

**Eighth Series, Vol. XXXVI, No. 12**

**Thursday, March 10, 1988  
Phalguna 20, 1909(Saka)**

# **LOK SABHA DEBATES**

## **(English Version)**

**Tenth Session  
(Eighth Lok Sabha)**



**सत्यमेव जयते**

***(Vol. XXXV Contains No. 11 to 20)***

**LOK SABHA SECRETARIAT  
NEW DELHI**

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# LOK SABHA DEBATES

## LOK SABHA

Thursday, March 10, 1988/  
Phalguna 20, 1909 (Saka)

The Lok Sabha met at Eleven  
of the Clock

[MR. SPEAKER in the Chair]

[Translation]

SHRI BALKAVI BAIRAGI : Mr. Speaker, Sir, today is the birthday of the hon. Minister of Railways. Our congratulations to him.

MR. SPEAKER : If you desire, we can ask him to start a new train in your constituency on this auspicious occasion.

SHRI JAGANNATH PATNAIK : Sweets should be distributed at home as well as in this House to celebrate the birthday.

SHRI BALKAVI BAIRAGI : I am not keen on eating sweets but I would like to suggest that as we are discussing the Railway Budget in the House these days, he should make some good announcement befitting the occasion.

[English]

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : I hope Mr. Krishna Iyer will be kind in his supplementary.

[Translation]

MR. SPEAKER : I have been observing for some time that you have started making more use of trains. The other day when you were slipping from here I saw you from behind. You are getting bulky. Therefore, I would suggest that in stead of make more

use of conveyance, you should walk fast more and more.

SHRI BALKAVI BAIRAGI : Sir, I am going on a Padyatra day after tomorrow.

[English]

PROF. MADHU DANDAVATE : May his charm grow with his age !

MR. SPEAKER : Shri Narsing Suryawanshi.

## ORAL ANSWERS TO QUESTIONS

[English]

### Railway Facilities in Karnataka

\*223. SHRI NARSING SURYAWANSHI: Will the Minister of RAILWAYS be pleased to state :

(a) whether he has recently received a memorandum urging the opening of a South-Western Railway Zonal Office at Bangalore and sufficient allocations for Chitradurga-Rayadurga line, electrification of the Jolarpettai-Bangalore city line, conversion of Bangalore-Mysore line into broad-gauge and other railway projects in the State of Karnataka ; and

(b) if so, the reaction of Government on each of the requests made therein ?

[Translation]

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD) : (a) Yes, Sir.

(b) A statement is given below.

### Statement

In view of severe financial constraints, the Railways are not considering creation of any additional Zone for the present.

The allocation of funds to different projects is made from year to year, keeping in view the priority of the project and the overall availability of plan resources. Allocation of funds to the projects referred to in part (a) of the Question is as under :

Project	Funds Allotted (Rs. in crores)	
	1987-88	1988-89
(i) Bangalore-Mysore Conversion.	3.00	6.84
(ii) Chitradurg-Rayadurg New Line.	0.72	1.00
(iii) Jolarpettai-Bangalore Electrification.	0.50	4.37

[English]

**SHRI NARSING SURYAWANSHI :** Mr. Speaker, Sir, I express my thanks to the hon. Minister for having made more allocation of funds for this year, as compared to last year.

Further I would like to know whether a survey has been conducted for new line between Gulbarga and Nanded via Aland, Kamlapur, Humnabad, Bidar, Aurad, Degloor and Nanded. Is there any proposal to run fast train between Secunderabad and Purli Vaijinath and also bogie from Bidar to Bangalore and Madras ?

**THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) :** Sir, the survey which the hon. Member mentioned has not been undertaken. As far as the fast train is concerned and the bogie is concerned, these are matters of details and I will certainly pass on the information to the hon. Member after getting this information.

**DR. V. VENKATESH :** Mr. Speaker, Sir, after independence, Karnataka has got only 102 kms. of railway line, *i.e.* after 40 years. The hon. Member has just now thanked the Railway Minister for he has made some little more allocation than the last year. I would like to mention here that the people of Karnataka are very much agitated and they forced me to lead their agitation. The first stage of agitation was

very peaceful. . . People are complaining that the amount is very meagre.

**MR. SPEAKER :** That is a very general term. You put the question. Is it a fact? Because you have allotted very little more funds after the last year's Budget. Actually it is a sort of agony for the people there.

**MR. SPEAKER :** I want you to come straight to the question.

**DR. V. VENKATESH :** This allocation has increased because of the simple injury I got. If you want to allocate more funds to the Karnataka Railways, do you want me to go in for some more injuries ? I have sustained only a single fracture in one rib. There are other ribs. People are forcing me to ask this straight question about the railway zone. We have already received a memorandum from various organisations asking whether you are going to set up a separate railway zone which is already recommended in the year 1982. Just now you said you have to consult others about bogies and other things and then only you can pass it on.

This is my straight question, whether you are going to have South Western Zone for Karnataka which is already recommended by the railway reforms or not. Otherwise must I subject myself to another breakage of my ribs ? I want to ask this question.

[Translation]

**MR. SPEAKER :** Let me tell you one thing that if you start allocating funds on the basis of broken ribs, then it would be too much.

[English]

**SHRI MADHAVRAO SCINDIA :** I am very sorry if the hon. Member sustained some injury but the railway does not own the responsibility for the injury.

As far as the new railway zone is concerned, it is not proposed to start work on construction of any new railway Zone. Certainly not in the foreseeable future.

**SHRI P. KOLANDAIVELU :** In the answer given by the hon. Minister, in view of the severe financial constraint, the railways are not considering creation of any

additional zone for Karnataka. I want to know from the hon. Minister, from the Sixth Five Year Plan period itself, it has been recommended and a report is also pending before the Railway Ministry with regard to Samraj Nagar in Karnataka to Satyamaganlam connecting my constituency. That is already there. I want to know from the hon. Minister whether this is going to be taken up at least now. From the Sixth Five Year Plan, for the last more than ten years, it is pending. I want to know whether you are taking up this project from Samraj Nagar to Satyamangalam or not.

SHRI MADHAVRAO SCINDIA : No, Sir.

SHRI P. KOLANDAIVELU : You are not at all considering. What is this ?

MR. SPEAKER : It is a definite 'No', nothing more than that.

SHRI P. KOLANDAIVELU : What is this ? Is it an answer then ?

MR. SPEAKER : 'No' is an answer.

SHRI MADHAVRAO SCINDIA : Hon. member already knows the financial constraints. (*Interruptions*)

SHRIMATI BASAVARAJESWARI : May I know whether it is a fact and it has come to the notice of Government that a lot of injustice is being done to the Kannadigas at the time of recruitment in the South Central Zone ? If so, how the Government is going to rectify that ?

SHRI MADHAVRAO SCINDIA : This has not come to the notice of Government.

SHRI V. SREENIVASA PRASAD : It is a missing national link. It is not a big railway project.

SHRI P. KOLANDAIVELU : It is a very important track. He says 'No'. Do you agree with that answer ?

MR. SPEAKER : That is the answer. That is all.

#### Amenities to Slum Dwellers on Railway Land in Bombay

\*224. SHRI SHARAD DIGHE : Will the Minister of RAILWAYS be pleased to state :

(a) whether an agreement has been reached between the Government of Maharashtra and the Railways that except in certain cases the State Government may go ahead in providing amenities to the slum dwellers in the slums located on Railway land in Bombay city ; and

(b) if so, the details regarding those exceptions and other conditions if any, laid down by the Railways ?

[*Translation*]

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

(b) Does not arise.

SHRI SHARAD DIGHE : The answer to part (a) of my question has been of course given as 'No'. But I would like to point out that the issue of providing civic amenities in slums located on lands belonging to the railways in Bombay had been pending for a considerable time. Several meetings were held at various levels. Is it not a fact that the Chief Minister of Maharashtra so also the Minister of Housing of Maharashtra held a high-level meeting in New Delhi on 21st April 1987 and discussed this issue with the Central Ministers and it was decided that except lands which are required immediately for certain projects of Railways, except the hutments and colonies situated within the distance of 30 ft. from the track, civic amenities might be given by the Maharashtra Government and Railways would have no objection for such giving of civic amenities to the Slum Dwellers? Is it not a fact ?

SHRI MADHAVRAO SCINDIA : It is a fact that the discussions have been held between the Railway Ministry, at my level, with the Hon. Chief Minister of Maharashtra. But the dialogue is still on and no firm agreement has been arrived at yet.



**PROF. MADHU DANDAVATE :** Sir, it is like Plato's dialogue,

*(Interruptions)*

**SHRI SHARAD DIGHE :** My second supplementary is that in view of the anomaly that has arisen in the City of Bombay viz. that civic amenities are given by the Maharashtra Government to hutment dwellers who are there prior to 1980 on lands belonging to the State Government as well as lands belonging to the Municipal Corporation of Bombay. Will the hon. Railway Minister also in order to remove this anomaly viz. the hutment dwellers on the Railway lands are not getting these amenities because of the Minister's refusal to give no objection certificates to such slum dwellers, colonies, consider granting such certificates to hutment dwellers to remove this anomaly in the City of Bombay?

**PROF. MADHU DANDAVATE :** If they become passengers, they will get the amenities.

*(Interruptions)*

**SHRI MADHAVRAO SCINDIA :** Sir, the matter is still under discussion and it will be looked into in all its aspects.

*(Interruptions)*

**DR. DATTA SAMANT :** This is a very important matter. Out of the one crore and fifty five lakh people who are staying in the hutments, 3 lakh people are staying in the Railway lands.

**MR. SPEAKER :** Why are you attracting all the people to live in the Slums? Why can't you make them live in the near-by villages?

*(Interruptions)*

**DR. DATTA SAMANT :** In Bombay, nobody can get a house unless paying at least Rupees five lakhs. . . *(Interruptions)* . . . 90 per cent of the people cannot afford to it. Coming to my point, as far as the Railway lands are concerned, I would like to remind the hon. Minister that before the hon. Minister was born, about 100 years back, the Britishers had

taken possession of such lands. My friend has forgotten to tell you that it is not 3 ft. beyond the tract but 10 acres beyond Kurla and Kalyan. Some of the stations and the old British lands are just lying in the name of Railways. Therefore, let us take a little practical view. That is my request. I am not coming in the way of the Railways. I would like to tell you that the other day, they have demolished about thousands of hutments belonging to the poor people with the help of Police, machine-guns etc. at Bandra. All the poor people were thrown out of their hutments. If you would like to come there, Sir, I will show you how the people are suffering there. Therefore, we are prepared to cooperate with you and we are not coming in the way of the Railways. But it should not go on like this. That is why I am telling that the Maharashtra Government is not coming in the way of the Railways. It is a question of giving temporary amenities without giving ownership of the land to anybody; it is a question of providing certain amenities like latrines, taps etc. Therefore, it is purely a question of providing temporary amenities and not giving any rights to the dwellers. I would like to know whether the Government is going to consider this or not.

**SHRI BASUDEB ACHARIA :** About these latrines?

*(Interruptions)*

**SHRI MADHAVRAO SCINDIA :** As far as encroachments are concerned, these are matters which directly impinge on railway safety, the running of trains and also on the safety of encroachers. So, a practical view is attempted to be taken and that is why the discussion and dialogue is on.

**SHRI BASUDEB ACHARIA :** For how long?

*[Translation]*

**MR. SPEAKER :** Do you also want to ask something about Maharashtra?

**SHRI HAFIZ MOHD. SIDDIQ :** Mr. Speaker, Sir, I would like to ask a similar question. The hon. Member has stated just now that the condition of slums near

the Bombay Railway Station is miserable. The same is true of other places also where with the increase in population, slums have come up near the Railway Station making the area a virtual dumping ground. I would like to draw the attention of the hon. Minister, particularly, to the slums near the Moradabad Railway Station which are very dirty. The drainage system in these slums is very bad. There is a drain which passes below the railway line. The sullage of this drain overflows and enters the city. Would the hon. Minister pay attention to this problem, so that all these slums are cleaned.

MR. SPEAKER : Do you want to reply this ?

[English]

SHRI MADHAVRAO SCINDIA : I require separate notice.

Mr. SPEAKER :  
 Chaudhary Ram Parkash —Not present  
 Shri Shanti Dhariwal —Not present  
 Shri R.P. Das —Not present  
 Shri M. Raghuma Reddy —Not present  
 Shri Manik Reddy —Not present

**Assistance to Karnataka for Family Planning Programmes**

\*229. SHRI M.V. CHANDRASHEKARA MURTHY;†  
 SHRI V. SREENIVASA PRASAD :

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

(a) the amount provided to Karnataka State during the current plan period for family planning programmes ;

(b) whether the Karnataka Government has reportedly asked for more assistance from the Centre ; and

(c) if so, whether any decision has been taken by Union Government in this regard ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) to (c). A statement is given below.

**Statement**

(a) The following amount has been released to the State of Karnataka during current plan period for family welfare programmes :

Year	Rupæes in Crores
1985-86	27.88
1986-87	35.21
1987-88	22.99

(Upto February, 1988)

(b) and (c). An amount of Rs. 22.99 crores has been released to Karnataka during current year. The State has not projected their request for enhanced assistance on any specific count except under 'Mass Education and Media' for which the State has asked for Rs. 33.00 lakhs. Against this, Rs. 21.30 lakhs has been released so far. State has been requested to provide detailed expenditure statements. The Central Government is committed to disburse entire expenditure incurred under the Family Welfare Programme within the parameters of approved pattern of schemes. The final amount to be released, if any, to the Karnataka will be determined as soon as the detailed expenditure statement is sent by the State Government.

SHRI M.V. CHANDRASHEKARA MURTHY : Mr. Speaker, Sir, we all agree that the development of the country has slowed down on two counts—one, on the limited resources and the other, on the population growth. In view of this, I want to know from the Hon. Minister what is the present national average of birth rate and the actual performance in respect of the Karnataka State since 1983 after the inception of Janata Government in Karnataka ?

KUMARI SAROJ KHAPARDE : Sir, the Hon. Member is asking about the Karnataka State. Will he repeat it again ?

SHRI M.V. CHANDRASHEKARA MURTHY : Mr. Speaker, Sir, the development of the country actually has slowed down because of two counts,—one, limited resources and the other, population growth. In view of this, I want to know from the Hon. Minister what is the present national

average of birth rate and the actual performance of Karnataka Government since 1983 after the inception of Janata Government? I would like to know whether they are taking it seriously?

*(Interruptions)*

PROF. MADHU DANDAVATE : Matter is under consideration.

*(Interruptions)*

THE MINISTER OF HEALTH AND FAMILY WELFARE AND MINISTER OF CIVIL AVIATION (SHRI MOTI LAL VORA) : As regards the national average of birth-rate, it is 32 per thousand.

SHRI M.V. CHANDRASHEKARA MURTHY : What is the actual performance of Karnataka?

KUMARI SAROJ KHAPARDE : Sir, the national average of birth-rate is 32.4 per thousand and for Karnataka, it is 28.8 per thousand.

SHRI M.V. CHANDRASHEKARA MURTHY : My second question would be that the Ninth Finance Commission has demanded that the due weightage should be given to those States which are actually having low, comparative birth-rates. In view of this, I want to know from the Hon. Minister whether the Government propose to take any deterrent action against those States which have not taken family planning seriously.

KUMARI SAROJ KHAPARDE : About what the Hon. Member has mentioned just now in his supplementary question I would like to tell him that it is for the National Development Council to decide. It is not upto my Ministry to decide what action we should take.

SHRI M.V. CHANDRASEKARA MURTHY : That comes under the Ministry of Health and Family Welfare.

SHRI V. SREENIVASA PRASAD : I am really surprised to see the statement because sometime back our Karnataka Chief Minister along with other opposition ruled States' Chief Ministers had met the Prime Minister and stressed about the

family planning programme which requires huge money and all that. But here in the statement it is said that the State has not projected the request for enhanced assistance on any specific count except under 'Mass education and Media'.

Because of this population growth the development in the State actually has been slowed down. Unless this is arrested, the Government would find it difficult even to provide basic amenities like health and education. Therefore, in order to check the population growth through family planning, a compensation criterion should be adopted for States which show less than the average population growth. Such measures would really protect the States which take the family planning programme seriously. Would you consider this proposal?

KUMARI SAROJ KHAPARDE : It is a very good suggestion. He can send the written proposal to my Ministry. We would definitely think over it.

DR. KRUPASINDHU BHOI : I want to get a clarification from the Hon. Minister. She had mentioned the birth rate as 3.2% that means 32 per thousand and 2.8% in respect of Karnataka. What is the exact position of the decadal percentage of growth in this year totally in the country—the growth rate; not the birth rate—and what is the exact position in Karnataka?

I would like to know whether the Minister is contemplating to achieve by 2000 AD the goal of 11% of decadal percentage of growth. If not, what are the constraints?

SHRI MOTI LAL VORA : To achieve the goal, we require his assistance also.

SHRI AMAL DATTA : I think at the moment the Government's family planning programme.

AN HON. MEMBER : The Government has no family.

SHRI AMAL DATTA : It is Government's programme in respect of family planning by others.

PROF. MADHU DANDAVATE : There is a population explosion on that side Sir.

*(Interruptions)*

**SHRI AMAL DATTA :** It mainly emphasises on terminal methods and by the time the terminal methods are applied particularly in the case of women, they have already passed the age where they are most fecund in the sense that they would have already given birth to the desired number of children.

**AN HON. MEMBER :** Undesired.

**SHRI AMAL DATTA :** It is undesirable to you; but it is desired by them. What the unofficial experts in this line suggest is that more emphasis should be laid—more allocation of funds and people etc.—on non-terminal methods and that also will have to be supported by proper programmes for motivation which can be done through the Government controlled media like Doordarshan, All India Radio and other newspapers, creating a separate ethos and separate motivation for a small family norm which has not yet been achieved. What is the Government thinking on these two points ?

**KUMARI SAROJ KHAPARDE :** I would like to partly answer to the question of the hon. Member that 57% of the acceptors in 1986-87 were of methods other than sterilisation.

#### Allotment of Surplus Railway Land

\*230. **SHRI NARAYAN CHOUBEY :** Will the Minister of RAILWAYS be pleased to state :

(a) the surplus railway land in different zones ; zone-wise;

(b) the railway land in unauthorised possession, zone-wise;

(c) whether it is proposed to allot surplus land to institutions/persons on specific terms and conditions to avoid the possibility of encroachments;

(d) if so, the details thereof; and

(e) if not, the reasons therefor ?

[*Translation*]

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD) :** (a) and (b). Infor-

mation is being collected and will be laid on the table of the Sabha.

(c) No, Sir.

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

[*English*]

**SHRI NARAYAN CHOUBEY :** Sir, you have heard the reply. (A) : Yes, Sir. (B) : No Sir, and (C) : Very good, Sir. Today is the birthday of the Railway Minister, Scindiaji and I wish the return of his birthday for many future years. But what I would like to say is that it has become a menacing problem for the railway colonies. In many places on the railway lands colonies have been so settled that whatever Scindiaji or Government try to do it is difficult to evict them. Where will the poor people go and whatever is still left is being grabbed daily, hourly and per minute and the entire Government machinery is a silent spectator to the grabbing of this railway land. I had brought it to the notice of the Government as early as on 21.3.1984 and the Government was kind enough to send me a reply in May, 1984 saying some proposal for setting up the land management authority is under active consideration but even today in their reply they say the information is being collected and will be laid on the Table of the House. So since 1984 till today what have they been doing ? I would like to know whether this land management authority has been formed or not. If not, why not ?

**THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) :** It has not been formed. It was not required and that is why it was not formed.

**SHRI NARAYAN CHOUBEY :** That means, Sir, we have been bluffed. It is the letter of the Government and not mine proposing for setting up a land management authority. Now he says it is not required. Then the reply should have been it would not be formed. If it is not required then does the Government allow that whosoever wants to acquire and grab railway land may continue and there is nothing for the railways to do now. Is that the answer of the railways ?

**SHRI MADHAVRAO SCINDIA :**

There is a land management directorate in the Railway Board and in the various zones and divisions. When you talked about the authority I thought you were talking about some sort of a corporation. Well that is not being set up but land management directorate is there in the Railway Board down to the divisional level.

**SHRI DINESH GOSWAMI :** Sir, this has been a very big problem and we have approached the Railway Minister a number of times. The problem is accentuated by the fact that even if operation for eviction takes place it is the MPs who come and protect these people. So far as we are concerned when we have raised this issue we are accused of being anti-minorities and all that. It is our experience that in these lands people have constructed three-storeyed houses and sub-let these houses and are taking rent.

