- ii) Ground water development and utilization.
- iii) Construction of water harvesting structures.
- iv) Rural electrification for engineering tubewells and pumpsets.
- v) Development of agriculture, horticulture and animal husbandry.

[Translation]

Implementation of the following programmes has been stopped by the Rural Development officers unauthorisedly.

The programme of Rural Electrification for energising tubewells and pumpsets is a good one under which irrigation and drinking water facilities are provided by digging tubewells and afforestation work is also done. This programme has been stopped by the Rural Development Department.

18.00 hrs.

Similarly implementation of the programmes like Development of agriculture, horticulture and animal husbandry have also been stopped. Not a single pie has been allocated for these programmes and strict instructions have been issued that no expenditure should be incurred on them. When a provision had been made in the plan by the Department of Planning, why the rural development programme has been abandoned. Thirdly the exploration of tubewells for ground water development and for construction of water harvesting structures has also been stopped. All the provisions relating to animal husbandry have also been done away with and not a single pie has been allocated for it. It has been decided that drinking water for animals would be supplied through reservoirs but in the absence of tubewells, how would reservoirs be fed? Thus this work has also been hampered. Thus the hindrances were created in the development of desert areas by not implementing the decisions and development programmes of the planning department. The objective of this programme was to prevent desertification and occurrence of famine to restore mycological balance and to create employment opportunities. I have seen that under the Hilly Areas Development Programme, fuel and fodder, alternate energy, drinking water supply, Health and Education programmes are taken up. Many things have been included in the development plans meant for the development of Adivasi areas while the situation in our areas is the worst because the nature does not play havoc in the Adivasi areas in view of forests, wood and rain fall, whereas all these things are not there in the desert areas.

The work relating to sand dunes stabili-

[Sh. Virldhi Chander Jain] zation was taken up under the afforestation programme but some sand dunes were lost due to growth of grass and plants with the result the hot winds which used to blow also stopped blowing. In this connection my suggestion is that grants should be provided to the farmers so that they could undertake sand dunes stabilization work and thus the programme could make progress.

The Indira Gandhi Canal is also covered under afforestation and here the territorial Army has started the work. Further progress can be made in the afforestation and grass growing programmes. But there comes the question of electricity. In Jaisalmer only ten per cent electrification work has been done against 62 per cent in the whole country. Even 132 K.V line is not there. My parliamentary constituency is equal to Punjab and double than Kerala. I mean to say that we will have to face many difficulties in making progress there. Therefore, until and unless Rs 2500 crore are provided in the 8th Five Year Plan, no development can be made there. Sand dunes stabilisation programme requires much money, therefore, it cannot be successful. Today, when there are no rains, we will have to engage our farmers in non-farming activities like village and Khadi industries. Every year there is famine and we can meet the situation by promoting industries. These farmers can be employed in cottage industries at the time of famine. There is a lot of scope for making progress in wool and carpet industries. Water has been found at places where there was no hope and that too with a speed of 40 thousand gallons per hour. If animal husbandry work is taken up, cattle farms and poultry farms can be developed which can help in removing poverty. No agricultural programme has been taken up there. I urge upon the Government to take suitable steps to check desertification. Arrangements should be made for setting up tubewells and pump sets and for the exploration of tubewells. Cattle wealth and horticultural programmes should be launched. It is hoped that you will extend the required co-operation in developing the

undeveloped areas and improving the situation there. With these words, I conclude.

[English]

THE MINISTER OF STATE IN THE DEPARTMENT OF RURAL DEVELOPMENT IN THE MINISTRY OF AGRICULTURE (SHRI JANARDHANA POOJARY) : Mr. Deputy Speaker, Sir, the hon. Member Shri Virldhi Chander Jain has raised a very important subject today. In fact I share the concern of the hon. Member. There are no two opinions about the issue that we should improve the desert areas with this Desert Development Programme. The programme was started in 1977-78 as stated by the hon. Member. The objective was to control the process of desertification, restoration of ecological balance and improvement in the economic levels of the people through raising and establishing productivity of land, water, live stock and human resources in these areas.

There are two criteria. One is hot arid zone and the other is cold zone. The hon. member has raised a pertinent point stating that, when the allocation was Rs. 245 crores under the Seventh Five Year Plan, why that has been reduced, why the allocation has been cut. Now, for the benefit of the hon. Member, I may say that for Rajasthan the allocation was Rs 1096 Lakhs in the year 1985-86 and the release was also Rs. 1096 lakhs. The expenditure in that year in Rajasthan was Rs. 1106.70 lakhs only. Then in the year 1986-87, for Rajasthan, the allocation was Rs. 3000 lakhs and the release was also Rs. 3000 lakhs; but the expenditure for 1986-87 was Rs 3436.75 lakhs. Then in the year 1987-88, the allocation was Rs 3000 lakhs and Rs 3009.60 lakhs was the release; and the expenditure was Rs 3114.50 lakhs. Then allocation in the year 1988-89 was Rs. 3800 lakhs and the release was Rs. 1900 lakhs.