The Railways only become successful in evicting people who are poor and unemployed scheduled castes and scheduled tribes and who have no protection of their own. Therefore, firstly, I would like to know what policy the Railways have in this matter of eviction. Secondly, even though you may not have land management board, what steps are you taking to see that those vacant lands, which are at least there, are guarded by the Railway Protection Force or some other authority so that further encroachment may not take place ?

**SHRI MADHAVRAO SCINDIA :** Sir, we are trying to protect railway land all over the country. We are trying to do some tree plantation programmes on our own and also handing over certain land to State Governments for afforestation programme. So, there are certain preventive measures being taken. They are very successful in some areas and not so successful in others but the attempt is certainly there.

As far as the evictions are concerned, if the hon. Member could give me the information about the specific instances, I will certainly look into that.

**SHRI DINESH GOSWAMI :** I have already written a letter.

**SHRI MADHAVRAO SCINDIA :** I will go through it.

**SHRI E. AYYAPU REDDY :** Is the hon. Minister aware that this problem of land management and the recovery of railway property from illegal trespassers has been examined by the Public Accounts Committee ? The Public Accounts Committee has made a recommendation requiring an amendment to the Indian Railways Act for the purpose of creating an independent statutory authority under the direct management of the railways for the purpose of vacating illegal encroachments and also for the purpose of governing relationship between the licensees and tenants of the railway lands. Is he aware of the recommendation made by the PAC ?

Secondly, are you contemplating to amend the Act for the purpose of creating an independent statutory authority ?

**SHRI MADHAVRAO SCINDIA :** I thank the hon. Member for the information he has given me. I will, certainly, look into it. I will go into it.

**PROF. MADHU DANDAVATE :** There is a Joint Committee considering the Railways Act.

**SHRI SRIBALLAV PANIGRAHI :** I would like to know from the honourable Minister about the magnitude of this problem. The details are in the process of collection. But what is the nature of the problem ? Whether it is a fact that quite a sizable number of employees out of the encroachers are the present and the former railway employees possessing land unauthorisedly and that is one of the reasons for the railways not being able to take effective action in removing the encroachments ?

If so, whether they are thinking of taking disciplinary action against such railway employees for having occupied the railway land unauthorisedly ?

**SHRI MADHAVRAO SCINDIA :** Whenever such specific instances come to notice, certainly disciplinary action is taken and the magnitude varies from area to area.

**Treatment of Oral Cancer**

\*231. SHRI SUBHASH YADAV † :  
SHRI PRAKASH CHANDRA :

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

(a) whether Government's attention has been drawn to a report appearing in the Daily Patriot dated 8 February 1988, wherein it has been stated that Oral Cancer patients are highest in India;

(b) if so, the estimated number of oral cancer patients in the country; and

(c) the steps taken by Government for their proper treatment and free distribution of required medicines ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) Yes, Sir.

(b) According to estimates based on Population based cancer registries, the I.C.M.R. has estimated that 40,300 new cases of oral cancer occur every year.

(c) The principal methods of treatment for oral cancer are radiotherapy, surgery and chemotherapy. Facilities for surgery are available in all major hospitals. Facilities for radiation therapy are available in 91 institutions in the country.

[Translation]

SHRI SUBHASH YADAV : Mr. Speaker, Sir, my main question was regarding the steps which have been taken for the free distribution of required medicines. In her reply the hon. Minister has informed us about the different types of treatments available in our country. I would like to know from the hon. Minister whether Government will provide necessary information to the patients about this disease—as it is a serious disease—and also about the specific schemes and programmes to check it through newspapers and television media so that the disease does not spread further.

[English]

KUMARI SAROJ KHAPARDE : Sir, regarding educating the people, the Govern-

ment has taken a number of steps such as mobile units, television, radio, printing materials, exhibition, etc. The Government is also involving medical colleges in health education and voluntary organisations. The Ministry is also arranging the workshops and seminars about the cancer all over the country.

SHRI UTTAM RATHOD : Here the ICMR has given the figures. I want to know whether the Government is aware of the fact that Sethna Committee has recommended that we must have rural cancer detection centres and also the treatment centres be opened. In Maharashtra, the first Tata Rural Cancer Detection Centre was started and they are visiting different villages. We have found that in 20 camps, 200 cases of cancer were detected in the rural areas. May I know whether the Ministry of Health will give at least the transport charges to these people or not, I mean the Tata Cancer Detection Centre so that they could visit the villages and the rest can be done by the villagers.

KUMARI SAROJ KHAPARDE : It is a good suggestion.

THE MINISTER OF HEALTH AND FAMILY WELFARE AND MINISTER OF CIVIL AVIATION (SHRI MOTI LAL VORA) : It is a good suggestion but not practicable.

SHRI UTTAM RATHOD : That is the first Rural Centre and the Minister says that it is not practicable.

SHRI S. JAIPAL REDDY : May I know from the Health Minister as to whether it is brought to his notice that the Pan Paraag which has of late assumed new dimensions in its use, is supposed to cause oral cancer and that there are medical findings to that effect? Pan Paraag is receiving wide advertisement in mass media like TV and radio and is freely distributed in flights. What does the Minister propose to do in this regard ?

KUMARI SAROJ KHAPARDE : Pan Paraag is not the subject of my Ministry. I need a separate question on it. Personally, I can say that I am deadly against Pan Paraag or any tobacco product for that matter.

**SHRI S. JAIPAL REDDY :** Is there any medical finding that Pan Paraag can lead to oral cancer ?

(Interruptions)

**SHRI S. JAIPAL REDDY :** If there is a finding, then you must do something about it. How can you disclaim the responsibility for it ?

**MR. SPEAKER :** Is it only one Pan Paraag or there several other names also ?

(Interruptions)

**KUMARI SAROJ KHAPARDE :** I would like to tell the hon. Member that uptill now nobody has proved that Pan Paraag is injurious to health. I cannot say anything on that.

**SHRI BASUDEB ACHARIA :** There is a medical finding.

**SHRI S. JAIPAL REDDY :** There is a medical finding. Does the Government agree to it or not ?

**SHRI MOTI LAL VORA :** There is a medical finding as regards tobacco but as regards Pan Paraag, as the hon. Member is saying, we will definitely look into it it is injurious for health and whether it takes people to cancer or not

**SHRI BASUDEB ACHARIA :** Are you aware of the medical findings or not ?

**SHRI MOTI LAL VORA :** I am fully aware of the medical findings but there is no such medical finding as yet to be seen by us and if it is there, then we will get it surveyed again.

**PROF. MADHU DANDAVATE :** Is it true that throats are under examination ?

**SHRI MOTI TAL VORA :** I cannot say that it is under examination but there is no medical report so far.

[Translation]

**MR. SPEAKER :** You may get Prof. Dandavate examined positively because he strains his throat most.

[English]

**PROF. MADHU DANDAVATE :** This is not due to Pan Parag. That is due to zero hour.

[Translation]

**Mr. SPEAKER :** Then, I will have to do away with the zero hour.

(Interruptions)

**SHRI BALKAVI BAIRAGI :** Mr. Speaker, Sir, if you allow so much liberty to Prof. Dandavate, he may suffer from throat cancer and we may suffer from ear cancer.

**MR. SPEAKER :** Two birds would be killed with one stone.

(Interruptions)

**MR. SPEAKER :** Should we not send you to the upper House ?

[English]

**SHRI S. JAIPAL REDDY :** From Lok Sabha to *parlok* Sabha.

**MR. SPEAKER :** No, I cannot. I shall not allow that to be done.

**DR. PRABHAT KUMAR MISHRA :** There is a great increase in the number of oral cancer cases in our country. If *pan parag* is not one of the causes for oral cancer, what are the causes for increasing the number of oral cancer ? Is *pan parag* one of the causes for oral cancer ? Of course, the cause of cancer is not known yet there are certain pre-disposing causes which lead to cancer and *pan parag* is one of them. Fortunately, the Minister is incharge of both the Departments; one is Health and Family Welfare and the other is Civil Aviation. You supply *pan parag* in spite of the fact that its use is most controversial. It is one of the causes for cancer. What steps do the Government propose to take to stop the use of *pan parag* and to educate the people in this respect ?

[Translation]

**SHRI ABDUL GHAFOOR :** No *Pan Parag* no marriages.

KUMARI SAROJ KHAPARDE : I accept it.

MR. SPEAKER : Has Shri Ghafoor given some prescription ?

KUMARI SAROJ KHAPARDE : I accept it.

*(Interruptions)*

MR. SPEAKER : Actually, he gives prescription only to the unmarried.

*(Interruptions)*

*[English]*

KUMARI SAROJ KHAPARDE : Documentary evidences are available from various studies done in India that tobacco and betel nut chewing are really responsible for high incidence. The other factors such as nutritional dental care, very very heavy smoking drinking and local oral hygiene are also known as very high risk factors.

**Flying Bus Service between Indira Gandhi International Airport and New Delhi Railway Station**

\*232. SHRIMATI BASAVARAJESWARI : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) Whether there was any scheme for flying bus service between Indira Gandhi International Airport and New Delhi Railway Station ;

(b) if so, the details thereof ;

(c) the reasons for not implementing the scheme; and

(d) the time by which the scheme is likely to be implemented ?

THE DEPUTY MINISTER IN THE MINISTRY OF SURFACE TRANSPORT (SHRI P. NAMGYAL) : (a) and (b). The International Airport Authority of India had a scheme for operating a "Flying Bus Service" between Indira Gandhi International Airport and New Delhi Railway Station. The service was to be operated by a private operator at specified rates.

(c) and (d). The private operator has been granted five contract carriage permits by Delhi Administration.

MR. SPEAKER : Mr. Minister, what is this flying bus service ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : This name was given by the Civil Aviation Ministry to this project.

MR. SPEAKER : This is a name only.

SHRI RAJESH PILOT : Yes, Sir.

SHRIMATI BASAVARAJESWARI : I had asked a specific question as to what are the reasons for the delay in operating this service. The Minister has, however, not given a proper reply. When was this scheme chalked out and why was there so much delay in operating it ? When is it going to operate now and what are the facilities that you are going to provide by this service to the passengers. ?

SHRI RAJESH PILOT : The same question was asked by Dr. Shailesh on 29th February as an unstarred question to the Civil Aviation Ministry where they had said that this was pending with the Delhi Administration. At the moment stage carriage permits were allowed only to DTC in order to have a transport discipline in Delhi. In this particular case we gave a special concession but they wanted to pick up their passengers from different points to the Airport. This is a very genuine case. After a great deal of consideration we have given a special permission to have the permits. It should be implemented immediately.

SHRIMATI BASAVARAJESWARI : Whether the Government is seriously thinking of introducing such a scheme at other international airports also or is it confined only to the Indira Gandhi Airport ?

SHRI RAJESH PILOT : Sir, basically this question relates to the Ministry of Civil Aviation and they should be able to reply. As this question has been marked to us, we have given the information to the House otherwise the Delhi Administration



is concerned only with the transport facility.

[*Translation*].

MR. SPEAKER : You have accepted it graciously.

**Losses Incurred by DTC**

\* 234. PROF. CHANDRA BHANU DEVI † :  
SHRI BALWANT SINGH RAMOOWALIA :

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the Delhi Transport Corporation is running in loss;

(b) if so, the amount of loss incurred by the Corporation during 1986-87 and 1987-88 (estimated);

(c) the reasons for heavy losses; and

(d) the remedial measures taken or proposed ?

[*English*]

THE DEPUTY MINISTER IN THE MINISTRY OF SURFACE TRANSPORT (SHRI P. NAMGYAL) : (a) Yes, Sir.

(b) The working loss for the year 1986-87 was Rs. 38.63 crores and during the year 1987-88 (upto December, 1987) it is estimated to be Rs. 34.38 crores.

(c) The DTC has been incurring losses mainly due to low/concessional fares and rising cost of labour and other inputs.

(d) Steps are taken on continuing basis to increase productivity, reduce per unit cost, enforce economy measures, prevent leakage with a view to increase revenue collection and reduce working losses. Some of the other measures considered for improving the performance of DTC are rationalisation of routes and its fare structure.

[*Translation*]

PROF. CHANDRA BHANU DEVI : Mr. Speaker, Sir, I would like to know from the hon. Minister, through you, the

total number of buses with the Delhi Transport Corporation and out of these, how many are owned by the Corporation and how many have been hired from the private operators. Besides, does the Delhi Transport Corporation always earn profit in plying hired buses. ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : Mr. Speaker, Sir, Delhi Transport Corporation has a fleet of 5374 buses out of which 4365 buses are owned by the DTC and nearly 1009 buses are owned by private operators. The private buses were allowed to run under Delhi Transport Corporation because the Government did not have adequate resources to meet the ever increasing demand of the city. Therefore, private buses were allowed to operate so that they could help the Government in providing better facilities to the general public.

MR. SPEAKER : You have already asked two supplementary questions.

PROF. CHANDRA BHANU DEVI : Sir, I have asked only one.

MR. SPEAKER : All right, you may put the second one.

PROF. CHANDRA BHANU DEVI : Is it a fact that the Vigilance Department of Delhi Transport Corporation has found out some bunglings in the DTC stores. ? If so, what action has been taken against the guilty ?

SHRI RAJESH PILOT : Mr. Speaker, Sir, it is true that some officer's and employees who indulged in these bunglings have been apprehended. We have taken strict action against them. If the House wants to know the details of their misdeeds, I can lay the entire list on the Table of the House. Wherever irregularities have come to our notice—be it any department of Delhi Transport Corporation—we have taken stern action against the erring employees and punished them.

[*English*]

SHRI BALWANT SINGH RAMOOWALIA : Sir, according to the reports, the

DTC tops the list of the loss makers. The Hon. Minister has said that they have taken certain measures but the major issue which is of concern is about the increase in the fares. Again, it is learnt that you are going to increase the fares from 50 paise to Rs. 1.00 or more.

Always the losses are tried to be made up through the increase in the bus fares in Delhi. Have the Ministry checked up or made any efforts to appoint a High-Powered Committee to look into the causes as a whole, as to why the losses are again and again going up in the case of DTC?

**SHRI RAJESH PILOT :** Mr. Speaker, Sir, first, let me correct my hon. colleague. The DTC has never always been revising the fares to accommodate the losses. I will now read out the fares of three important cities of this country as on today...BEST, Bombay, Madras, Delhi

BEST, Bombay upto 6 kms. charges 70 N.P. Madras charges 70 N.P. Delhi charges 50 N.P. even after the revision. Earlier it was charging 25 N.P. or 30 N.P.

BEST, Bombay upto 15 kms. charges Rs. 1.45 for ordinary service and for limited service Rs. 1.70. Madras charges Rs. 1.20. DTC charges only Rs. 1.00.

BEST, Bombay, upto 19 kms. and above charges Rs. 1.70 to Rs. 2.95. Madras charges from Rs. 1.35 to Rs. 1.80. DTC charges only from Re. 1.00 to Re. 1.50. It is the lowest fare structure in the country, today. There was no revision for the last 10-12 years. It was only in 1986 we revised the rates. It was because you really cannot give a service with that fare structure. (*Interruptions*)

I think the Members will give me a chance to explain my point of view. After that I am available for their cross-questioning. (*Interruptions*)

We are giving students' concession all route passes for Rs. 12.50 per month. For resettlement colonies, I think it is round about Rs. 15/-. We have all route student passes for Rs. 37/-. With this fare structure, it is very difficult to cope up with the rise in cost of inputs in the

transport sector. We have made efforts to improve the system.

I must accept that we did improve operationally but we could not improve the behaviour of our personnel. I accept it in the House. I had attended a DTC function, yesterday. In that function I said that we must come up to the expectations of the people. After becoming a Minister, I don't leave my duties as a people's representative. I must convey the feelings of the people to the House and also the concern of the employees.

You might have read in the newspapers that how badly they behaved. But that is not the point. We are not going to be cowed down by these hooligans and the wrong people. I blame our own culture. It is the political character which is destroying the discipline of this country. Today when I take action about one union of labour, I find a political party supports that union. But anyway we have to suffer. We have to improve this system. I accept that the behaviour has not improved. Today with the commuters—who are travelling by bus—they are not behaving properly. We have complaints from the public, We have made improvements. We have coaching school for them. We have a special prize of Rs. 1000 and above for accident free record of a driver. For that function only, I had gone there. Last time we gave these awards to 230 drivers. This time we have selected 560 drivers. The same thing has happened. They said we do not accept the prize. So, these problems are coming up. But I will assure the House that with our monitoring and with our strict compliance things will improve. A medical scheme was costing Rs. 12 crores per year. A driver's pay is Rs. 1500 per month but he claims Rs. 18000 per year under the scheme. All these things have been stopped. Naturally, there has to be some sort of grievance among the workers. During the last one year, we would save Rs. 6.25 crores, by route rationalisation round about Rs. 2 crores, by cost reduction in inputs Rs. 1 crore and in fuel we have tried to save Rs. 75 lakhs. We have tried to keep a certain staff ratio and also we are plugging the leakages. We have saved nearly Re. 2.50 crores. So, these steps are being taken. But this is a hard job. We are carrying 50.

lakh people every day. You see the traffic strength. In Delhi, there are 15 types of vehicles plying on the roads such as scooters, cycles, tongas, motorcycles. These also have to be kept in mind. If any hon. Member has travelled to Subzi Mandi, he would appreciate how bad the traffic there is. Suddenly, a cyclist turns there, and the bus gets into the cycle, There is no traffic sense there. That is why we are bringing in a Motor Vehicles Bill in this Session, so that a total improvement in the transport sector and the traffic could be there.

But I must assure the House that Government will take full responsibility to give the safest and best transport service to Delhi, because it is under the Central Government. We will not fail in that.

**SHRI KHURSHID ALAM KHAN :** We appreciate the steps which the hon. Minister has taken to improve the mass transport system in Delhi, but the fact remains that the operational efficiency of the mass transport system is gauged either by returns in financial terms, or its service efficiency. Unfortunately, I have to admit that neither its viability is there, nor its service satisfaction. What is the cause of this

**SHRI RAJESH PILOT :** I have very openly said in the House that traffic safety and service should improve. DTC's officers are coming to the Open House in each region. In each region, the public comes and explains its problems. The Deputy Manager or the General Manager of that region listens to them. We are implementing their suggestions, and attend to whatever complaints they have. As I have said, it has to be a combined thing : financial liability plus operational viability; and we are moving in that direction, so that we achieve a perfect system.

**MR. SPEAKER :** Now Question 235—  
Shri Satya Gopal Mishra and Shri Ajit Kumar Saha are not here Question 236—  
Shri Pratap Bhanu Sharma and Shri V. Sobhanadreeswara Rao are not there. Now Question 237.

#### Monkey Disease in Karnataka

**\*237. SHRIMATI D.K. THARA DEVI SIDDHARTHA :** Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) the number of persons died due to monkey disease in Karnataka;

(b) the places most affected by this disease; and

(c) the steps being taken to eradicate it ?

**THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE)** (a) and (b). District-wise deaths due to kyananur forest Disease reported from Karnataka during 1985 is given below :

1985	Death Cases
N. Kanara Distt., Honnavar & Bhatkal Taluks	8
S. Kanara Dist., Belthangadi Taluk	4
1986	-----
Shimoga Distt., Thirthahalli Taluk	8
N. Kanara Dist., Honnavar & Bhatkal Taluks	7
1987	-----
N. Kanara Distt., Honnavar & Bhatkal Taluks	10
	-----

(c) The Government of Karnataka has reported that they have taken up the cattle tick control programme to reduce the vector population.

Public Health Department of the Government of Karnataka has set up a laboratory for producing a vaccine for control of monkey disease (Kyananur Forest Disease).

A State Level K.F.D. Co-ordination Committee has been constituted by the Government of Karnataka for periodical review of various containment measures and to obtain expert opinion from its members for control of the monkey disease (Kyananur Forest Disease).

**SHRIMATI D.K. THARA DEVI SIDDHARTHA :** The frequent occurrence of monkey disease in some parts of Karnataka has taken many lives. I understand that proper vaccines and cure are not yet available. In this context, I want to know from the hon. Minister whether Government of India will engage a Central institution in the task of developing vaccines. Number two : will Government consider giving vaccine and expertise assistance to the Government of Karnataka, to develop laboratory and research facilities ?

**KUMARI SAROJ KHAPARDE :** There is anti-tick cream which is applied on arms and Legs. Then, one has to wear proper clothing and footwear while entering the forest. The second question asked by the hon. member is about vaccine. Effective vaccine of two does would be available by 1990 in Karnataka State. It would be manufactured again in Shimoga District of Karnataka. This particular money disease occurs mainly in males who enter the forest illegal, for cutting wood or pasture. The maximum cases were in 1983-84 because of deforestation for cashewnut plantation. No case has occurred periodically every 3-4 years. We will definitely look into whatever suggestion has been by the hon. member.

**MR. SPEAKER :** The Question Hour is over.

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#### WRITTEN ANSWERS TO QUESTIONS

[English]

##### Incentives to Doctors to Serve in Rural Areas

\*225. **CH. RAM PARKASH :** Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether the existing monetary and other incentives to doctors have proved effective to induce them to serve in rural areas;

(b) if so, to what extent; and

(c) if not, what further incentives are contemplated to provide sufficient attraction to doctors to serve in rural areas ?

**THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) :** (a) and (b) While the existing monetary and other incentives to doctors have resulted in a progressive improvement in the availability of medical doctors for service in rural areas, there still remains an overall shortage as new Primary Health Centres and Community Health Centres are being established.

According to reports received from States and Union Territories, there were 3,229 vacancies against the total sanctioned strength of 24,052 posts in rural areas in September, 1987.

(c) Apart from the special grants provided by the Eighth Finance Commission to the States for improving the availability of medical doctors for service in rural areas, the Ministry has decided to approach the Ninth Finance Commission for providing more allocation to States for this purpose. State Governments have also been advised to monitor the progress and to give due weightage for rural service while considering applications for higher studies and for career advancement. The Central Council of Health and Family Welfare which includes State Health Ministers as members met recently and recommended to State Governments a course of action which includes grant of a rural allowance, free residential accommodation, a system of graded incentives for compensating doctors for rural service and measures for ensuring professional satisfaction to encourage doctors to serve in rural areas.

[Translation]

##### Killing of Wild Animals in Rajasthan

\*226. **SHRI SHANTI DHARIWAL :** Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) whether incidents of killing of wild animals in Rajasthan have been increasing;

(b) if so, whether the tigers in Alwar and Churu Rajasthan were shot dead in the recent past; and

(c) if so, the difficulties being faced in catching these tigers and the measures proposed to be taken to prevent their killing ?

**THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI Z.R. ANSARI) :** (a) No, Sir.

(b) Though there is no report of tigers having been killed in Alwar and Churu

districts, a leopard has reportedly been killed in each of these two districts.

(c) A statement is given below.

#### Statement

The leopards are sometimes killed before the wildlife staff equipped with tranquilisation guns or equipment for capture can reach the spot. Tranquilisation guns and the expertise to handle them is also not always available close at hand. Sometimes the leopards cannot be tranquilised or trapped and have to be destroyed if they pose a threat to human life.

The measures proposed are :

- (i) better communication facilities so that the wildlife staff can be summoned quicker;
- (ii) acquisition of tranquilisation equipment; and
- (iii) imparting of training in tranquilisation and capture techniques.

[English]

#### Modernisation Scheme of Hooghly Dock and Port Engineers Limited

\*227. SHRI R.P. DAS : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether any proposal has been received for modernisation and increasing the rated capacity of Hooghly Dock and Port Engineers; and

(b) if so, the details thereof and the decision taken by Government thereon ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) Yes, Sir.

(b) The scheme envisages an investment of Rs. 42.8 crores with a foreign exchange component of Rs. 15.8 crores, for modernisation and expansion of the ship building and ship repair facilities at the Nazirganj Unit of the Company.

#### Bibinagar-Nadikudi Railway Line

\*228. SHRI M. RAGHUMA REDDY :  
SHRI MANIK REDDY :

Will the Minister of RAILWAYS be pleased to state :

(a) the original plan for the completion of Bibinagar-Nadikudi railway line including the estimated cost thereof;

(b) whether the construction work of this line is far behind the schedule;

(c) if so, the reasons thereof;

(d) the estimated expenditure incurred so far on this line; and

(e) whether Government propose to take any steps for the completion of this line within the scheduled programme and if not, the reasons therefor ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) to (c) and (e) Construction of this new line was approved in 1974-75 at an estimated cost of Rs. 14.97 crores and progressed in phase according to availability of resources. The 1st phase from Bibinagar to Nalgonda was commissioned for traffic in March, 1981 and the whole line has been completed in February, 1988.

(d) Rs. 46 crore.

#### International Conference on Environment

\*233. SHRI P.M. SYEED : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) whether the decision has been taken to hold an international conference on environmental impact assessment this year by the Pollution Control Research Institute, Hardwar;

(b) if so, the names of other international organisations to be invited for participation;

(c) the various aspects to be covered in the conference; and

(d) the precise dates and duration of the proposed conference ?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI Z.R. ANSARI) : (a) to (d). The Pollution Control Research Institute, Bharat Heavy Electricals Limited (BHEL), Hardwar has proposed to hold a conference on environmental impact assessment during November-December, 1988 at New Delhi. It is for BHEL to work out further details of the conference.

**Financial Irregularities in Asiatic Society**

\*235. SHRI SATYA GOPAL MISRA :  
SHRI AJIT KUMAR SAHA :

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased state :

(a) whether there have been financial irregularities in the Asiatic Society; and

(b) if so, the details thereof and the action taken against the delinquent persons ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAHI) : (a) Yes, Sir.

(b) The Inspection Report, 1985-86 and the Audit Report, 1986-87 received last year from the Director of Audit, Central Calcutta have brought out a number of cases of financial irregularities such as : non-realisation of arrears of membership-subscription; purchase of instruments, equipment like lamination machine etc., without inviting open tenders; renovation of old building without inviting tenders; installation of air-conditioning plant on the basis of limited tenders; award of contract for production of documentary film without proper approval; non-recovery of unutilised advances; non-realisation of arrears of rent from tenants; irregular appointment of foreign teachers; unauthorised expenditure on the Institute of Higher Sanskrit Studies and Research; printing of journals without tenders and imported films lying unutilised.

Instructions have been issued from time to time to the Society to take corrective remedial measures, avoid repetition of such irregularities and take action against those responsible for the defaults.

**[Translation]**

**National Highway Finance Corporation**

\*236. SHRI PRATAP BHANU SHARMA :  
SHRI V. SOBHANADREESWARA RAO :

Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the proposal to set up National Highway Finance Corporation to meet the growing needs to finance the construction and development of National Highway network has since been finalised;

(b) if so, the details thereof; and

(c) if not, the reasons for the delay ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) No, Sir.

(b) Does not arise.

(c) The various aspects of the proposal are under examination.

**[English]**

**Coach Manufacturing Factory at Kapurthala**

\*238. SHRI MOHD. MAHFOOZ ALI KHAN : Will the Minister of RAILWAYS be pleased to state :

(a) when the foundation of the railway coach manufacturing factory at Kapurthala was laid;

(b) when the foundation work was scheduled to be completed and the manufacturing of the coaches expected to begin;

(c) the present position with regard to its completion and the reasons for the delay; and

(d) the total expenditure incurred by Government on the project so far as against the latest estimated expenditure ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD) : (a) The foundation stone of the Rail Coach Factory, Kapurthala was laid on 17th August, 1985.

(b) Production was planned to commence at the end of March, 1988.

(c) and (d). The work is in full swing. The sanctioned cost of the project is Rs. 310.99 crores and Rs. 109.00 crores approximately have been spent so far. There is no delay and production is expected to commence in March, 1988.

#### Kala-Azar Eradication Programme

\*239. SHRI SYED SHAHABUDDIN : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether 'Kala azar' has reached epidemic proportion in some parts of the country, particularly in Uttar Pradesh and Bihar;

(b) if so, the number of cases reported during 1987, State-wise;

(c) whether Government have launched any special programme for the eradication of 'Kala-azar';

(d) if so, the particulars of the programme and the districts covered; and

(e) whether any international assistance is available or has been promised for this programme ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) to (e). A Statement is given below.

#### Statement

The Government are aware of the incidence of Kala-azar in the country. As

per the information received from the affected States, the number of cases of Kala-azar during 1987 is as under :

Name of State	No. of cases 1987 (Prov.)
Bihar	17,471
West Bengal	3,400
Uttar Pradesh	51
Tamil Nadu	1*
Delhi	1*

\*Imported from Bihar.

The Central Council for Health and Family Welfare in its meeting held in February, 1988 has recommended an integral Vector Control Plan for Malaria, Kala-azar and Japanese Encephalitis.

At present, DDT spray is being carried out in the Kala-azar endemic areas from the insecticides supplied under National Malaria Eradication Programme (Rural).

No international assistance is available for control of Kala-azar.

#### Building of Aircraft Carrier in Cochin Shipyard

\*240. PROF. K.V. THOMAS :  
SHRI H.N. NANJE GODWA ;

Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the third aircraft carrier for the Navy will be built in Cochin Shipyard;

(b) if so, when it is likely to be started; and

(c) the total amount involved in building this aircraft carrier and when it will be ready ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJEH PILOT) : (a) No decision

regarding the construction of such a craft at Cochin Shipyard has been taken.

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

**[Translation]**

**Improvement in Condition of Trains Running in Uttar Pradesh**

\*241. SHRI RAJ KUMAR RAI : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government are aware that the condition of the trains running in Uttar Pradesh is very bad and these trains neither have adequate bogies in relation to the passengers nor these are cleaned properly;

(b) whether Government are also aware that adequate number of air-conditioned coaches are not attached to many trains particularly to the trains linking Varanasi, Lucknow and Bareilly; and

(c) if so, the steps being taken by Government to bring about improvement ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD) : (a) There are certain trains and routes in Uttar Pradesh as also in other States where there is some over-crowding. The maintenance and coach cleanliness procedures are based on a uniform all India standard.

(b) Due to limited availability and production capacity of air conditioned coaches, the available air-conditioned coaches are being attached to important distance mail and express trains in the first instance, in keeping with the customer requirements.

(c) To overcome the shortages of passenger coaches, the following steps have been taken :

1. The original ICF production capacity is proposed to be raised from 750 per annum in 1982-83 to 1000 per annum in 1989-90.
2. A new Rail Coach Factory at Kapurthala is being commissioned and

the first coach is likely to be turned out by end of March 1988. The production capacity of this unit, when in full production shall be 1000 coaches per annum.

3. A comprehensive plan for modernising of 17 coaching depots has been drawn and a system of unit replacement for spares introduced. As a result coaching ineffectives have declined.

**[English]**

**Ship Unloader of Q-10 Berth at Cochin Port**

2335. PROF. MADHU DANDAVATE : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether ship unloader of Q-10 berth at Cochin Port is less efficient in handling sulphur and rock phosphates than "Closed design system" unit at Paradip Port;

(b) if so, whether this is a health hazard for human and an adverse factor for fish exports; and

(c) if so, the action proposed to be taken against the supplier of equipment for its not working to the guaranteed specifications ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) The ship unloader at Cochin has been installed by M/s. FACT. The Company has intimated that they selected the "grab type" equipment in preference to the "Closed design" system after evaluation of the systems also keeping in view the safety factors.

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

**Complaints against Railway Officials**

2336. SHRIMATI PATEL RAMABEN RAMJIBHAI MAVANI : Will the Minister of RAILWAYS be pleased to state :

(a) the number of complaints of corruption, rude behaviour, illegal action etc. against railway employees and officials



received during 1 January, 1987 to 9 February, 1988 on Rajkot, Bhavnagar and other Divisions of Western Railway; and

(b) the action taken thereon ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) The number of complaints received is as follows :

Division	Nature of complaint		
	Corruption, illegal action, irregularities or those having Vigilance angle	Rude behaviour	Total
Rajkot	89	24	113
Bhavnagar	70	9	79
Other Divisions	1377	194	1571
Total	1536	227	1763

In addition 19 cases were referred by Central Bureau of Investigation.

(b) The scrutiny/investigation of complaints by the vigilance has already led to punishment of 587 staff after instituting disciplinary proceedings. Furthermore disciplinary proceedings are in progress against 218 staff. In addition action is also being taken against erring/delinquent staff on complaints referred to or received directly by the departments concerned.

**Damage to Indian Vessels in the Gulf**

2337. SHRI V. TULSIRAM : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) the number and names of Indian vessels damaged since November, 1987 in the Persian Gulf and nearby areas and the details of damages caused; and

(b) the steps taken by Government for the safety of Indian vessels in the area and

also whether the matter has been taken up with the concerned Government or Governments to make up the loss ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) No reports of attack on Indian vessels since November, 1987 in the Persian Gulf and nearby area have been received.

(b) While no arrangements exist to enlist protection for shipping in the Gulf, navigational warning is under promulgation since 1984 to shipowners to keep themselves aloof from the war zone. The issue regarding taking up the matter with the concerned Governments to make up the loss does not arise.

**Construction of Yamuna Bridge near ISBT**

2338. PROF. NARAIN CHAND PARASHAR : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the over-bridge on the Ring Road alongwith the bridge on Yamuna river near ISBT and the allied structures near Ladakh Buddha Vihar have been under construction for a pretty long time and are still far from complete;

(b) if so, the dates on which the construction of these projects were taken up alongwith the original estimated expenditure and the targets for completion in each case; and

(c) the date by which the construction work is likely to be completed alongwith the revised estimated expenditure for completion and the reasons for delay; if any, in completion of the project ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) Yes Sir. The bridge alongwith its approaches are likely to be completed by December 1988.

(b) The work of construction of eastern approach road and guide-bunds has since been completed. Particulars in respect of other structures are given as under :

Name of work	Date of start	Estimated expenditure (Rs. lakhs)	Target date of completion
1. Main Bridge	29-6-84	1221.97	31-12-88
2. Western approach	18-10-84	1856.00	31-12-88

(c) The Work is expected to be completed by December 1988 within the approved cost of Rs. 37.28 crores. The delay is on account of removal of encroachments and shifting of utility services and the involvement of numerous agencies like Municipal Corporation of Delhi, Delhi Electricity Supply Undertaking, Posts and Telegraphs Department and Water Supply and Sewage Disposal undertaking.

#### Widening of Bombay-Ahmedabad-Delhi National Highway

2340. SHRI AMARSINH RATHAWA : Will the MINISTER OF SURFACE TRANSPORT be pleased to state :

(a) the density of traffic on the Bombay-Ahmedabad-Delhi National Highway No. 8;

(b) whether any expert committee was appointed to survey the road for widening due to increase in the traffic;

(c) if so, whether it had suggested construction of a four lane road between Ahmedabad and Bombay; and

(d) if so, whether there is any proposal for widening of the road to four lane to avoid road accidents ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) The density of traffic on the Bombay-Ahmedabad-Delhi National Highway No. 8 varies from 6874 Passenger Car Units (PCUs) to 42841 PCUs.

(b) No Sir.

(c) Does not arise.

(d) During the 7th Five Year Plan there is a proposal to widen about 370 Kms of stretches of National Highway No. 8 between Bombay and Delhi. Besides 93 Kms long National Expressway No. 1 (NE-1) is being constructed on a separate alignment from Ahmedabad to Vadodara, having a 4-lane carriageway.

#### Regularisation of Catering Staff

2341. SHRI ANANDA PATHAK : Will the Minister of RAILWAYS be pleased to state:

(a) the number of catering staff regularised in the Railways;

(b) the number of catering staff who are not yet regularised and the reasons thereof; and

(c) the number of vacancies for such employees in the Railways which remain unfilled till date ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) to (c). Information is being collected from the Zonal Railways and will be laid on the Table of the Sabha.

#### Enrolment for Adult Education Programme

2342. SHRI ZAINAL ABEDIN : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state the targets fixed for the year 1988-89, State-wise for enrolment of persons under the Adult Education Programme ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAHI) : The state-wise targets for 1988-89 under Adult Education Programme are under finalisation.

#### Stoppage of Neelachal Express at Garbeta

2343. SHRI MATILAL HANSDA : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any proposal for providing a stoppage of Neelachal Express at Garbeta; and

(b) if not, the reasons therefor ?

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

(b) The stoppage dose not have traffic justification.

#### Purchase of Industrial Paints and Protective Coatings.

2344. SHRI P. KANNAN : Will the Minister of RAILWAYS be pleased to state:

(a) whether the industrial paints and protective coatings in the railways are purchased by the various departments of the Railways; and

(b) the approximate quantity and value of such paints and protective coatings purchased by railways during the year 1986-87 ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Yes, Sir. Bulk procurment is arranged by Stores Department, however, small quantities are also procured by various departments.

(b) The value of paints and protective coatings purchased by the Railways during 1986-87 is Rs. 18.49 crores. Quantity of paints was approximately 12 million litres.

#### Tie-up between IITs and Industry

2345. SHRI LAKSHMAN MALLICK : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Government are evolving a scheme to facilitate commercial tie-ups between the Indian Institute of Technology and industrial units to undertake research, consultancy and development of product and process designs;

(b) whether Nayudamma Committee has submitted its report in this regard to Government; and

(c) if so, the details of its main recommendations which have been accepted by Government ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAHI) : (a) to (c). In its report submitted to Government last year, the Review Committee of IITs headed by late Prof. Y. Nayudamma, *inter-alia*, recommended setting up of an Industrial Foundation working as a commercial corporate body in each IIT to link the IITs and their research nucleus with industry. Based on the recommendations of the Committee, a Scheme has been evolved for approval of the Government.

#### Railway Projects in West Bengal

2346. SHRI SYED MASUDAL HOSSAIN : Will the Minister of RAILWAYS be pleased to state :

(a) the progress made, todate, in the construction of Digha-Tamluk project and Circular Railway, Calcutta; and

(b) the reasons for delay, if any ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Progress is as under :

S. Project No.	Progress
1. Tamluk-Digha	Construction work on this project is in the initial stages.
2. Circular Railway, Calcutta (Part-I)	67%

(b) Construction of these projects is being progressed consistent with the availability of resources. There has also been some delay on the part of the State Government in acquisition of land required for Tamluk-Digha line and in removal of encroachments from Railway land for construction of the Circular Railway.

**[Translation]****Fatuha Islampur Railway Line**

2347. SHRI VIJOY KUMAR YADAV : Will the Minister of RAILWAYS be pleased to state :

(a) whether many organisations are demanding for reopening the Fatuha Islampur light railway line on Eastern Railway and its conversion into broad gauge; and

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

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) and (b). Requests have been received for conversion and re-opening of this line. There is no proposal for conversion and re-opening of this line.

**[English]****Indo-Soviet Protocol on Joint Text-books Programme**

2348. SHRI H.B. PATIL : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether an Indo-Soviet protocol on joint text-books programme has recently been signed; and

(b) if so, the details thereof ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAHI) : (a) Yes, Sir.

(b) The Joint Indo-Soviet Text-book Programme has been in operation since 1965. Under the Programme standard works in the sphere of higher education in different subject fields published in the USSR are made available in moderately priced editions for the use of Indian students.

In order to review the progress made and to resolve practical difficulties that

arise in the implementation of the Programme an Indo-Soviet Textbook Board was constituted in 1965. This Board meets alternatively in Moscow and in New Delhi. The XVth meeting of the Board took place at New Delhi and a Protocol was signed thereafter on 23rd December, 1987. According to this Protocol it has been decided to further strengthen the programme and to bring out books on Science, Technology and particularly in the new emerging fields—such as Electronics, Space Research, Computer Software, Bio-Technology, etc. The Board has further decided to strengthen the co-authorship programme for writing textbooks in Indian languages for the students of Soviet universities.

**Forest Land required for Telugu Ganga Project**

2349. SHRI T. BALA GOUD : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) the extent of 'Reserve Forest' land that is likely to be affected by the Telugu Ganga Project in Andhra Pradesh; and

(b) the area identified and approved by the Forest Department for Compensatory afforestation in lieu of the affected 'Reserve Forest' area ?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI Z.R. ANSARI) : (a) 10,371.40 ha. of Reserve Forest Land is likely to be affected by Telugu Ganga Project.

(b) 10,400 ha. of non-forest area has been identified and approved by the State Forest Department for compensatory afforestation in lieu of the affected Reserve Forest area.

**Passenger Amenities at Varkala Railway Station (Kerala)**

2350. SHRI T. BASHEER : Will the Minister of RAILWAYS be pleased to state :

(a) whether any survey or study has

been conducted regarding passenger amenities at the Varkala Railway Station in Kerala;

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

(c) whether any funds were allocated last year for expansion and development of the said Railway Station, if so, the details thereof and the amount spent alongwith the works done ?

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

(b) A study was conducted in July 1987 to identify the deficiencies as per the norms laid down. Deficiency of 12 water taps was found and the same will be made good during 1988-89.

(c) Yes, Sir. Rs. 20.91 lakhs were spent in connection with the provision of additional Loop to hold 70 vehicles at Varkala Station during 86-87. The work was completed and commissioned on 25-2-1987.

#### Amount Released for Operation Black-board

2351. SHRI PURNA CHANDRA MALIK : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the amount released by Union Government to the State Governments for the implementation of the Operation Black-board, State-wise details thereof; and

(b) the amount to be released during 1988-89 for this purpose, State-wise ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAHI) : (a) The amount released by the Central Government so far to the State Governments for the implementation of the Operation Blackboard during 1987-88 is given below :

S. State No.	Amount released (Rs. in lakhs)
1. Gujarat	231.84
2. Rajasthan	703.46
3. Uttar Pradesh	1297.09
4. Punjab	334.11
5. Haryana	62.93
6. Kerala	140.31
7. Orissa	753.00
Total :	3522.74

(b) No amount has been fixed State-wise for release during 1988-89. It will be based on actual deficiency of teaching learning material and second teachers reflected in the block project reports and sanctioned by State Level Empowered Committees.