SHRI VIRLDHI CHANDER JAIN : The allocation was less.

SHRI JANARDHANA POOJARY : The

first instalment was of Rs.1900 out of Rs. 3800 lakhs. Then upto September 1988, the expenditure was Rs 1512.83 lakhs. There are five States which are having this programme and the total expenditure so far is Rs 1613.87 lakhs for 1985-86. In 1986-87, it was Rs 4357.51 lakhs; in 1987-88, it was Rs. 4026.58 lakhs; upto September 1988, it was Rs. 1865.62 lakhs; that means the total expenditure so far is Rs. 118. crores, 63 lakhs and 58,000.

SHRI VIRDHI CHANDER JAIN : You have reduced the allocation and the release also.

SHRI JANARDHANA POOJARY : I have given you the correct figure. For your information, the performance of Gujarat is not like that. In the year 1985-86, for Gujarat, the allocation was Rs 98 lakhs and the release was also Rs 98 lakhs, but the expenditure was Rs 110.81 lakhs. In the case of Haryana in 1985-86 the allocation was Rs 206 lakhs and the expenditure was Rs. 189.65 lakhs. It was less. And in the case of Himachal Pradesh Rs 100 lakhs was the allocation, and they spend more, Rs 112.32 lakhs. In the case of Jammu & Kashmir out of Rs. 100 lakhs they spent Rs 94.39 lakhs. In the case of Rajasthan, I have already given the figures.

Now, so far as the allocation in every year's budget is concerned, the amount has been released.

SHRI VIRDHI CHANDER JAIN : But the allocation is less.

SHRI JANARDHANA POOJARY : So far as the allocation, yearly allocation in the budget, is concerned, we have been provided by the Finance Ministry that this is the amount every year, and we have released it.

SHRI VIRDHI CHANDER JAIN : The Finance Ministry has reduced the allocation. Otherwise, how has it become Rs 245 crores under the Plan?

SHRI JANARDHANA POOJARY : I did

not dispute that. The Seventh Plan provision is Rs 245 crores. So far as the yearly allocation for the department, is concerned, that is the allocation that has been made by the Finance Ministry to our department and we have released. Earlier there was delay in releasing the amount and there was concentration of power at the Centre. Earlier, the projects are sent to the Central Government, there they were evaluated and sanctioned and approval was given. Then only the amount was released. But after taking into consideration this sort of delay, we started giving powers to the State Government and they themselves now approve the projects now immediately the release is made by us in the first week of April itself. Thus, practically there is no delay in that regard.

Now coming to the point raised by the hon. Member there is a cut, the reason is paucity of funds, resources crunch. Whatever amount has been given to the Rural Development department, we released it. We are trying improvements also. Apart from these programmes, as the hon. Member is aware of that—he is a very intelligent member and today we have got all the three intelligent people, who are the questioners today here—we have to approach, we have to bring pressure on the Planning Commission and also on the Finance Ministry to release more funds and I will also do that.

SHRI VIRDHI CHANDER JAIN : Very good.

SHRI JANARDHANA POOJARY : I will also write to them and further we have got more programmes. Not only these, we have got other such programmes also for the development of these desert areas. We have got various types of programmes. The objective of our programmes, so far as the Central Government is concerned, from our Central side, is, we give priorities for a long term programme, namely, afforestation, water resources conservation and development and the soil conservation and development and horticulture cattle breeding, drinking water supply, etc, livestock development, fodder development and so on. These

[Sh. Janardhana Poojary]
are certain programmes for which we are giving importance and there are other programmes, there are other areas, which the State Governments have to take up and with their funds, whether non-Plan or Plan funds, they have to come up in a big way. Also, they have to spend from their resources, and they have to give importance to it.

Apart from this, we have also Accelerated Rural Water Supply Programme and other programmes and in these programmes we are tackling the problems of the desert areas.

I fully agree with the hon. Member that it is not sufficient. We should not be complacent. It is nothing practically considering the vast area of the desert. I understand your feelings. We have to pay more attention to this matter. I request the hon. Member to come and sit with me for further discussion in this matter...

(Interruptions)

SHRI VIRDHI CHANDER JAIN : You must visit my constituency.

SHRI JANARDHANA POOJARY : When we talk, we shall discuss all these factors and how we can help in a big way.

I really congratulate you for your perseverance and also for your hardwork in looking after your constituency. When you said, it is bigger than Karnataka, I can really understand your difficulties; what type of constituency you are having; and the sufferings of there poor people particularly those who are living below the poverty line. We have to improve it. These are the only things I can say today.