#### Genetic Defects in Future Generation of Bhopal Gas Affected People

2352. SHRI P. PENCHALLIAH : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether the Indian Council of Medical Research has detected any possible genetic defects in future generations of affected cases by the Bhopal gas tragedy; and

(b) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) and (b). The Indian Council of Medical Research is conducting a study on Genetic Risk evaluation Cytogenetic studies in adult population exposed to toxic gas at Bhopal. The study is in progress.

#### Environmental Clearance of Hydrel Project

2353. SHRI SURESH KURUP : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) whether Pooyankutty Hydel Project of Kerala has been cleared by Government;

(b) if not, the reasons therefor; and

(c) when the project is likely to be cleared ?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI Z.R. ANSARI) : (a) to (c). Pooyankutty Hydel Project was accorded approval from environmental angle in June, 1985.

The project involves loss of 3001.8 ha. of semi evergreen forest and requires approval under the Forest (Conservation) Act, 1980 for diversion of forest land. Consideration of such clearance from forest angle can be taken up only when the complete details sought from the State Government are received. It is not possible to indicate whether or when the project will be cleared.

#### Drop-outs amongst SC/ST Students

2354. SHRI K. KUNJAMBU : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether drop-outs among the children belonging to SCs/STs in the schools is still very large;

(b) if so, the state-wise position thereof; and

(c) the specific steps taken to prevent it ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAHI) : (a) Yes, Sir.

(b) The latest state-wise position regarding drop-out rates of SC/ST students available in the Ministry pertaining to the year 1981-82 is given in the statement.

(c) Various incentive programmes like free supply of uniforms to girls students, free mid-day-meals, free textbooks and attendance scholarships are being implemented by the State Governments/U.T. Administrations. The Government of India is also taking new initiatives including 'Operation Black-board' to improve primary education, reorganisation and restructuring of Teacher Education and development of a Core curriculum.

#### Statement

#### *Drop-out rates of SCs/STs students 1981-82*

State/UT	Scheduled Castes			Scheduled Tribes		
	Primary Stage (Class I—V)	Middle Stage (Class I—VIII)	Secondary Stage (Class I—X)	Primary Stage (Class I—V)	Middle Stage (Class I—VIII)	Secondary Stage (Class I—X)
1	2	3	4	5	6	7
Andhra Pradesh	65.14	81.66	85.91	68.10	85.40	91.01
Assam	58.93	78.99	69.80	76.22	88.37	71.34
Bihar	72.07	83.01	89.92	80.58	86.06	92.66
Gujarat	57.47	67.06	75.51	72.94	77.11	85.79
Haryana	28.12	57.37	78.89	—	—	—
Himachal Pradesh	29.10	55.46	80.91	43.05	61.99	80.45

1	2	3	4	5	6	7
Jammu and Kashmir	49.84	69.09	79.35	—	—	—
Karnataka	70.99	71.17	88.77	48.12	26.98	45.53
Kerala	0.0	23.71	49.80	37.16	45.10	69.50
Madhya Pradesh	56.13	69.13	92.99	70.65	84.53	97.13
Maharashtra	60.50	67.86	78.61	74.22	85.08	90.55
Manipur	90.45	88.81	93.00	85.36	90.84	91.82
Meghalaya	70.69	84.25	86.73	76.74	84.75	89.81
Nagaland	—	—	—	75.75	87.84	91.04
Orissa	72.37	90.71	93.80	77.99	91.23	94.04
Punjab	72.53	68.84	84.46	—	—	—
Rajasthan	65.94	78.88	83.14	71.48	82.80	86.07
Sikkim	66.99	—	—	—	—	—
Tamil Nadu	38.54	72.55	84.89	37.59	72.01	85.43
Tripura	62.61	83.80	92.04	69.76	87.97	93.93
Uttar Pradesh	48.33	76.98	86.95	0.0	53.69	82.02
West Bengal	75.72	83.95	91.81	69.27	87.04	93.33
A and N Islands	—	—	—	45.74	43.64	74.91
Arunachal Pradesh	94.42	—	—	77.53	87.91	92.93
Chandigarh	0.0	0.0	70.69	—	—	—
Dadra & Nagar Haveli	38.68	71.42	91.56	76.43	93.64	98.17
Delhi	42.63	62.99	51.10	—	—	—
Goa, Daman and Diu	44.43	69.27	81.93	66.38	87.31	91.80
Lakshadweep	—	—	—	8.01	51.20	66.39
Mizoram	—	—	—	62.83	67.86	80.63
Pondicherry	14.17	63.26	83.68	—	—	—
India	59.21	74.76	85.72	74.00	84.99	91.65

Drop-out rates at elementary stage :

(Enrolment in Class I preceding 4 year enrolment in Class V during the year)

× 100

Enrolment in Class I preceding 4 years

**Providing Employment to Women under Social Forestry Programme**

(a) whether there is any scheme to provide employment to women workers under the Social Forestry Programme;

2355. SHRIMATI JAYANTI PATNAIK:  
Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(b) if so, the directions issued to various State Governments in this regard; and

(c) the details of steps taken by the State Governments in this direction ?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI Z.R ANSARI) : (a) Yes, Sir.

(b) It has been suggested to the State Governments that preference may be given to women under Social Forestry Programmes.

(c) Women are given preference for setting up of Decentralised Peoples' Nurseries and also in grant of Tree Pattas. In addition Women are engaged in large numbers on afforestation works undertaken by the State Governments. Employment opportunities for women in the Forestry Sector have considerably increased because of the increase in the afforestation programme in the recent past.

#### Transportation of Petroleum Products

2356. SHRIMATI USHA THAKKAR : Will the Minister of RAILWAYS be pleased to state :

(a) the quantity of petroleum products transported by Railways every day in terms of petrol, diesel, Kerosene oil, crude oil, and other products;

(b) out of above the quantity, what percentage is transported on broad gauge and how much on metre gauge; and

(c) the major routes where the density of petroleum traffic is higher ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) During the period April 1987-January, 1988 the daily movement of petroleum products by rail averaged approximately 62,000 tonnes including (i) petrol 3,400 tonnes; (ii) diesel 26,000 tonnes; (iii) kerosene 9,700 tonnes; (iv) crude oil and (v) others 22,900 tonnes.

(b) Broad Gauge 86% and metre Gauge 14%.

(c) Major rail routes over which petroleum products move are :

- (i) Madras-Bangalore
- (ii) Cochin-Coimbatore
- (iii) Vishakhapatnam-Vijayawada
- (iv) Bombay-Nagpur
- (v) Baroda-Delhi
- (vi) Siliguri-Calcutta
- (vii) Kandla-Delhi.

#### Transportation of Food Items

2357. SHRI MULLAPPALLY RAMACHANDRAN : Will the Minister of RAILWAYS be pleased to state :

(a) the total quantity of foodgrains transported by the Northern Railway during 1987-88; and

(b) the comparative figures of foodgrains transported during 1985-86 and 1986-87 ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) An aggregate of 15.15 million tonnes of foodgrains have been transported by Northern Railway in 10 months from April '87 to January '88 at a monthly average of 1.515 million tonnes.

(b) Comparative figures for 1985-86 and 1986-87 are as under :

	(In million tonnes)	
	Total	Monthly Average
1985-86 (12 months)	13.87	1.156
1986-87 (12 months)	16.98	1.415

#### Trichur-Guruvayoor Railway Line

2358. SHRI P.A. ANTONY : Will the Minister of RAILWAYS be pleased to state :



(a) whether the land for construction of Trichur-Guruvayoor railway line has been acquired;

(b) whether the work for construction of this railway line has also been started; and

(c) by which time this project is likely to be completed ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Part of the land required for the line has been acquired so far.

(b) Yes, Sir.

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

#### Field Studies by Anthropological Survey of India

2359. DR. B.L. SHAILESH : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Anthropological Survey of India has made any field studies particularly of less known communities of the country under the People of India project; and

(b) if so, the salient features of the study by this organisation so far?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCES DEVELOPMENT (SHRI L.P. SHAHI) : (a) Yes, Sir.

(b) The Anthropological Survey of India launched on 2nd October, 1985 a major project entitled "people of India" to study about 5000 communities many of whom are less known and even the least known. The "people of India" project seeks to generate a brief anthropological profile of all the communities of India. It is a study of a community in four parts. The first part is about origin, history,

migration, distribution, population and constitutional status; the second part comprises food and nutrition, social division, marriage and inheritance, status of women, family, life-cycle ceremonies, economics, religion and authority; the third part covers inter-community linkages, and the fourth part covers impact of development programme and its perception by the community. 3685 communities have been studied upto 31st January, 1988 under the project.

#### Proposal to Enhance Central Road Fund

2360. SHRI GURUDAS KAMAT : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether Government propose to enhance the Central Road Fund to raise resources for the development of National Highways ; and

(b) if so, whether Government have worked out any formula in this regard ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) and (b). The Government has before them a proposal to enhance the Central Road Fund on the basis of a revised formula.

#### [Translation]

#### American Scientists Participation in a Seminar on Environment

2361. SHRI KAMLA PRASAD RAWAT: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) whether American Scientists had recently visited Varanasi to participate in a seminar on environment;

(b) if so, the views of these scientists for improving the environment of the country;

(c) whether Government are implementing the suggestions of these scientists; and

(d) if not, the reasons therefor ?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI Z.R. ANSARI) : (a) Yes, Sir.

(b) The abstracts of the research papers contributed by the American Scientists at the IX International Symposium on Tropical Ecology and International Conference on Rehabilitation of Disturbed Ecosystems : A Global Issue; organised at Varanasi during December 11-16, 1987, do not contain any specific views on improving the environment of the country.

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

#### Pollution in Dhanbad

2362. SHRI CHINTAMANI JENA : Will the Minister of ENVIRONMENT AND FORESTS to be pleased to state :

(a) the findings of the study conducted on air and water pollution in Dhanbad, by the Central Board for Prevention and control of Water Pollution in collaboration with the Bihar State Pollution Control Board and the Central Fuel Research Institute; and

(b) the steps taken by Government to make Dhanbad pollution free ?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI Z.R. ANSARI) : (a) The study conducted in November, 1986 related to air pollution in Dhanbad and surrounding areas and did not cover water pollution. The study showed the following as the contributions to pollution load.

(in metric tonnes per day)

	Suspen- ded parti- culate matter	Hydro- carbons	Ammo- nia	Sulphur dioxide
Beehive Hardcoke Plants	190.6	7.60	1.90	7.20
Soft Coke Plants	24.8	0.99	0.22	0.94

Large sulphur dioxide and nitrogen dioxide contributions were from a briquette plant.

(b) The steps taken include the following :

(i) The industries have been directed to instal necessary treatment facilities and to bring down the pollutant levels to the prescribed standards.

(ii) Financial incentives are provided for installation of pollution control devices.

(iii) Legal action has been taken against defaulting units.

#### Post-Graduate Course in Tool Design and Manufacture

2363. SHRI A.R. MURUGAIAH : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether postgraduate course in Tool Design and Manufacture conducted by the Tool Room and Training Centre, Delhi under the Development Commissioner, Small Scale Industries of the Union Government has been recognised for employment in Government services;

(b) if so, the details thereof; and

(c) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAHI) : (a) to (c). The proposal of the Tool Room and Training Centre, Wazirpur Industrial Area, Delhi for recognition of their Post-graduate Course in Tool Design and Manufacture is under consideration of Government.

#### Polluted Rivers in North

2364. SHRI KAMAL CHAUDHRY : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) whether the rivers in Punjab, Jammu and Kashmir and Delhi are polluted;

(b) if so, the details thereof with level of pollution existing in each river; and

(c) the steps taken or proposed to be taken to remove pollution from these rivers ?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI Z.R. ANSARI) : (a) and (b). Some of the rivers in Punjab and Delhi have been found to be polluted. Monitoring of water quality in the rivers of Jammu and Kashmir has not been done as yet. Data available show that the rivers Sutlej and Gagghar in Punjab and river Yamuna in Delhi are polluted because of discharge of domestic and industrial wastes. The level of pollution existing in these rivers has been measured in terms of Biochemical Oxygen Demand (BOD) which is given below :

River	Location	BOD (mg/Litre)
Yamuna	Wazirabad (upstream) Ring Road	3.3
	(Delhi, downstream)	10.0
	Mathura (upstream) Mathura	4.7
	(downstream)	6.3
	Agra (upstream)	8.0
	Agra (downstream)	10.8
Sutlej	Nangal (upstream at confluence of industrial discharge)	0.5—2.1
	Nangal (downstream)	0.8—3.0
	Ropar (upstream) Ludhiana	05.—3.8
	(downstream) at confluence of Budhanala	1.2— 25
Gagghar	Mubarkpur At confluence point	0.4—3.6
	with River Saraswati	2—2.5

(c) The steps taken include the following :

(i) Effluent standards have been laid down for various polluting industries.

(ii) Industries have been directed to adopt pollution control measures.

(iii) Financial incentives are provided for installation of the pollution control devices.

(iv) Legal action is taken against the defaulting industries.

#### Cleaning of Yamuna River

2365. SHRIMATI N.P. JHANSI-LAKSHMI : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) whether Rs. 300 crore scheme is proposed to be undertaken to stop industrial effluents and sewerage water of Delhi from flowing into Yamuna river;

(b) if so, the details thereof; and

(c) the present status of the project ?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI Z.R. ANSARI) : (a) to (c). The information is being collected and will be placed on the Table of the House.

#### Grant to Karnataka for Family Planning Centres

2366. DR. V. VENKATESH : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) the grants given for family planning centres/programmes of Karnataka in the Seventh Plan period year wise; and

(b) the targets achieved in family planning programmes of the State in Seventh Plan period upto-date ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) A sum of Rs. 2787.78 lakhs during 1985-86, Rs. 3520.72 lakhs during 1986-87 and Rs. 2299.20 lakhs during 1987-88 (Upto February, 1988) has been released to Government of Karnataka for implementation of Family Welfare Programme.

(b) The details are given in the Statement below.

Statements  
STATES-KARNATKA

Years	STERILISATION		IUD INSERTIONS		C.C. USERS		O.P. USERS	
	Achieve- ments	% achieve- ments of prop. target	Achievements	% achiev- ments of Prop. target	Achieve- ments	% Achieve- ments of Prop. target	Achievements	% Achieve- ments of Prop. target
1985-86	342,234	101.9	169,007	105.6	160,226	80.1	42,815	68.0
1986-87	334,060	95.4	187,542	104.2	178,690	127.6	54,765	86.9
1987-88	255,982*	96.2	151,183*	100.5	183,791S	88.2	64,763\$	107.6

\*Upto January, 1988

\$Upto December, 1987.

**Unsold Books with N.B.T.**

2367. SHRI K. RAMAMURTY : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether more than 40 lakh copies of various titles of books were lying unsold with the National Book Trust as on March 31, 1986, of which 14 lakh were copies of Hindi titles and about 10 lakh were of English titles;

(b) the number of various titles that remained unsold as on March 31, 1987; and

(c) the action being taken to sell those copies remaining unsold with the Trust ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAHI) : (a) No, Sir. 22.9 lakh copies of various titles were lying unsold with National Book Trust as on March 31, 1986 out of which the number of copies of Hindi and English titles were 5.08 lakhs and 5.33 lakhs respectively.

(b) 24,21,833 copies of various titles remained unsold with the Trust as on March 31, 1987.

(c) Publication and sale of books is a continuous process. However, efforts are being made by the National Book Trust to improve sale of its publications. School, College and institutional libraries and Government Departments are being contacted for purchase of NBT books. In addition NBT publications are being publicised through advertisements and book reviews, in newspapers/magazines.

**Recommendations/Suggestions Regarding Service Conditions of Nurses**

2368. DR. A.K. PATEL : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government have received suggestion/recommendations, for improving the standard and service conditions of nur-

ses, from the High Powered Committee on Nurses and Nursing Profession; and

(b) if so, the details of action taken thereon ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHA-PARDE) : (a) The Government has not received the report of the Committee.

(b) Does not arise.

**Theft of Antiquities**

2369. SHRI BANWARI LAL PURHOIT : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether a large number of antiquities from different temples, archaeological sites and big museums have been stolen and smuggled out of the country;

(b) if so, the details of such cases which came to light during the last three years. year-wise;

(c) whether Government have taken any steps to provide sophisticated security measures at these places to avoid theft of antiquities; and

(d) if so, the details thereof ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAHI) : (a) and (b). There is no precise information available regarding smuggling of antiquities out of the country. However, 1556 cases of thefts of antiquities have been registered as a result of concerted efforts of the agencies of the Government. The yearwise breakup is as below :—

1985	637
1986	435
1987	484

(c) and (d). The Government of India has taken the following measures for proper security and to prevent thefts and smuggling of antiquities :

1. Enforcement of Antiquities and Art Treasures Act, 1972, which *inter alia* provides for the following :

- (i) Compulsory registration of certain categories of antiquities (sculptures in all media, paintings and illustrated and illuminated manuscripts) with the Registering officers;
- (ii) Registering officers to be informed regarding movement of such registered antiquities;
- (iii) Dealing in antiquities to be restricted to licensed dealers;
- (iv) Restriction on export of antiquities.

2. In addition, Armed Guards have been posted in some of the important centrally protected monuments and museums under the control of Archaeological Survey of India, besides tightening of watch and ward arrangements and appointment of Security officers in some Circle Headquarters. Sculpture sheds to house the loose sculptures safely and new site museums to display the antiquities at the site itself have been constructed.

3. In the year 1977, India has ratified the Unesco Convention on the Means of Prohibiting Illicit Import, Export and Transfer of Cultural Properties. The Convention *inter-alia* provides that the contracting parties would take steps for preventing illicit import into their territories, of stolen cultural properties to the countries concerned. The rights of the contracting parties under the Convention are, however, prospective to the signing of the Convention and not retrospective.

4. An Antique Cell has been opened in Central Bureau of Investigation for investigation into cases of thefts and loss of antiquities.

5. Steps have already been initiated for documentation of loose sculptures, paintings, illustrated manuscripts, etc.

6. Archaeological Survey of India has posted its officers at important international sea-ports and air-ports in India to help the customs authorities in preventing illegal export of antiquities by identifying objects which are antiquities. Further, Expert advisory Committees have been set up in important towns in India to examine the objects meant for export in order to find if any of the objects is an antiquity in terms of the Antiquities and Art Treasures Act, 1972.

[Translation]

**Scheme for Development of Women and Children in Madhya Pradesh**

2370. SHRI KAMMODILAL JATAV : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the details of the programmes being implemented for the development of women and children in Madhya Pradesh at present and the amount spent on these programmes during 1986 and 1987; and

(b) the amount of grant given by Union Government and the amount spent by the State Government of Madhya Pradesh therefor ?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI P.V. NARASIMHA RAO) : (a) and (b). A statement is given below.

**Statement**

Department of Women and Child Development implements a number of programmes for the development of women and children. Details of these programmes and amounts released for their implementation in Madhya Pradesh and expenditure incurred are given below :

- I Scheme of Construction/Expansion of Hostel Buildings for Working Women with Day Care Centres

Under this scheme, financial assistance is given to voluntary organisations for construction/expansion of hostel buildings for working woman. Local bodies are also eligible for taking up this programme. Financial assistance is provided to the extent of 50% of the cost of the land and 75% of the cost of construction. Grants released by the Department of women and Child Development to various voluntary organisations in Madhya Pradesh are as under :

	(Rs. in lakhs)
1985-86	Rs. 23.48
1986-87	Rs. 25.25

### II Women Training Centres/Institutes for Rehabilitation of Women in distress

Under this centrally sponsored scheme, financial assistance is given to provide vocational training-cum-employment and residential care for women who become destitute and helpless due to prolonged illness of the bread earner or his being jailed for a crime, or are deserted by husbands. The training is imparted in non-traditional trades. Expenditure is shared between the Central Government, State Government and the implementing organisation in the ratio of 45 : 45 : 10. Amounts released by the Department of Women and Child Development to various voluntary organisations in Madhya Pradesh are as under :

	(Rs. in lakhs)
1985-86	Rs. 1.38
1986-87	Rs. 0.78

### III Employment and Income Generating Production Units

Under this scheme, financial assistance is given to train women belonging to weaker sections of Society and provide them employment on a sustained basis. Amounts released by the Department of Women and Child Development for this programme in Madhya Pradesh are as under :

	(Rs. in lakhs)
1985-86	Rs. 8.14
1986-87	Rs. 0.38

### IV Integrated Child Development Services (ICDS)

This scheme provides a package of services such as supplementary nutrition, immunisation, health check-up and referral services to children below 6 years, pregnant woman and nursing mothers, non-formal pre-school education to children of 3-6 years and nutrition and health education to women. The programme is implemented through the State Government. Amounts released by the Government of India and expenditure reported by the State Government are as under :-

	(Rs. in Crores)	
	Central grant released to the State Government.	Expenditure reported by the State Government.
1985-86	Rs 3.91	Rs. 5.84
1986-87	Rs. 7.92	Rs. 6.94

V Training of ICDS functionaries  
ICDS scheme envisages training of functionaries engaged in the implementation of the programme.

(a) For the training of middle level ICDS Functionaries, following grants were sanctioned to voluntary organisations in Madhya Pradesh :

	(Rs. in lakhs)	
	Grants released	Actual expenditure incurred
1985-86	Rs. 9.01	Rs. 8.78
1986-87	Rs. 7.40	Rs. 6.87

(b) For the training of anganwadi workers in Madhya Pradesh, funds are released by the Department of Women and Child Development to the State Government

and also to the Madhya Pradesh State Council for Child Welfare through the Indian Council for Child Welfare. Details and amounts released and expenditure reported are as under :

(Rs. in lakhs)

	Amount released by the Department to the Government of Madhya Pradesh	Expenditure reported by Madhya Pradesh Government	Expenditure reported by Madhya Pradesh State Council for Child Welfare
1985-86	Rs. 25.35	Rs. 25.35	Rs. 29.11
1986-87	Rs. 11.59	Rs. 8.01	Rs. 25.01

#### VI Bal Sevika Training Programme

Under this programme, grant is given for the training of bal-sevikas at the field level. These workers are trained to have a close understanding of the basic needs of the child as also the concepts and objectives of child development programmes. Amounts spent for this programme in Madhya Pradesh are as under :-

(Rs. in lakhs)

1985-86	Rs. 2.41
1986-87	Rs. 1.45

#### VII Wheat-based Nutrition Programme

Under the scheme wheat-based Nutrition Programme for additional beneficiaries among pre-school children and nursing/expectant mothers, the grants-in-aid and wheat allocated to the State of Madhya Pradesh are as follows :

Year	Grant-in-aid (in rupees)	Wheat allocated
1985-86	30 lakhs	1440 Metric Tonnes
1986-87	171 lakhs	6058 Metric Tonnes

#### VIII Creches/Day Care Centres for children of working and ailing women

Under the scheme of financial assistance to voluntary organisations for running of creches for the children of working and ailing women, the grant-in-aid is released through the Central Social Welfare Board, New Delhi.

The amounts of grant released to voluntary agencies in Madhya Pradesh is as follows :

1985-86	Rs. 20.44 lakh
1986-87	Rs. 54.21 lakh

#### IX Early Childhood Education Scheme

The grants-in-aid under the scheme is released directly by the Government of India to the voluntary organisations running the Early Childhood Education Centres.

The amounts of grant sanctioned to voluntary organisations in Madhya Pradesh are as follows :

Year	
1985-86	Rs. 4.01 lakhs
1986-87	Rs. 1.83 lakhs

#### X Balwadi Nutrition Programme

Balwadi Nutrition Programme is being implemented in Madhya Pradesh, by the Central Social Welfare Board and four national level organisations, namely, Indian Council for Child Welfare, Bharatiya Adimjati Sevak Sangh, Harijan Sevak Sangh and Kasturba Gandhi National Memorial Trust. Under this non-plan programme, funds are released to the organisations directly on the basis of their country-wide programmes. Accounts are not maintained State-wise.

#### XI Scheme of Short Stay Homes for Women and Girls.

The Scheme is implemented through Voluntary Organisations. The Department has sanctioned three homes in the State of



Madhya Pradesh at Gwalior, Indore and Bastar. These homes are run by the Association for Social Health in India, Madhya Pradesh State Branch and Bharatiya Adimjati Sevak Sangh, Madhya Pradesh State Branch.

The amounts of grant sanctioned to Voluntary Organisations in Madhya Pradesh are as follows :

Year	Amount (Rs.)
1985-86	Rs. 0.96 lakhs
1986-87	Rs. 1.62 lakhs

[English]

**Jakhapura-Bansapani Raiway line**

2371. SARI HARIHAR SOKEN :  
SHRIMATI JAYANTI  
PATNAIK :

Will the Minister of RAILWAYS be pleased to state :

(a) the amount sanctioned in 1988-89 for the construction of Jakhapura-Bansapani rail link in Orissa ; and

(b) the works which can be undertaken with the Central allocation made during the current financial year for that rail link ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Nil.

(b) Nil.

**Master Plan for Visakhapatnam Port**

2372. SHRI BHATTAM SRIRAMA MURTY : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) Whether the Indian Ports Association which was entrusted to prepare a Master plan for Visakhapatnam port for a time span of 15 years from 1988-2002 has submitted any preliminary or the final report;

(b) if so, the details thereof;

(c) whether setting up of a satellite port at Gangavaram near the Visakhapatnam Steel Project has also been suggested in order to absorb the increase in traffic ; and

(d) if so, the action proposed to be taken thereon ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) No, Sir.

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

**Rail Bridge over Ganga in Patna**

2373 SHRI C. P. THAKUR : Will the Minister of RAILWAYS be pleased to state :

(a) the progress in the construction of Rail bridge over river Ganga in Patna ; and

(b) the details regarding other train facilities proposed to be provided for Patna and nearby places ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Engineering cum-Traffic survey for rail bridge across river Ganga near Patna has been taken up. Further action cannot be taken till the survey is completed.

(b) It is proposed to introduce a fast Inter City Express train between Samastipur and Jaynagar from May 1988. Important train facilities works at and around Patna already approved and proposed in 1988-89 are as under :

*Approved Works*

Providing additional washing siding line at Danapur—Cost Rs. 29 lakhs.

*Works Proposed in 1988-89*

1. Maintenance facilities for AC Coaches at Patna—Cost Rs. 28 lakhs.

2. Augmentation of sectional capacity in Mokama-Patna-Ara-Buxar Section :

- (i) Remodelling of Danapur.
- (ii) Additional common loop at Gulzarbagh.
- (iii) Additional Block huts between Bihta and Kulharia—Cost 11.99 crores.

3. Augmentation of sectional capacity in Patna-Gaya section :

- (i) Tokenless Block working.
- (ii) Conversion of Potahi Halt into crossing station.
- (iii) Additional platform at Jahanabad—Cost Rs. 6.35 crores.

**Indian Seamen Stranded Abroad In U.A.E. Ship M.V. Mansour.**

2374. SHRI RAM BAHADUR SINGH : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether several Indian seamen have been stranded on sea abroad an UAE ship MV Mansour near Bombay;

(b) if so, since when and the reasons therefor;

(c) whether they have been stargvins also ; and

(d) if so, the steps taken to provide protection, safetly and for their welfare ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) and (b). The vessel M.V. Mansour, a Dubai besed vessel, has a staff complement of 20 including officers and crew, out of which 14 are of Indian nationality. The vessel along with officers and crew on the board, is stranded in the Port of Bombay from 20.1.1988 for

want of certain repairs. The owners of the ship have not yet carried out the repairs.

(c) Owners of the ship have appointed M/s. Marconi Maritime Pvt. Ltd. as Agents of the vessel who have been paying victualing money to the Master, Officers and the crew of the ship regularly.

(d) The vessel Mansour is of U.A.E. Flag, registered in Ajman. The responsibility to provide protection and safety and we'fare of the crew members would be of the Flage State. None of the cres members were recruited through Seamen's Employment Offices in India

#### **Working Women's Hostels in Delhi**

2375. SHRIMATI PRABHAWATI GUPTA : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the names of places of working Women Hostels in Delhi ;

(b) the number of women living there ;

(c) the procedure for getting accommodation and the rent charged in these hostels; and

(d) the number of hostels proposed to be constructed during the next two years ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS AND SPORTS AND WOMEN AND CHILD DEVELOPMENT IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI MARGARET ALVA) : (a) and (b). Organisation and lacion-wise position of occupaney of Working Women's Hostels in Delhi assisted by the Government of India for the purposes of construction is given below :-

Sl. No.	Name of Organisation.	Location of Project.	Sanctioned Capacity.	Actual number of working women living.
1.	All India Women's Conference, 6 Bhagwan Dass Road, New Delhi.	Sarojini House Bhagwan Dass Road, New Delhi.	300	298
2.	All India Women's Conference 6 Bhagwan Dass Road, New Delhi.	Kamla House, Bhagwan Dass Road, New Delhi,	46	32
3.	Bharatiya Grameen Mahila Sangh Mansingh Road, New Delhi.	Savitri Nagar Shekh Sarai Phash-I, New Delhi.	50	48
4.	Delhi Mahila Samaj, Shop No. 1, Indraprastha Bhawan Y shaped Building, New Delhi.	52 Tugalakabad Institutional Area M.B. Road, New Delhi.	100	24
5.	Jamia Millia Islamia, Jamia Nagar, Okhla, New Delhi.	Jamia Nagar, Okhla, New Delhi.	100	45
6.	Institute of Social Service, F 301, Som Vihar, R.K. Puram, New Delhi.	Mohammadpur, R.K. Puram, New Delhi.	100	80
7.	New Delhi Municipal Committee, Palika Kendra, New Delhi.	Mandir Marg, New Delhi.	208	199
8.	Sir Ganga Ram Trust Society Rajendra Nagar, New Delhi.	Rajinder Nagar, New Delhi.	105	105
9.	St, Stephen's Hospital, Tis Hazari, Delhi.	Tis Hazari, Delhi.	136	136
10.	Young Women's Association, Avenue 21, Saket, Safdarjung Development Area, New Delhi	Partially completed.	152	151
11.	Mahila Mangal, Jorbagh, New Delhi.	Daksin Puri, New Delhi	25	Under Construction.

(c) Single Working Women, whose consolidated monthly income does not exceed Rs. 2000/- per month seeking accommodation in the Working Women's Hostel are required to submit applications in the prescribed form to the Secretary of the Hostel Management Committee. The Hostel Management Committee scrutinises the application and allots accommodation, on first come first serve basis. Rent is being charged to the extent of 15% of the total emoluments in the case of single bedrooms; 10% in the case of double bedrooms and 7-1/2 in the case of other rooms.

(d) State/Union Territory—wise allocation of Projects is not made under the Scheme. Projects are sanctioned on the basis of the application received from the voluntary organisations through the State Government/Union Territory Administration.

#### Railway Undertakings

2376. SHRI K. MOHANDAS : Will the Minister of RAILWAYS be pleased to state :

(a) the total amount spent during the Seventh Plan (uptil now) for setting up railway undertakings in the country;

(b) the names of States where the same have been set up;

(c) whether there is a proposal to set up any major railway undertaking in Kerala; and

(d) if so, the details thereof ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) The anticipated cumulative expenditure for the period from 1.4.'85 to 31.3.'88 during the VII Plan period for setting up Railway Production Units is Rs. 223.01 Crores.

(b) The Units have been set up as per details given below :

(i) Diesel Component Works, Patiala, Panjab.

(ii) Rail Coach Factory, Kapurthala, Punjab.

(iii) Wheel and Axle Plant, Yelahanka, Bangalore, Karnataka.

(c) No, Sir.

(d) Does not arise.

#### [Translation]

#### Allocation for Gobind Ballabh Pant Environment Institute

2377. SHRI HARISH RAWAT : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) the provision made during 1987-88 for the Gobind Ballabh Pant Environment Institute to be set up at Katarmal in Almora district of Uttar Pradesh;

(b) whether this amount has been utilised; and

(c) if not, the reasons therefor ?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI Z.R. ANSARI) : (a) An amount of Rs. 10 lakhs has been provided in 1987-88 for the Govind Ballabh Pant Himalaya Paryavaran Evam Vikas Sanshan.

(b) No, Sir.

(c) The Institute is in the initial stages of establishment. The Institute was registered as an autonomous body on 14.7.1987. Action has been taken to appoint a Director. Acquisition of land and hiring a suitable accommodation in consultation with State Government is in progress.

#### Track Maintenance by Contractors

2378. SHRI RAM PUJAN PATEL : Will the Minister of RAILWAYS be pleased to state :

(a) whether the work of rail track maintenance and earth work (ballast laying), which was previously being done by the gangmen appointed by Ministry has now been entrusted to contractors;

(b) if so, since when and the reasons therefor; and

(c) whether contractors are exploiting the labourers to get these works done in this way ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) No, Sir. No item of regular track maintenance which was previously being done departmentally is being entrusted to contractors. Earthwork for repairs to embankments and dumping of ballast supplied alongside tracks were mostly being done by contract even previously. Certain special works of occasional nature, like track renewal and deep screening of ballast are being done either by contract or by departmental labour, depending on the local conditions including availability of casual labour.

(b) Does not arise.

(c) No, Sir, Whenever any work is done through contract, the conditions of contract make it obligatory for the contractor to ensure observance of all labour laws applicable.

[English]

Agreement for a Comprehensive Study of Development of Calcutta and Haldia Dock System with Japan

2379. SHRI G.M. BANATWALLA : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether there is any proposal to have an agreement with Japan for a comprehensive study of the development of the Calcutta and Haldia dock system;

(b) if so, whether the Japanese agency has been identified to undertake the project ;

(c) the objectives and other details of the study.

(d) the time by which the study is expected to commence and conclude; and

(e) the financial implications of the study ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) and (b). The Japan International Corporation Agency has been entrusted with a comprehensive study on development of Calcutta and Haldia dock systems.

(c) The objectives of the study are :

(i) to prepare a Master plan for Calcutta and Haldia dock systems for the period upto the year 2005 ; and

(ii) to determine technical, economic and financial feasibility of Short-term development plan to be formulated for the development of Calcutta and Haldia dock systems within the framework of Master plan.

(d) The study will commence shortly and is likely to take 18 months time for completion.

(e) The study has been entrusted to JICA on 100% grant basis,

Control of Blindness

2380. SHRI JAGANNATH PATNAIK :  
SHRI R.M. BHOYE :

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

(a) the target set and achieved under the National programme for the control of blindness during the year 1986-87; and

(b) if there is a shortfall, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) The target set and performance achieved in respect of cataract operation under the N.P.C.B. during 1986-87 is as under :

Year	Targets	Performance	Achievement
1986-87	13.83 lakhs	11.76 lakhs	87%

(b) Targets are being set on an assessment of the problem based on I.C.M.R. Survey of 1971-73. Quantum of the workload available within the population, depending on the backlog determines largely the achievements in this regard. Since 1981-82 country-wise performance has increased from 5.50 lakh to nearly 12 lakh per year. Yearly achievements ranging between 85% 89% since 1982-83 is expected to have affected the workload within the population.

**Development of Railway Stations in Palghat Division.**

2381. SHRI V.S. VIJAYARAGHAVAN : Will the Minister of RAILWAYS be pleased to state :

S.No.	Name of Work	Cost in Lakhs of Rupees
1.	Payyanur : Remodelling of Station Building	9.80
2.	Shoranur : Provision of additional platform cover 48 Metres on platform Nos. 2 and 3	5.28
3.	Tanur : Extension of platform shelter by 112 Metres	5.43
4.	Parappanangadi : Extension of platform shelter by 112 Metres.	5.42
5.	Payyanur : Extension of platform shelter by 96 Metres	5.68
6.	Cannanore : Extension of platform shelter by 96 Metres	5.68
<b>Total :</b>		<b>37.29</b>

Since the above works are at the proposal stage, it will be difficult to indicate the date of completion of the work.

**Educated Youths from Rural Areas**

2382. SHRI JANAK RAJ GUPTA : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether it is a fact that the youths educated in educational institutions in rural and backward areas are not in a position to compete in various competitive examinations for Medical courses, Engineering courses and I.A.S. and I.P.S. etc. with those who get their education in public schools, convent schools etc.; and

(a) whether any developmental work is proposed to be undertaken at the railway stations on Palghat Division in Kerala; and

(b) if so, the details thereof together with the completion schedule?

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

(b) Works costing Rs. 37.29 lakhs have been proposed for inclusion in the Budget for 1988-89 as given below :

(b) If so, the steps Government propose to take to make the youth educated in rural areas to compete at par with those who get their education in cities, convent schools etc.?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P.SHAHI) : (a) and (b). The scheme of Civil Services Examination through which recruitment is made to I.A.S., I.F.S., I.P.S. and various Central Services has been

designed in such a manner that it does not get tilted towards the candidates having a particular type of back-ground or hailing from particular region of the country. Admissions to Engineering course in Indian Institutes of Technology are made through Joint Entrance Examination conducted on all India basis, which provides equal opportunity for all students irrespective of their place of living and schooling. Similarly competitive Entrance Examination is held for admission to Medical Courses (MBBS) which does not favour candidates of any particular back-ground or region.

**Repair Jobs of Old and Damaged Ships Undertaken by Cochin Shipyard**

2383. SHRI ATISH CHANDRA  
SINHA :  
DR.G.S. RAJHANS I

Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the Cochin Shipyard Limited has undertaken repair jobs pertaining to very old and damaged ships of a private liner at a very low rates;

(b) If so, the details thereof;

(c) whether the shipyard is likely to incur huge loss on account of such repair jobs; and

(d) if so, the steps taken to ensure that the shipyard does not suffer any loss on account of undertaking such repair jobs?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) and (b). Presumably, the Hon'ble Members of Parliament refer to the repairs of S.S. SANJEEVINI, a transhipper owned by M/s Salgaocar and Bros. Cochin Shipyard Limited accepted the repair order of S.S. SANJEEVINI at a time when the Shipyard's facilities were under-utilised. The Shipyard offered certain incentives to the owners to secure this order worth about Rs. 3 crores, including among others;

(i) limiting the dry dock hire charges to 100 days;

(ii) treating the steel scrap as owners property; and

(iii) non-imposition of price escalation, etc.

(c) No. Sir.

(d) Does not arise.

**Kendriya Vidyalayas in Bangalore**

2384. SHRI V.S. KRISHNA IYER : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the total number of Kendriya Vidyalayas in Bangalore City;

(b) the detail of their locations;

(c) whether Government are aware that a large number of Central Government employees are finding it difficult to get admission in the existing Kendriya Vidyalayas due to limited seats and the limited number of these schools; and

(d) if so, whether a Kendriya Vidyalaya is proposed to be opened either in Jayanagar or Basavanagudi areas of Bangalore city?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAHI) : (a) and (b). There are 11 Kendriya Vidyalayas located in Bangalore City, the details of which are as under :

1. ASC Centre (South), Bangalore
2. National Aeronautical Laboratory, Bangalore.
3. Indian Institute of Science, Bangalore.
4. MEG and Centre, Bangalore.
5. Hebbal, Bangalore.
6. Air Force Station, Jalaballi West, Bangalore.
7. Malleswaram, 18th Cross, Bangalore.

8. AFS Yelahanka, Bangalore.
9. AFS Jalahalli No. 2, Bangalore.
10. Wheel & Axle Plant, Yelhanka, Bangalore—560064.
11. DRDO Complex, Jeevan Bhima Nagar, Bangalore—560075

(c) and (d). Yes, Sir. Keeping in view the requirements, new Kendriya Vidyalayas are opened every year depending on financial resources available and receipt of suitable proposals. The decision about the number and location of Kendriya Vidyalayas to be opened in the country, during 1988-89 has not been taken yet.

#### Nation-wide Library Movement

2385. SHRI V. TULSIRAM : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether there is a proposal under consideration of Government to start a nation-wide library movement in the country?

(b) if so, the details thereof;

(c) the states where this movement will be taken up in the first instance and the expected financial help to be given to the states; and

(d) the extent of financial assistance to be given to Andhra Pradesh for the purpose and the extent to which the movement will be helpful in tribal and backward areas of the State?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAHI) : (a) and (b). The Government of India established the Raja Rammohun Roy Library Foundation in 1972 with the main objective of promoting and supporting public library movement in the country by providing library services and by developing reading habits all over the country. In order to promote library

movement in the country, the Foundation has undertaken a number of schemes of assistance on matching and non-matching basis.

(c) The schemes of the Foundation have not been formulated State-wise; all States and Union Territories are eligible to apply and receive financial help.

(d) At present, under the matching schemes of the Foundation, Andhra Pradesh Government can receive a maximum of Rs. 5.00 lakhs, provided they contribute an equal amount. The extent of benefit to tribal and backward areas will depend on the programmes of the State Government concerned.