[Translation]

DR. G.S. RAJHANS (Jhanjharpur) : Mr. Deputy Speaker, Sir, Jain Saheb has already mentioned all things. I can say only this much that the centre has done well. It is

necessary that more allocation should be made but whatever allocation has been made is not less. There should be a proper monitoring to see whether the amount is being spent properly or not.

Recently, I visited Kuwait and saw how people have converted the desert into a greenery. I would request to the hon. Minister to send a team to desert areas of the middle East countries to find out as to how they have checked the desertification there.

More attention should be paid towards afforestation programme. During summer, Delhi is hit by dust-storms and consequently the desert is spreading here slowly and slowly. This is a serious problem and it should not be taken lightheartedly. As the hon. Minister has stated that the State Government should bear full expenditure on it. I would, however, say that the Government should pay attention to it as it is a very gigantic work. If the desertification is not checked and if no afforestation programme is implemented there, the desert will spread beyond Delhi.

I would like to refer to a similar point. I would like to draw your attention to a serious problem. Last year thousand acres of land in North Bihar had been converted into desert due to flood and no crop could be grown there. I request that a central team should be sent there to find out how desert is spreading there. A serious thing which has happened there is that so much sand has been brought there through the rivers originating from Nepal that nothing can be grown there. A serious note of this matter should be taken as its very fertile land has become barren. This desert is spreading not only in Rajasthan, Haryana or in its adjoining areas but also in the middle of the country. Therefore, it is very necessary to see as to how desertification can be checked and how afforestation programme can be implemented there. Afforestation should be taken up there from where these rivers originate and bring sand even if it is another country as Nepal. The Government should look into these problems. seriously.

The Central Government has done well. In the end, I would only request the Government to see that whatever the amount is allocated is properly utilised.

[English]

SHRI SHANTARAM NAIK (Panaji) : Mr. Deputy-Speaker Sir, when we are discussing the desert development aspect, it is unfortunate that the House itself is deserted. In any case, I would like to say only two things.

As Shri Jain vividly pointed out, if the items included in the Desert Development Schemes are the same times which happens to be a part of any other scheme, then the experience of Mr. Jain is, those aspects are sidetracked or stopped from the main Desert Development Policy. Why does this happen?

For instance, if there is any aspect of drinking water provision in the Desert Development project and a drinking water scheme prevailing in some other scheme, then why don't you simultaneously run both, the aspects of the Scheme under Desert Development and also as independent schemes. As far as desert development is concerned, no doubt, we have got a scheme and Government of India has spent quite a lot although the needs of Rajasthan and other States are more. At the same time, it is not sufficient to have schemes only. Are we or we not going to have a desert development policy for the country under which various schemes can be chalked out? Has any thought been given to enactment of desert development policy or not?

SHRI JANARDHANA POOJARY : Shri Rajhans and Shri Shantaram Naik have put very pertinent questions. In fact, it is the duty of the Central Government to give lot of importance to this problem and it should not shirk from that responsibility. It is true that while considering the magnitude of this problem, we should not give up the programmes which have been now taken up by the

Central Government for the improvement of the desert. But certain programmes have been given up. For example, rural electrification programme was deleted on the recommendation of Task Force of DDP in the year 1982-83. Programme of animal husbandry has not been given up but the programme of fodder, feed, etc. is being implemented. This is the most important activity of a desert development programme. We cannot take up all the activities under DDP. There are other programmes like IRDP, NREP, RLEGP. So far as RLGP is concerned, the Central Government is giving hundred per cent funds for the development of the districts. It includes also development of desert areas. Under accelerated water supply we are giving hundred per cent funds. It is true that we should pay more attention, and this programme has to be reviewed. With that purpose, the Central Government has set up a very high powered national committee of technical persons to review desert development programme, under the chairmanship of Dr. Alag. This committee is to submit its report by May, 1989 before the formulation of the Eighth Plan. If the hon. Members have got any specific points or suggestions, they can either write to us or to the committee directly. Whatever points the hon. Members have made today, I will cull out the relevant points and forward them to the committee. I personally view this as a very important subject. I am prepared to sit and discuss with the hon. Members as to what we can do in this matter. Hon. Members are welcome. Once again, at the cost of repetition, I thank the hon. Members for bringing this subject before us and we will definitely look into the matters. Thank you, Sir.

MR. DEPUTY SPEAKER : The House stands adjourned to reassemble tomorrow at 11 A.M.

18.30 hrs

*The Lok Sabha then adjourned till
Eleven of the Clock on Tuesday, November 29, 1988/Agrahayana 8, 1910 (Saka)*