#### Schemes Undertaken by Assam Government to Improve Medical Facilities

2386. SHRI BHADRESWAR TANTI : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Union Government have given any financial assistance for schemes undertaken by Assam Government for improvement of medical facilities and the provision made in the Seventh Five Year Plan; and

(b) the outlines of the schemes and the amount released and proposed to be released?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) (a) Yes, Sir.

However, no Statewise allocation of outlays for the Seventh Five Year Plan period against the Centrally Sponsored Schemes is made. Funds to the States under these schemes are allocated on year to year basis depending upon the availability of funds for that year as well as performance and necessity of a particular State against a particular Scheme.

(b) A statement is given below.



## Statement

Name/Outlines of the Scheme	Central assistance released		Allocation of Central Assistance	
	1985-86	1986-87	1987-88	
1	2	3	4	
	(Rs. in lakhs)			
1. National School Health Services—100%	0.25	0.50	—	
i. Regular Health Checkup of Primary school students and immunisation.				
ii. Health Education of the Students.				
iii. Treatment of minor ailments by teachers and training of teachers.				
iv. Health card for every child in 100 PHCs out of which 3 in Assam.				
2. Training and Employment of MPWs—50 : 50 To train unipurpose into multipurpose workers.	2.00	0.50	2.81	
3. Training of Specialist and Paramedical workers—50 : 50 To train paramedical workers to man the Rural Health infrastructure	1.00	—	2.50	

1	2	3	4
4. Lab. Facilities at PHCs and Rural Dispensaries.	—	0.19	0.37
Creation of at least one Lab. technician post in every rural Dispensary.			
5. National Malaria Eradication Programme (Rural)—50 : 50	303.10	384.49	356.25
To help States contain the escalation of malaria and to prevent deaths due to malaria with eradication of the disease as the ultimate goal.			
6. National Filaria Eradication Programme—50 : 50	1.30	2.55	2.14
7. National Leprosy Eradication Programme—100% financial support			
Leprosy case detection, treatment, education of patients and rehabilitation of cured patients.	24.00	23.00	23.00
8. National T.B. Control Programme—50 : 50			
Cost of materials/equipment, anti-TB drugs released to TB clinics run by the State Government.	27.07	23.13	24.20
9. National Programme for Control of Blindness			
Strengthening of Block level Health Centres for Primary Eye Care.	30.73	19.43	22.97

1

Development of District Mobile Eye Units.  
Strengthening of Eye department of Medical College.

Support for one Regional Instt. of Ophth.  
Health education activities for Eye Care.

Distribution of Anti-biotic Eye ointment tubes  
for follow-up anti-trachoma measures,

Training of Ophthalmic Assistants and orientation  
PHC Medical Officers for Community Eye  
Care.

Establishment of State Ophthalmic Cell.

Grant-in-aid to Voluntary Organisation for  
carrying out eye care services in out-reach  
areas.

2

3

4

[*Translation*]

**Integrated Child Development  
Services Programme**

2387. SHRI VIRDHI CHANDER JAIN :  
Will the Minister of HUMAN RESOURCE  
DEVELOPMENT be pleased to state :

(a) whether it is a fact that the Integrated Child Development Services Programme has suffered because of lack of coordination between the functionaries of Integrated Child Development Services Programme and the Health Department and appointment of less functionaries for the implementation of the programme;

(b) whether the children and expectant mothers of rural areas are not getting the required nutrition under the said programme;

(c) whether proper arrangements have been made for monitoring the said programme by the Union Government ; and

(d) if so, the details of drawbacks noticed and action taken proposed to remove the deficiencies to make the said programme successful ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS AND SPORTS AND WOMEN AND CHILD DEVELOPMENT IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI MARGARET ALVA) : (a) Coordination Committees, at different levels, have been set up for effective planning and coordination of the Integrated Child Development Services (ICDS) Programme. No set back to the programme, attributable to lack of coordination between ICDS and health functionaries, has been reported.

Except honorary worker, all ICDS functionaries are appointed as per the rules and regulations of the respective State Governments/Union Territory Administrations. No cases of State Government appointing functionaries lacking prescribed qualifications has come to the notice of this Ministry.

(b) According to the reports received for December 1987, 83.79 lakhs children and 15.98 lakh pregnant women and nur-

sing mothers were getting supplementary nutrition in 1,30,910 Anganwadis in 1347 reporting ICDS projects.

(c) and (d). The ICDS programme is being monitored regularly. Reviews with State authorities are also held, from time to time, to determine factors responsible for slow progress, if any, and to take remedial measures.

An evaluation of 33 ICDS projects, started in 1975-76 on an experimental basis, has been done by the Programme Evaluation Organisation of the Planning Commission. Another independent assessment was made in 1983. A number of medical colleges, under the overall guidance of the All India Institute of Medical Sciences, have been conducting annual surveys on the health and nutritional status of children and mothers in ICDS areas. A large number of other independent studies have also been conducted on the programme by institutions like home science colleges and schools of social work.

The studies have brought to light certain constraints in the areas of training, organisation and supplementary nutrition. To remove deficiencies, the training curricula have been reviewed and improved. Also, State-level and, in some districts, Districts level ICDS cells have been established for better supervision and monitoring. Enhanced scales of supplementary nutrition have also been recommended to the States.

[*English*]

**Railway Division at Sambalpur**

2388. DR. KRUPASINDHU BHOI :  
Will the Minister of RAILWAYS be pleased to state :

(a) the amount provided by Government for setting up of a Railway Division at Sambalpur in Orissa in 1986-87 and 1987-88;

(b) whether the fund provided in the above years for that Division is not adequate;

(c) if so, the reasons therefor; and

(d) the steps taken to provide more funds in 1988-89 in order to expedite the project ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) 1986-87

12 lakhs.

1987-88—65 lakhs.

(b) Fund provided is adequate.

(c) Does not arise.

(d) Rs. 93 lakhs are proposed to be provided for this Project during 1988-89.

**Introduction of More EMU Locals  
on Howrah-Barddhaman  
Cord Line**

2389. DR. SUDHIR ROY :  
SHRI PURNA CHANDRA  
MALIK :

Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any proposal to introduce few more E.M.U. locals on Howrah-Barddhaman Cord line;

(b) if so, the details thereof; and

(c) if not, the reasons therefor ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA); (a) to (c). From 26.1.1988, one additional pair of EMU locals has been introduced between Howrah and Baruipera. From the same date, three Howrah-Baruipera Locals have been extended upto Chandanpur on the Barddhaman Chord Line.

**Cancellation of Passenger Trains  
during 1987-88**

2390. SHRI BASUDEB ACHARIA :  
Will the Minister of RAILWAYS be pleased to state :

(a) the number of passenger trains cancelled during 1987-88; and

(b) the reasons for such cancellation ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) and (b). Passenger trains are at times cancelled due to poor patronisation and reorganisation of train services or due to un-avoidable circumstances like floods and breaches, drought and other operational reasons. Information is being collected and will be placed on the table of the Sabha.

✓ **Amendment of Indian Forest Act**

2391. SHRI SHANTARAM NAIK :  
Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) whether Government propose to amend the Indian Forest Act, 1927 ; and

(b) if so, the essential features of the proposed amendment ?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI Z.R. ANSARI) : (a) Yes, Sir.

(b) The proposed amendments have not yet been formulated.

**In House Quality Control Laboratory**

2392. SHRI KAMLA PRASAD SINGH :  
Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether a unit seeking a drug licence is supposed to have an in-house quality control laboratory;

(b) whether a number of drug companies do not have an in-house quality control laboratory;

(c) if not, the details of the drug-medicine manufacturing companies/units which do not have in-house laboratory but market their drugs to Government run hospitals and dispensaries; and

(d) the details of steps taken to deal with these erring units ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE\* (KUMARI SAROJ KHA-PARDE): (a) to (d). According to the provisions of the Drugs and Cosmetics law, every manufacturer is required to have in house testing laboratory. This is one of the conditions of licence. Purchases are made only from licensed manufacturers. Licenses are granted by the State Drug Controllers. According to the information furnished by the State Drugs Controllers, there are about 80 manufacturing units who do not have their own testing laboratories. The drug manufacturers in Maharashtra who do not have testing laboratories have obtained stay from the court.

#### Hindi Universities in the Country

2393. SHRI G. BHOOPATHY : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the number of Hindi Universities in the country ;

(b) the details of their locations ; and

(c) whether there is any proposal to establish new universities ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAHI) : (a) There no Hindi Universities as such in the country.

(b) Does not arise.

(c) The Government is considering a proposal for establishment of an International Hindi University.

#### Programme for "Education for Women's Equality"

2394. SHRI BALASAHEB VIKHE PATIL : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased state :

(a) whether a programme entitled "Education for Women's Equality" is under the consideration of Union Government;

(b) if so, whether it has been finalised;

(c) whether the programme will lay emphasis on improving women's educational standards; and

(d) if so, the details thereof ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAHI) : (a) and (b). Yes, Sir, It is proposed to take up the programme "Education for Women's Equality" in 10 districts in 3 States namely Gujarat, Karnataka and Uttar Pradesh. The details of the scheme are being worked out.

(c) and (d). The project envisages a comprehensive programme to solve the problems of women's education as linked with overall improvement in women's status, by starting educational activities, support services, vocational training, advanced condensed courses and training and orientation programmes. Women's activity centres visualised under this project for villages in the selected districts will be the focus of activities for adult education, non-formal education, child care and creche services, etc.

#### Excavations at Kurukshetra

2395. SHRI YESHWANTRAO GADAKH PATIL : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether the Archaeological Survey of India has recently conducted excavations in the Kurukshetra district of Haryana; and

(b) if so, the details of the results of these operations ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAHI) : (a) Yes Sir.

(b) Archaeological excavations at Thanesar, district Kurushetra, Haryana have

so far brought to light antiquities and remains from the early historical period to late Mughal period. The excavations at Thanesar are still in progress.

#### **Malaria Eradication Programme**

2396. DR. G.S RAJHANS :  
SHRI H.N. NANJE GOWDA ;

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

(a) whether the findings of the expert committee on malaria eradication have been considered by Government; and

(b) the details of the findings of the expert committee ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) Yes.

(b) The main observations of the Experts Committee are as under :

(1) To undertake malariogenic stratification of the problem areas in the country.

(2) Augmentation of facilities for training in malariology and allied fields at Centre and State level.

(3) Working out a plan of action to enlist active community participation towards anti-malaria programme and health education.

(4) Augmentation of Epidemiological services.

(5) Effective inter and intra-sectoral coordination for execution of environmental intervention measures to control malaria.

(6) Continuation of P. falciparum Containment Programme with SIDA assistance for the Eighth Five Year Plan period.

(7) Augmentation of research activities for undertaking new schemes/areas for operational field research.

#### **Correspondence Course in M.B.A**

2397. SHRI SALEEM I. SHERVANI : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether there is any Master of Business Administration Correspondence Course in any of the Indian Universities;

(b) if so, the details thereof ; and

(c) if not, whether there are any plans to introduce such a course ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SETHI) : (a) and (b). At present an M.B.A. programme through correspondence is offered only by the Panjabi University, Patiala. Enrolment in this programme is restricted to Defence Officers,

(c) The Indira Gandhi National Open University has introduced a Diploma Course in Management. This programme is concluded as a module of Master's Degree in Management which the University envisages to introduce eventually

[Translation]

#### **Export of oral Contraceptive Pills 'Mala D' 'Copper T'**

2398. PROF. 'NIRMALA KUMARI SHAKTAWAT : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether after meeting the demand of the country Oral contraceptive pills 'Mala D' or 'Copper T' are being exported ;

(d) the names of the countries to which condoms are being exported; and

(c) the profit being earned by Government thereon ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) No, Sir.

(b) and (c). M/s. Hindustan Latex Limited, Trivandrum a public Sector undertakings of the Ministry of Health and Family Welfare has negotiated an export order for 75 million pcs. of Condoms to North America including Canada and United States. The amount of profit earned by the Company in this transaction will only be known after the export is completed.

[English]

**Demand for Assistance by Maharashtra Government for National Health Programmes**

2399. DR. DATTA SAMANT : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) the amount paid to the Government of Maharashtra in the year 1985-86, 1986-87 for implementing National Health Programmes like family welfare, leprosy and tuberculosis and malaria eradication etc.

which are assisted by the Union Government;

(b) whether the State Government has requested for giving more assistance; and

(c) if so, the decision Government have taken in the matter ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) Information is furnished in the statement below.

(b) and (c). Each Programme has an approved pattern of financial assistance. Grants are released to State Governments provisionally taking into account the pattern of financial assistance under each Programme and the expenditure reported and anticipated during the financial year, and are subject to adjustment on the basis of audited figures of actual expenditure.



## Statement

(Rs. in lakhs)

S. No.	Name of the Scheme	Year 1985-86				Year 1986-87			
		Cash Grant	Commodity Grant	Total	Cash Grant	Commodity Grant	Total	Commodity Grant	
									3
1.	National Leprosy Control Programme.	82.00	45.00	127.00	50.00	50.00	100.00		
2.	National Tuberculosis Control Programme.	—	115.34	115.34	—	146.29	146.29		
3.	National Malaria Eradication Programme.	559.43	336.93	896.36	538.32	622.27	1160.59		
4.	National Filaria Control Programme.	21.50	14.62	36.12	11.00	17.10	28.10		
5.	National Trachema and Blindness Control Programme.	63.10	3.08	66.18	53.79	—	53.79		
6.	National Family Welfare Programme.	4,225.39	341.29	4,596.68	4,245.14	447.91	4,693.05		

**[Translation]****Nature Cure Centres in Uttar Pradesh**

2400. SHRI AKHTAR HASAN : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) the number of nature cure centres in Uttar Pradesh which are receiving grant in aid from the Union Government;

(b) the places where these are located and the number of the patients attended therein every year; and

(c) the number of nature cure centres proposed to be opened during this year and the places where these centres will be opened ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) and (b). The Union Government do not give financial assistance to any Nature Cure institution in the country directly. A Central Council for Research in Yoga and Naturopathy (CCRYN), has, however, been established which is totally financed by the Union Government. This Council renders financial assistance to the Nature Cure institutions in the whole of the country for carrying out research and training. The Council have informed that they are not rendering financial assistance to any of the Nature Cure Centres in Uttar Pradesh. They were rendering financial assistance to the National College of Naturopathy and Research, Lucknow, for conducting 4-1/2 years training course in Naturopathy till 1985-86. This institution had been advised to get themselves affiliated to some University, but they have not done so till now and financial assistance to this Institution has also been stopped pending their affiliation to some University.

(c) The CCRYN have no proposal to open any of its own centres in Uttar Pradesh. However, applications received from the following institutions of Uttar Pradesh are under consideration of the Council for financial assistance :

(1) Nature Cure & Yoga Training Institute, Khetasarai, Jaunpur (U.P.)

(2) Jiwan Nirman Ashram (Maharishi Dayanand Prakritik Yog Pratisthan Vaidic Ashram, Aligarh (U.P.)

(3) Prakritik Chikitsa and Yoga Vigyan Sansthan, Sultanpur (U.P.)

**[English]****Passenger amenities at Macheda Railway Station**

2401. SHRI GADADHAR SAHA : SHRI MATILAL HANSDA :

Will the Minister of RAILWAYS be pleased to state :

(a) whether the minimum prescribed passenger amenities are available at Macheda Railway Station on South Eastern Railway;

(b) if so, the details thereof; and

(c) if not, the steps taken/proposed to provide adequate passenger amenities on this station ?

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

(b) The station has been provided with adequate passenger amenities, viz, Waiting Hall, Benches, High Level Platforms, drinking water, lavatories, urinals, Booking Windows, Waiting Rooms, Foot-over-Bridge, platform cover, etc.

(c) Does not arise.

**Opening of more C.G.H.S. Dispensaries in West Bengal**

2402. DR. PHULRENU GUHA : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) the total number of CGHS dispensaries operating in West Bengal at present;

(b) whether there is any proposal under Government's consideration for opening of more dispensaries in West Bengal; and

(c) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) to (c). At present 17 C.G.H.S. dispensaries are operating in Calcutta, West Bengal. During the remaining period of Seventh Five Year Plan, 3 more dispensaries are likely to be opened in Calcutta subject to availability of resources.

**Shipping and Insurance Cost of Pumps to be Exported to USA**

2403. SHRI Y.S. MAHAJAN : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether exports of various types of pumps for liquids and their accessories to the USA are low because of high shipping and insurance costs; and

(b) whether there is any proposal to bring down the shipping and insurance costs of the pumps to boost exports and to earn foreign exchange ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) and (b). Survey made by the Ministry of Commerce indicate that freight charges on export of Indian pumps and parts are marginally higher in comparison with a few selected countries. However, marine cargo insurance rates compare favourably with international rates. Indian shipping lines have reported that export of pumps and accessories to USA is presently negligible, but they are prepared to review the rates on representation from the trade if it is established that present rate is impeding exports.

**Booking office at Buldana District Headquarters**

2404. SHRI MUKUL WASNIK : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have received representations for the opening of a railway

booking office at the headquarters of the Buldana district; and

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

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

(b) Traffic potential from Buldana does not justify opening of an out agency.

[Translation]

**Private Buses under DTC Operation**

2405. SHRI SARFARAZ AHMAD : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) the number of buses owned by the DTC and private buses under its operation; and

(b) the total income to Government from the private buses, and the amount of payment being made to them annually ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) As on 1.3.88 the fleet position of Delhi Transport Corporation is as under :

DTC owned buses	4365
Private buses under DTC operation.	1009
Total	<u>5374</u>

(b) According to provisional estimates, during the period April '87 to December, 87, against an income of Rs. 21.01 crs. from privately operated buses, total expenditure including payment to Private Operators is Rs. 25.22 crs.

[English]

**Payments made against Claims Cases**

2406. SHRI RAM BHAGT PASWAN : Will the Minister of RAILWAYS be pleased to state the total amount paid by Railways

on account of compensations against claims cases, during the last one year ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : During 1986-87, the Railways paid Rs. 42.45 crores as compensation for loss and damage to booked goods to all claimants.

**Development of Vedic Mathematics by Rashtriya Ved Vidya Pratishthan**

2407. SHRI C. JANGA REDDY :  
DR. A. K. PATEL :

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

(a) whether the Rashtriya Ved Vidya Pratishthan is going to correlate the Vedic Mathematics and other Ved Vidyas to Modern Times;

(b) if so, the steps envisaged in this regard;

(c) what 'other kinds of works' come in the purview of the pratishthan and whether the preparation and publication of an Encyclopaedia of Bharatiya Vidyas, life and culture and Bharatiya illuminating traditions may also be one of its works;

(d) the details of the experts/scholars associated with it;

(e) the location (s) of the pratishthan ; and

(f) whether a seminar in this context is to be held and if so, the details thereof ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L. P. SHAHI) : (a) Yes, Sir.

(b) As a first step workshop is being organised at Jaipur from 25th March to 28th March, 1988 to discuss the significance of vedic Mathematics and its relevance to the curriculum of mathematics in schools and to the application in computer technology.

(c) A statement of the objectives of the pratishthan which indicate the kind of work that come under its purview is given below.

(d) The names and addresses of the experts and scholars, associated with it are also given in the statement below.

(e) The Pratishthan is at present located in Shastri Bhavan, New Delhi.

(f) As in part (b) above.

**Statement**

**C. Objectives of Rashtriya Ved Vidya Pratishthan**

(i) to preserve, conserve and develop the oral tradition of vedic studies, for which the pratishthan will undertake various activities such as support traditional vedic institutions and scholars, provide fellowships/scholarships, undertake production of audio/video tapes etc. ;

(ii) to foster the tradition of intonation and recitation through the human agency ;

(iii) to encourage and ensure involvement of dedicated students in higher research in this field ;

(iv) to provide for research facilities to students with the background of vedic Knowledge and to equip them with sufficient scientific and analytical outlook, so that modern scientific thought contained in the vedas particularly disciplines of mathematics, astronomy, meteorology, chemistry, hydraulics, etc. could be linked with modern science and technology and a report established between them and modern scholars ;

(v) to establish, takeover, manage or supervise vedic pathshalas/research centres all over the country, maintain or run them for any of the objects of the society ;

(vi) to revive and administer such of the endowment and trusts as are defunct, or not properly run ;

- (vii) to give special attention to shakhas which are extinct and for which human repositories can be identified and to prepare a detailed list of pandits related to these Shakhas ;
- (viii) to ascertain the present status of oral traditions relating to the Vedas particularly intonation and recitation peculiar to various regions, institutions and Mathas in the country ;
- (ix) to collect information about the state of textual material, printed manuscripts, texts, commentaries and interpretations etc. of the various oral traditions of Vedic Shakhas ;
- (x) to collect information about the present state of recordings both audio and visual available in the country;
- (xi) to undertake all such activities as may be necessary, incidental or conducive to the attainment of all or any of the objectives of the pratisethan in accordance with the memorandum of society.

**D. Names and Addresses of the Experts Scholars Associated with Rashtriya Ved Vidya Pratishthan**

1. Shri O.M.C. Namboodiri,  
Secretary, Brahmaswam Matham,  
Trichur (Kerala).
2. Shri P. C. Sharma,  
Gandhi Basti, Opp. Dewkas Shop,  
Guwahati-781003.
3. Shri Iswar Bhai Patel,  
Chairman, Maharshi Academy of  
Vedic Sciences, A' medabad.
4. Shri Rameshwar Thakur,  
M. P. Akhil Bharatiya Veda  
Rakshan Nidhi.  
15, Rakab Ganj Road, New Delhi,
5. Shri Raghu Ram Shastri,  
Principal, Shrauta Vidyalaya,  
Srirangam, Tamil Nadu.

6. Shri Samba Dixit,  
Principal, Ved Vidyalaya,  
Gokaran (Karnataka).
7. Godavari Venkatanarsimha  
Avedhani,  
Patumavari, Agraharam,  
Tenali (A.P.).
8. Shri Pattabhiram Shastri,  
4/7, Hanuman Ghat,  
Varanasi.
9. Prof. D. P. Chattopadhyaya,  
Chairman, Central Sanskrit Board,  
25, Park Mans'ion Street,  
Calcutta.
10. Dr. T. N. Dharmadhikari,  
Director, Vedic Sanshodhan  
Mandal,,  
T. V. Nagar,  
Poona.
11. Dr. Mandan Mishra,  
Director, Rashtriya Skt. Sansthan,  
A-40, Vishal Enclave, Raja Garden,  
Delhi,
12. Dr. B. S. Kumar,  
Vice-Chancellor,  
K. S. D. Skt. University,  
Darbhanga (Bihar).
13. Shri V. Venkatachalam,  
Vice-Chancellor,  
Sampoornanand Skt. Vishwavidya-  
laya  
Varanasi.
14. Prof. B. K. Mohanty,  
Vice-Chancellor,  
Jagannath Skt. University,  
Puri.
15. Shri R. C. Sharma,  
Vice-Chancellor,  
  
Gurukul Kangari Vishvavidyalaya,  
Haridwar.

**Platforms at Howrah Railway Station**

2408. SHRI RAMASHRAY PRASAD SINGH : Will the Minister of RAILWAYS be pleased to state :

(a) the total number of passenger platforms functioning at Howrah Railway Station prior to 1st May, 1986;

(b) the details of passenger platforms functioning at present; and

(c) whether there is a proposal for construction of more new passenger platforms and conversion from goods to passenger platforms at Howrah Station, if so, the details thereof ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) 15 Nos.

(b) 15 Nos.

(c) Under the Scheme of "Augmentation of Coaching Facilities Phase I" four additional passenger platform faces are being provided at Howrah Station by dismantling Goods Shed Nos. 4 & 5 and the work is in progress.

#### Revision of Pollution Standards

2409. SHRI SATYENDRA NARAYAN SINHA : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) whether the Punjab, Haryana and Delhi Chamber of Commerce and Industry have represented to Government that standards for pollution control are too stringent to be observed;

(b) if so, whether Government would consider to revise these standards;

(c) whether the frequent power cuts and inadequate infrastructural facilities are also responsible for improper pollution control measures ; and

(d) whether timely and uninterrupted power supply would be made available to

industries for pollution control as demanded by the Chamber ?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI Z. R. ANSARI) : (a) Some representations in this regard were received by Central Board for the prevention and Control of Water pollution.

(b) After due examination it has been decided that in Haryana, the standard of total dissolved solids be relaxed from 2100 to 2500 milligrammes per litre.

(c) and (d). Power cut or inadequate power supply affects both production and other processes in the functioning of pollution control devices. Power supply depends on the generation and availability of power for distribution. However, interruptions in power supply cannot be accepted as a justification for non-adherence to pollution standards.

#### Universities not declared fit for U.G.C. Grants

2410. SHRI THAMPAN THOMAS : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the universities which have not been declared fit by the University Grants Commission to receive grants from it; and

(b) the reasons for the same in each case ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L. P. SHAHI) : (a) and (b). The names of Universities which have not been declared fit by U.G.C. to receive grants by U.G.C. and the reasons in each case are as follows :

	Name of the University	Year of Estt.	Reasons
1.	Telugu University, Hyderabad, Andhra Pradesh.	1985	The conditions prescribed in the rules framed under Section 12 B of the UGC Act are yet to be fulfilled. The State Government has also to amend the Act of the University as per the suggestions of the UGC.
2.	University of Health Science Vijayawada, A. P.	1987	The UGC had not yet framed rules for declaring Medical Universities fit for grants as there was no such university so far. The Commission is presently finalising the rules for this purpose.
3.	Arunachal University, Itanagar.	1985	The conditions prescribed in the rules framed under Section 12 B of the UGC Act are yet to be fulfilled.
4.	North Gujarat University, Patan, Gujarat.	1986	The conditions prescribed in the rules framed under Section 12 B of the UGC Act are yet to be fulfilled.
5.	Guru Ghasidas Vishwa- vidyalaya, Bilaspur, Madhya Pradesh.	1983	The conditions prescribed in the rules framed under Section 12 B of the UGC Act are yet to be fulfilled. The State Government has also to amend the Act of the University as per the suggestions of the UGC.
6.	Amravati University, Amravati, Maharashtra.	1983	The conditions prescribed in the rules framed under Section 12 B of the UGC Act are yet to be fulfilled. The State Government has also to amend the Act of the University as per the suggestion of the UGC.
7.	Kota Open University, Kota (Raj.)		The conditions prescribed in the rules framed under Section 12 B of the UGC Act are yet to be fulfilled.
8.	Ajmer University, (Rajasthan)		The conditions prescribed in the rules framed under Section 12 B of the UGC Act are yet to be fulfilled.
9.	Agricultural University, Bikaner, Rajasthan.	1987	The conditions prescribed in the rules framed under Section 12 B of the UGC Act are yet to be fulfilled.
10.	Tripura University, Tripura	1987	The conditions prescribed in the rules framed under Section 12 B of the UGC Act are yet to be fulfilled.
11.	Vidya Sagar University, Midnapore, West Bengal.	1981	The State Government has to amend the Act of the University as per suggestion of the UGC.

**Literacy Percentage**

241'. SHRI A. CHARLES : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the percentage of literacy in the country and the percentage in each State during the beginning of the Seventh plan;

(b) the targets fixed for the Seventh plan; and

(c) the targets achieved during the first two years of the Seventh Plan period ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT

(SHRI L. P. SHAHI) : (a) The literacy data is collected through the decennial census operations. The position regarding the present rate of literacy will be known after the next census which is due to be held in 1991. However, a statement showing the percentage of literacy in each State according to the 1981 census is given below.

(b) No targets are fixed for the plan period as such, though yearly targets for enrolment of adult illiterates are laid down under the Adult Education Programme.

(c) The enrolment during the first two years of the Seventh plan were 66.53 lakhs and 77.02 lakhs learners respectively.

**Statement**

Sl. No.	Literacy Rate
INDIA†	36.23
STATE/UNION TERRITORY	
1. Andhra Pradesh	29.94
2. Assam	—
3. Bihar	26.20
4. Gujarat	43.70
5. Haryana	36.14
6. Himachal Pradesh	42.48
7. Jammu & Kashmir @	26.67
8. Karnataka	38.46
9. Kerala	70.42
10. Madhya Pradesh	27.87
11. Maharashtra	47.18
12. Manipur	41.35
13. Meghalaya	34.08
14. Nagaland	42.57
15. Orissa	34.23
16. Punjab	40.86
17. Rajasthan	24.38



18.	Sikkim	34.05
19.	Tamil Nadu	46.76
20.	Tripura	42.12
21.	Uttar Pradesh	27.16
22.	West Bengal	40.94
23.	A & N Islands	51.56
24.	Arunachal Pradesh*	20.79
25.	Chandigarh	64.79
26.	D & N Haveli	26.67
27.	Delhi	61.54
28.	Goa*, Daman & Diu	56.66
29.	Lakshadweep	55.07
30.	Mizoram*	59.88
31.	Pondicherry	55.85

†Excludes Assam where census could not be held.

+ Includes age-group 0—4.

@Excludes the population of area under unlawful occupation of Pakistan and China where census could not be taken.

\*Arunachal Pradesh, Goa and Mizoram have since become States.

[*Translation*]

**Demand For Increase in Portage Rates**

2412. DR. CHANDRA SHEKHAR TRIPATHI : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that porters have demanded to increase the rates for carrying luggage:

(b) if so, whether Government have considered their demands; and

(c) if so, the decision taken thereon and if not, the reasons therefor ?

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

(b) and (c). As per extant policy, the portage rates of licensed porters are reviewed every alternate year. The rates

were revised last during December, 1986 and as such, the next review is due only in December, 1988.

**Railway Lines in Dumka (Bihar)**

2413. SHRIMATI MANORAMA SINGH : Will the Minister of RAILWAYS be pleased to state :

(a) whether Dumka is the only commissionery in Bihar which is predominantly inhabited by Adivasis and Harijans but it does not have a railway line ; and

(b) if so, whether there is any scheme to lay any railway line in the aforesaid area in the next Five Year Plan and if so, the details thereof ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Dumka is not linked by rail.

(b) Construction of rail link to Dumka is not programmed at present.

[English]

**UNESCO Advice for Conservation of Taj**

2414. SHRI VIJAY N. PATIL : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether the Archaeological Survey of India has sought expert advice from the UNESCO regarding conservation of the Taj Mahal ;

(b) if so, what advice has been given by experts from the UNESCO ;

(c) what is the view of the Indian experts on the suggestions made by the UNESCO experts on conservation of Taj; and

(d) the steps Government are taking after taking into consideration the suggestions of UNESCO and Indian experts on the conservation of Taj ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L. P. SHAH) : (a) and (b). Yes, Sir. The principal recommendations of the UNESCO experts are : (i) to conduct geo-technical investigations of substrata (ii) to study the seismic response (iii) documentation of cracks and conservation works done so far (iv) use of paper pulp/organic solvents for cleaning of marble (v) filling of cracks (vi) restoration of marble/semi-precious inlay-stones wherever missing or damaged (vii) replacement of dowels with noncorrosive metal (viii) study in alteration of sandstone and marble (ix) monitoring of air including sampling and analysis and (x) limitation of visitors inside the monument.

(c) Recommendations of the UNESCO experts were considered in depth by the Archaeological Survey of India and the HIGH POWER COMMITTEE on Taj, and a majority of these were endorsed for implementation.

(d) Scientific investigations on the lines suggested by the UNESCO experts including

documentation have been initiated through various national institutions like Central Building Research Institute, Structural Engineering Research Centre, National Geophysical Research Institute, Central Electrochemical Research Institute, National Research Laboratory for Conservation, Survey of India and the Archaeological Survey of India, etc. Cleaning of the marble surface by a new method called 'clay pack method', filling the cracks, restoration of missing and damaged pieces of marble and other semi-precious stones wherever necessary and continuous monitoring and sampling of the ambient air to keep a check over pollution levels have already been undertaken by the Archaeological Survey of India.

**Japanese Encephalitis**

2415. SHRI G. S. BASAVARAJU :  
SHRI S. M. GURADDI :  
SHRI DAL CHANDER JAIN :

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

(a) whether dreaded Japanese encephalitis has struck again this year also;

(b) if so, the number of deaths due to this disease in 1987-88, State-wise; and

(c) the financial assistance provided to each State in 1987-88 to check the disease ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) and (b). Japanese Encephalitis is endemic in several states of the country. During 1988, Bihar reported 1 case with no death and Karnataka 10 cases with 3 deaths.

No. of deaths due to Japanese Encephalitis during 1987 and 1988 State-wise are as under :

State	1987	1988
Andhra Pradesh	27	—
Assam	123	—
Bihar	145	—
Karnataka	43	3
Tamil Nadu	296	—
Uttar Pradesh	75	—
West Bengal	487	—

(c) There is no separate Central Plan Scheme for the control of Japanese Encephalitis. However, insecticides/fogging/ULV machine are being supplied to the affected states on 50:50 cost sharing basis under N.M.A.P. (Rural).

#### Teachers' Training Institutes

2416. SHRI SYED SHAHABUDDIN : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the number of districts which do not yet have an Elementary Teacher Training Institute;

(b) the number of districts where these institutes have been upgraded to District Institute of Education and Training;

(c) the target year for establishing the proposed district institutes in all districts of the country;

(d) the level of financial assistance by the Union Government to States for the proposed upgradation; and

(e) whether Government propose to encourage the establishment of Private Teacher's Training Institutes ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L. P. SHAHI) : (a) Information is being collected.

(b) Till 7th March, 1988, first instalment of Central assistance had been sanctioned to various State Governments for upgradation of 43 existing Elementary Teacher Training Institutes into District Institutes of Education and Training. The upgradation will be carried out by the State Governments with this assistance, over a period of time.

(c) Provisionally, it is proposed to sanction, by the end of the Seventh Plan period, District Institutes of Education and Training in all those districts of the country which can sustain a full-fledged institute of this nature. However, the extent of implementation of this programme would depend on availability of funds, and response of State Governments.

(d) Central assistance for upgradation is sanctioned on the basis of project prepared by the State Governments, looking to the specific requirements of institutions and districts concerned. However, as a norm, Central assistance for non-recurring items of expenditure is given to the extent of about Rs. 54.5 lakhs per project. In addition, assistance for recurring items of expenditure would also be available till the end of the Seventh Plan period to the extent of about Rs. 24.4 lakhs annually, reduced by the present level of expenditure on the institution being upgradated.

(e) No, Sir.

#### Incidence of Meningitis

2417. SHRI VAKKOM PURUSHOTHAMAN : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) the total number of cases of meningitis reported during the last three years, year-wise;

(b) the cases of deaths reported in the country due to meningitis during the last one year;

(c) the measure taken by Government to reduce the incidence of meningitis;

(d) whether attention of Government has also been drawn to the non-availability of meningitis vaccine in sufficient numbers in Government hospitals; and

(e) if so, the reason therefor and step taken by Government to make the vaccine available ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) According to the information received from the State/UT health authorities, the total number of Meningitis cases during the last three years are as under :

1985	15755
1986	10382
1987	8615
Total	<u>34752</u>

(b) During 1987, 1470 deaths due to Meningitis have been recorded in the country.

(c) The Government is taking appropriate measures to monitor and control of the disease by detecting the cases of Meningitis and treating them with proper antibiotics such as penicillin/Chlromphenicol etc., to reduce mortality. The Medical officers in School Health Programme are also taking special care in detecting cases in school children. The close contacts of the confirmed cases are being treated with chemoprophylactic agent *i.e.* Sulphadiazine.

(d) and (e). No effective vaccine has yet been developed against Group B meningococci. However some Polysaccharide vaccines of type A C & Y licenced in USA and other countries, have been imported and stocked at the National Institute of Communicable Diseases, Delhi for use in high risk health personnel working in hospital wards, casualty departments, laboratories handling cases etc. Since the cases of Meningitis occur in wider age groups and spread by direct contact including droplets and discharges from nose and throats of infected persons, it is not advisable to include Meningococcal Meningitis vaccination in immunization programme.

#### Ship Scrapping Policy

2418. SHRI S. B. SIDNAL : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether in view of the rapid technological obsolescence of ships Government are reviewing their ship scrapping policy; and

(b) if so, the details thereof ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) and (b). The policy in 7th plan for shipping sector is to rectify the structural weaknesses. The strategic emphasis is on replacement of overaged and uneconomic ships by modern fuel efficient ships. The Government has fixed the target of 2.5 MGRT to be scrapped during the 7th Plan Period.

[Translation]

#### Reservation in Confirmation of Services of Doctors belonging to SC/ST

2419. SHRI MANVENDRA SINGH : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether there is a provision for reservation in the confirmation of services of the doctors belonging to Scheduled Castes and Scheduled Tribes;

(b) if so, whether his Ministry has ever followed it;

(c) whether doctors have submitted a memorandum to this effect many a time during the period between 1985-88;

(d) if so, the action taken so far by Government on these memoranda;

(e) the number of such doctors belonging to SC/ST who have not been confirmed and are working in Dr. Ram Manohar Lohia and Safdarjang hospitals respectively; and

(f) the date by which the said doctors are likely to be confirmed on the posts under the aforesaid quota ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) and (b). At the time of confirmation of Medical Officers relating to various Sub-cadres of Central Health Service, necessary instructions on the subject pertaining to reservation of SC/ST candidates in confirmation as issued by the Department of Personnel and Training are followed.

(c) and (d). Individual representations in the matter have been received and action on the same is being processed in consultation with Department of Personnel and Training and Union Public Service Commission.

(e) There are nine Medical Officers in various grades belonging to SC/ST posted in Dr. Ram Manohar Lohia Hospital and eight Medical Officers in various grades

belonging to SC/ST posted in Safdarjang Hospital. Out of these, eight in Dr. Ram Manohar Lohia Hospital and six in Safdarjang Hospital have not yet been confirmed.

(f) The confirmation in different sub-cadres of Central Health Service consisting of various participating units under it including Dr. Ram Manohar Lohia Hospital and Safdarjang Hospital, New Delhi are made strictly in the order of seniority against permanent posts in the cadre as a whole. Since the seniority of all the doctors irrespective of their place of posting is maintained in a combined manner the confirmations are not made institution-wise but on the basis of common seniority.

The process of confirmation being a continuous one, the Medical Officers including SC/ST are confirmed as and when substantive vacancies become available.

#### **Pollution at Damodar Valley Coal Fields**

2420. SHRI YOGESHWAR PRASAD YOGESH : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) whether the Damodar valley coal fields is the most polluted region of the country;

(b) if so, the names of the disease caused from effluents of the Damodar Valley coal fields; and

(c) the steps being taken by Government to reduce pollution ?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI Z. R. ANSARI) : (a) Damodar Valley coal fields are highly polluted areas. In the open cast mining considerable particulate matter is emitted. From the Coal Washeries effluents containing coal particles are discharged. Coke production in the vicinity of the coal fields results in the emission of hydro-carbons to the environment.

(b) The effluents have adverse effects on health but no specific disease is linked with these effluents. The emissions into air may cause respiratory and lung disorders.

(c) The steps being taken to reduce pollution are :

- (1) Provision of dust suppression arrangements at Coal Handling Plants, Coal Washeries and Coal Loading points;
- (2) Spraying of water on mine haul roads for suppressing dust raised during transportation of coal and over burden and reducing and preventing spillage of coal and over-burden on roads;
- (3) Minimising dust by providing buffer zones and green belts in and around the colliery areas and raising of plantations on over-burden dumps; and
- (4) Switching over to mechanised soft coke making in place of open 'Bhatta' system.

#### **Setting up of Central University**

2421. SHRI DAL CHANDER JAIN : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the criteria laid down for the setting up of a Central University; and

(b) whether Government propose to declare the oldest university of the Madhya Pradesh situated in Sagar as a Central University ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAHI) : (a) No criteria have been laid down for the setting up of Central Universities.

(b) The Central Government have no proposal to bring Universities functioning under State Legislations under Central Acts.

[English]

#### **Metre Gauge Trains of 100 KMPH Speed**

2422. SHRI RADHAKANTA DIGAL : Will the Minister of RAILWAYS be pleased to state :

(a) the number of metre gauge trains of 100 Kmph speed introduced so far;

(b) the routes on which such trains have been introduced;

(c) whether there is any proposal to introduce more such trains between H. Nizamuddin and Bhubaneswar on the Kalinga-Utkal Express routes; and

(d) if so, the details thereof ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) and (b). Indian Railways are successfully operating the following seven 100 KMPH Metre Gauge trains :

- (i) 501/502 Delhi-Jaipur Pink City Express.
- (ii) 505/506 Ahmadabad-Delhi Ashram Express.
- (iii) 507/508 Ahmadabad-Jaipur Marwar Express.
- (iv) 509/510 Delhi-Jodhpur Mandore Express.
- (v) 515/516 Delhi-Udaipur Garib Nawaz Express.
- (vi) 115/116 Madras Egmore-Tiruchchirappalli Pallavan Express.
- (vii) 135/136 Madras Egmore-Madurai Vagai Express.

(c) No, Sir.

(d) Does not arise.

[*Translation*]

#### **Doubling of Patna-Gaya Section**

2423. SHRI RAMSWAROOP RAM : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any proposal for doubling the railway line on Patna-Gaya Section of Eastern Railway; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) and (b). Doubling of this section is not proposed in 1988-89 Budget. However, the following works estimated to cost about Rs. 6.35 crores have been proposed in the Budget for 1988-89 for augmentation of its sectional capacity :

- (i) Tokenless Block working.
- (ii) Conversion of Potahi Halt into crossing station.
- (iii) Additional Platform at Jehanabad.

[*English*]

#### **Visit by Minister to Delhi Hospitals**

2424. SHRI HAFIZ MOHD. SIDDIQ : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether he visited some of the hospitals in Delhi and held discussions with the Medical Superintendents there;

(b) if so, the details in this regard together with details of the discussions held and the general situation regarding medical facilities noticed there; and

(c) the details of measures taken to strengthen the medical facilities in Delhi keeping in view its rising population?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) and (b). Yes Sir. The Union Minister for Health and Family Welfare visited the two Central Government Hospitals namely Safdarjung Hospital and Dr. Ram Manohar Lohia Hospital on 19th Feb., 1988. The visits were for familiarising himself with the Central Government Hospitals. He visited the Emergency Wards, Out patient Departments, Intensive Coronary Care Units, and the Wards. He appreciated the cleanliness inspite of the over crowding in these hospitals and the medical facilities

and other services available for the benefit and comfort of the patients.

(c) Long-term measures to reduce congestion like establishing hospitals at the periphery of Delhi and strengthening the existing hospitals and dispensaries under Delhi Administration are being taken to ensure this objective.

#### Suppliers of Casseroles

2425. SHRI N. VENKATA RATNAM : Will the Minister of RAILWAYS be pleased to state :

(a) the details of the suppliers of casseroles to Railways during the last three years and the financial involvement in the scheme;

(b) whether there is demand on large scale for abolition of this system of supply of food in casseroles and restoration of the previous system of supply in pressed stainless steel plates; and

(c) if so, the action taken thereon?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) The names of the firms who supplied Casseroles during the last three years are M/s India Foils, M/s Metalex Association, M/s Honey Comb India Pvt.Ltd. M/s Crockery Centre and M/s India Aluminium Co. The price of smaller size casseroles ranged between 0.53 p to 0.68 p and of bigger size casseroles ranged between 0.83 p to 0.99 p. (excluding sales tax).

(b) Some representations were received regarding restoration of thali meals. However, extensive opinion polls conducted to ascertain the reaction of the passengers have revealed that an overwhelming majority of passengers appreciate casserole service.

(c) It is not proposed to discontinue the casserole service.

#### Studies of Land Slides

2426. SHRIMATI D.K. BHANDARI : Will the Minister of ENVIRONMENT AND FORESTS be pleased to refer to the

reply given on 19 November, 1987 to Unstarred Question No. 1933 regarding "Land Slides" and state :

(a) Whether studies on land-slides conducted by specialised organisations of Union Government like the Central Road Research Institute, Central Building Research Institute and Highway Research Board have since been completed;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI Z.R. ANSARI) : (a) The Central Road Research Institute and the Highway Research Board conduct studies on land slides, as and when required, as a part of their routine responsibilities. A study on land slides control in the interior Himalayas was assigned by this Ministry to the Central Building Research Institute which has been completed.

(b) and (c). This study was conducted at Kaliasur land slide located on the Srinagar Joshimath Road in Garhwal. A detailed study of the land slide has resulted in the development of :

—Cheap and effective method of land slide control; and

—Instrumentation for early warning system for land slides.

#### Performance of Shipyards

2427. SHRI RANJIT SINGH GAEKWAD : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) the number of shipyards in the country and their performance against capital employed for the years 1985, 1986 and 1987;

(b) the man-power employed and capacity utilised in each of the above shipyards for the last three years;

(c) whether the above shipyard fully cater to the needs of the nation; and

(d) if not, the details of the shortcomings and the steps taken during each of the above years to bridge the gap arising out of the lower output?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) to (d). The information in respect of 7 Public Sector Shipyards is being collected and will be placed on the Table of the House.

#### Pollution in Bombay and other Ports

2428. SHRI K.S. RAO : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) Whether the sea in and around Bombay and other ports are polluted because of various factors including the operation of ships; and

(b) if so, the details of various steps being taken by Government to prevent sea pollution in Bombay as well as at other ports in the country?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) Certain studies have revealed that harbour waters in Bombay Port Trust are polluted from the view point of sanitary quality and marine life. No other Major Port has reported any noticeable problem of pollution.

(b) Under the Merchant Shipping Act, 1958 fines can be imposed up to Rs. 5 lakhs for pollution offences and the ports have been empowered vide Notification dated 03-10-86 to exercise these powers. Fine upto Rs. 500 can be levied on vessels causing pollution under the Indian Ports Act, 1908.

Some of the other measures being adopted in Major Ports in India are : -

(i) Creation of pollution control cells;

(ii) Inspection of ships and water front areas to ensure that the ships do not create pollution;

(iii) The ships are required to comply with MARPOL Regulations;

(iv) Emission of smoke from the funnel and the accumulation of garbage on the boards is checked;

(v) In case of pollution, oil barriers, oil booms, oil skimmers etc. are deployed; and

(vi) Prohibition of discharge of oil and objectionable liquids into dock is enforced.

#### Voluntary Organisations Working in the Field of Classical Languages

2429. SHRI SYED SHAHABUDDIN : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the names of voluntary organisations working in the field of classical languages granted financial assistance during 1987-88 so far, languagewise; and

(b) the amount sanctioned with brief particulars of the scheme/project approved to be undertaken by the organisations ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAH) : (a) and (b). The required information will be compiled in due course and be placed on the Table of the House.

#### Unrecognised Medical Colleges

2430. SHRI SYED SHAHABUDDIN : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) the names of medical colleges in the country which have not been recognised by the Medical Council of India;



(b) the names of colleges whose applications for inspection and/or for recognition is pending with the Council;

(c) whether these colleges have already enrolled students; and

(d) the steps taken by Government to inform the public about the status of such non-recognised colleges ?

**THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) :** (a) The names of the medical colleges which have not been recognised by the Medical Council of India are given in the statement below.

(b) It has been reported by the Medical Council that except the Road Transport Medical College Perundurai, Tamil Nadu, all the other medical colleges have applied for inspection/recognition.

(c) Yes, Sir.

(d) Under the existing Indian Medical Council Act, there is no provision for prior permission of the Medical Council of India or the Central Government before starting a medical college. However, the Central Government has taken steps to amend the Indian Medical Council Act providing for prior permission of the Medical Council of India and the Central Government before establishment of a medical college.

#### Statement

1. Siddhartha Medical College, Vijayawada, Andhra Pradesh.
2. Deccan College of Medical Sciences, Hyderabad, Andhra Pradesh.
3. Medical College, Trichur, Kerala.
4. Sri Ramchandra College of Health Sciences, Porur, Madras, Tamil Nadu.
5. Salem Medical College, Salem, Tamil Nadu.
6. Road Transport Medical College, Perundurai, Tamil Nadu.

7. P.S.G. Institute of Medical Sciences, P.S. Govindaswamy Naidu & Sons' Charities, Peelamedu, Coimbatore, Tamil Nadu.
8. Medical College, Annamalia, Tamil Nadu.
9. Rural Medical College, Loni, Maharashtra.
10. Krishna Institute of Medical Sciences, Karad (Distt. Satara), Maharashtra.
11. Amarawati Medical College, Amarawati, Maharashtra.
12. J.S.S. Medical College, Mysore, Karnataka.
13. Sri Adi Chunchanegiri Medical College, Javaranahalli, Vellur, Mandya Distt. Karnataka.
14. M.S. Ramaiah Medical College, Bangalore, Karnataka.
15. Dr. Ambedkar Medical College, Bangalore. Karnataka.
16. Kempegowda Institute of Medical Sciences, Bangalore, Karnataka.
17. Sri Devraj Urs Medical College, Tamka, Kolar, Karnataka.
18. Al-Ameen Medical College, Bijapur Karnataka.
19. B.L.D. Medical College, Bijapur, Karnataka.

#### Promotion to the Posts of PGTs and TGTs in Kendriya Vidyalayas

2431. SHRI SYED SHAHABUDDIN : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether the Kendriya Vidyalaya Appointment, Promotion, Seniority, etc. Rules, 1971 provide for a quota for promotion for recruitment to the posts of PGTs and TGTs;

(b) whether these quotas are being regularly filled every year;

(c) the total number of sanctioned posts of TGTs and PGTs and the number of direct recruits and promotees among them as on 1 January, 1987; and

(d) the vacancies in the cadre at the beginning of each year from 1984 to 1987 and the number of those filled by promotion during the subsequent year ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAHI) : (a) Yes, Sir.

(b) These quotas are filled up to the extent candidates are available.

(c) and (d). Information is being collected and will be laid on the table of the Sabha.

#### Functioning of Open Schools

2432. SHRI AMARSINH RATHAWA : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the names of the States and Union Territories where Open School system has been introduced;

(b) whether this system is functioning satisfactorily; and

(c) whether Government would consider to extend this system to other States also ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAHI) : (a) and (b). The first Open School was established in Delhi by the Central Board of Secondary Education in 1979. The School is functioning satisfactorily having an enrolment of about 50,000 students in the age group of 14 to 45. Further, it is reported that Open Schools have been set up in Tamil Nadu and Madhya Pradesh.

(c) The National Policy on Education is explicit about expanding the base of the

educational pyramid by providing opportunities for continuing education, especially for those who have not been able to avail of it fully through the formal system. Hence Open Schools in other states are expected to come up over a period of time.

#### U.G.C. Grants to Universities/Colleges in West Bengal

2433. SHRI MATILAL HANSDA : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the amount of grant given by the University Grants Commission to each university/college of West Bengal during the last three years, year-wise;

(b) the percentage of the amount of present grant to the total amount of grant given by the U.G.C. to various universities during the last three years, year wise and the details of the amount proposed to be given in the next financial year; and

(c) the basis on which grant is given and whether it is a fact that many universities of other States have been given a large amount of grant ignoring all rules ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAHI) : (a) A statement is given below.

(b) The percentage of grants paid to Universities and Colleges in West Bengal to the total grants paid by the U.G.C. during the last three years, works out as follows :

Years	Universities	Colleges
1984-85	4.21%	3.47%
1985-86	8.26%	8.86%
1986-87	8.59%	8.57%

The grants proposed to be sanctioned by the commission in any year is not allocated on a statewide or universitywise basis. On the basis of the total grants approved during a plan period, grants are released to Universities and Colleges depending upon the progress of expenditure.

(c) During the VII Plan, the U.G.C. had allocated grants varying between Rs. 50 lakhs and Rs. 125 lakhs, to various Universities for their general development. These allocations were made on the basis of the stage of development of each University, the type and nature of programmes offered by it, its size and other relevant factors. The Calcutta, Jadavpur and North Bengal universities were allocated Rs. 125 lakhs each and the Kalyani, Burdwan and

Rabindra Bharti universities were allocated Rs. 100 lakhs each. In addition, these universities would be getting grants under specific programme of quality improvement and strengthening research. As for Colleges, total assistance ranging between Rs. 4 and Rs. 8 lakhs is available in the VII Plan depending upon the size of the college. These norms for determining the quantum of grants are applied uniformly to all universities and colleges in the country.

#### Statement

Grants paid by the U.G.C. to Universities and Colleges in West Bengal during 1984-85 to 1986-87.

Name of the University	Grants Paid					
	1984-85 Univs./Colleges		1985-86 Univs./Colleges		1986-87 Univs./Colleges	
Burdwan	25.09	29.82	49.42	24.60	48.81	52.85
Calcutta	80.08	39.26	146.89	111.55	110.12	182.90
Jadavpur	40.66	—	214.24	—	280.21	—
Kalyani	18.86	0.18	31.44	—	46.94	2.94
North Bengal	6.53	8.38	22.55	8.17	33.69	29.31
Rabindra Bharti	25.52	—	13.79	—	20.96	—
Vidya Sagar	—	—	—	0.03	—	7.91
Vishwa Bharati	45.35	—	100.47	—	77.26	—

#### Environmental Protection

2434. SHRI R.P. DAS : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state the State-wise amount earmarked during 1988-89 for the implementation of environmental programme ?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI Z.R. ANSARI) : For implementation of environmental programmes, a total amount of Rs. 132.70 crores is proposed to be given to the States during 1988-89. The funds will be released as per the requirements of the States after taking into account the utilisation of amounts disbursed.

#### Modernisation of Railway Workshops

2435. SHRI P. KANNAN : Will the Minister of RAILWAYS be pleased to state :

(a) the broad outlines of the modernisation programme for the various Railway Workshops with particular reference to the proposed investment in the numerically controlled/computerised numerically controlled (NC/CNC) machine tools;

(b) the approximate number of NC/CNC machines to be installed under this programme; its capital outlay; and

(c) how far the installation of such NC/CNC machines is likely to increase the

productivity and durability of the Railway equipment and enhance the efficiency of the Railway Workshops ?

**THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) :** (a) The programme of modernisation of Railway workshops has been taken up in phase. Phase I of the Programme covering 4 Repair Workshops and one Production Unit and need based inputs in other repair workshops and maintenance units has been completed.

Phase II of the Modernisation Programme is currently in hand covering 6 Railway workshops and 1 Production Unit and provision of need based inputs in other Workshop/Maintenance Units.

The work of Modernisation covers provision of infrastructural facilities and provision of high productivity new Technology machines in workshops. The proposed investment in the area of numerically controlled/computerised numerically controlled machines is approximately Rs. 34.00 crores.

(b) Under the Modernisation Programme approximately 108 nos of numerically controlled/computerised numerically controlled machines are proposed to be procured costing approximately Rs. 34 crores.

(c) Numerically controlled/computerised numerically controlled machines are high Productivity Machines and based on the experience gained with these machines it is anticipated that each such machine will give a productivity 2 to 3 times higher than the conventional machines. Besides higher productivity these machines will also result in better precision and quality of the work done resulting in improved quality of repairs of Railway equipment in workshops.

#### **Cleaning of Ganga Water**

2436. **SHRI MANIK REDDY :** Will the **MINISTER OF ENVIRONMENT AND FORESTS** be pleased to state the progress made so far in cleaning the river Ganga?

**THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI Z.R. ANSARI) :** A

works programme of Rs. 292.31 crores for U.P., Bihar and West Bengal has been approved by the Central Ganga Authority under the Ganga Action Plan for prevention of pollution of the river. Under the programme, a total of 259 schemes have been identified to be taken up in the three States of U.P., Bihar and West Bengal. Out of these, till 29th February, 1988, 194 schemes have been sanctioned at an estimated cost of Rs. 200.61 crores. Work is in progress in 25 out of 27 towns covered by the plan. So far 11 schemes at a cost of Rs. 4.17 crores have been completed. Under the Ganga Action Plan, the State Governments of U.P., Bihar and West Bengal are responsible for the execution of the schemes. Most of the schemes for interception and diversion of waste water under the Action Plan are expected to be completed by the end of the Seventh Five Year Plan.

The outlay during the Seventh Five Year Plan period is Rs. 240.00 crores. Since inception of the programme and upto 31st January, 1988 an amount of Rs. 54.76 crores has been made available to the implementing agencies in the three States to meet the expenditure on the schemes.

*[Translation]*

#### **Issue of Free Passes**

2437. **SHRI VIJOY KUMAR YADAV :**  
**SHRI MOHANBHAI PATEL :**

Will the Minister of RAILWAYS be pleased to state :

(a) the total types of free passes issued for rail travel throughout the country and classes thereof and the criteria adopted for issue of these passes;

(b) the number of passes issued so far; and

(c) whether it is a fact that the criteria fixed for issuing passes have been violated?

**THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) :** (a) Presumably, the reference is to the grant of All India

Complimentary Card Passes to individuals/organisations. These Card Passes are granted in various classes based on merits of each case.

(b) As on 01.03. 1988, Fiftytwo complimentary card passes are current.

(c) No, Sir. These passes have been issued based on the general guidelines of this Ministry and on merits in exceptional cases.

[English]

**Passenger amenities at Railway Stations between Kharagpur and Adra**

2438. SHRI AJIT KUMAR SAHA : Will the Minister of RAILWAYS be pleased to state :

(a) Whether it is a fact that minimum facilities are not available at stations between Kharagpur and Adra;

(b) whether the Railways propose to provide minimum facilities there;

(c) if so, the details thereof; and

(d) the steps taken so far in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Basic passenger amenities are provided in all stations between Kharagpur and Adra except at two passenger halts, namely (1) Bogri Road and (2) Anchuri where there is no Waiting Shed.

(b) Yes, Sir.

(c) and (d). Provision of Waiting Shed at Bogri Road and Anchuri is being processed for inclusion in the Railway's Works Programme '9' 8-89.

**Extension of Hatta-Kharagpur fast Passenger upto Howrah**

2439. SHRI AJIT KUMAR SAHA : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Hatta-Kharagpur Fast Passenger is proposed to be extended upto Howrah in view of the increase in passengers;

(b) if not, the reasons therefor; and

(c) the alternative arrangements proposed to remove the difficulties of passengers of Adra-Kharagpur section?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) and (b). No, Sir. Adequate connecting services including EMU locals are available for journey from Kharagpur to Howrah.

(c) Adra-Kharagpur section has separate through trains for Howrah.

**Losses of Hindustan Shipyard Ltd.**

2440. SHRI M.V. CHANDRASEKHARA MURTHY : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the Hindustan Shipyard Limited, Visakhapatnam has been incurring losses;

(b) if so, the details thereof pertaining to last three years, and

(c) the projects undertaken presently at the yard with total receivable cost, time schedule of delivery and the particulars of the party/parties for whom the projects have been undertaken ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) Yes, Sir.

(b) The losses suffered by Hindustan Shipyard Limited during the last 3 years are as follows :

1984-85	Rs. 1333.56 lakhs
1985-86	Rs. 3097.76 lakhs.
1986-87	Rs. 4052.05 lakhs.

(c) The details are as follows :

S. No.	Project undertaken	Owners Name	Total receivable cost	Delivery Schedule
1.	1 No. 27000 DWT Cargo vessel.	Original owners M/s. Dempos Steamships Limited cancelled the order. Owner's name yet to be decided.	Rs. 21.489 crores	Ready for delivery.
2.	3 Nos. 27000 DWT Cargo vessels	S.C.I.	Rs. 25,025 crores per vessel	2 vessels in 1988-89 and 1 in 1989-90
3.	2 Nos. 42750 DWT Cargo vessels	S.C.I.	Rs. 27.521 crores per vessel	One to be delivered in 1989-90 and second in 1990-91.
4.	6 Nos. 750 DWT Dumb Barges	CIWTC	Rs. 49.50 lakhs per vessel	Delivery in 1988-89
5.	4 Nos. Offshore Patrol vessels	Indian Navy	Rs. 8.70 crores per vessel excluding material package to be supplied by Indian Navy.	1990-91
6.	780 Ton Pipe Fabrication	D.C.I.	Rs. 60 lakhs excluding Price of steel which will be supplied by owner.	1988-89
7.	100 Tons Fabrication and welded type Railway Bridge girders.	Indian Railways	Rs. 20 lakhs	1988-89
8.	5 Nos. Platforms Jackets and Deck installation	ONGC	Rs. 80 crores approximate. Pricing formula not yet decided.	4 in 1988-89 and 1 in 1989-90

**Chartering Agents of Shipping  
Corporation of India**

2441. SHRI M.V. CHANDRA-SEKHARA MURTHY : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the Shipping Corporation of India Bombay has a list of Chartering Agents and usually charter different vessels as per the requirement of the Corporation through such agents only;

(b) if so, the particular and details thereof;

(c) the number of vessels or ships which are under chartering arrangement plyins on behalf of the Shipping Corporation of India with their capacities, types of vessels, chartering rates and whether these include any RO-RO-Ship or container vessels; and

(d) the efforts being made to improve and modernise the fleet position of the Shipping Corporation of India ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) and (b). SCI has a panel of shipbrokers through whom chartering in and chartering out of vessels is done. The panel of shipbrokers is reviewed from time to time and performance of each broker is evaluated. At present, SCI has 17 permanent and 5 temporary brokers on their panel. Details of the shipbrokers are indicated in the statement-I below

(c) The details of the vessels which are on charter with SCI at present are indicated in statement II below. The vessels on charter with SCI include 5 container vessels. No RO-RO vessel is on charter with the SCI.

(d) The SCI has been modernising its fleet by scrapping/disposing off old and obsolete tonnage and by acquiring modern fuel efficient and specialised ships. SCI has also diversified into the off shore field by acquiring 10 off shore supply vessels

**Statement-I**

Names of Shipbrokers in the panel of Shipping Corporation of India Ltd. at present

**I. Permanent brokers :**

**(a) Indian brokers**

1. Dolphin Chartering Services Ltd., Bombay.
2. J. M. Baxi and Co., Bombay
3. Orient Charterers, Bombay
4. International Trading Co., Bombay
5. Ravindra K. Reshamwala, Bombay
6. Sinclairs Hotels and Transportation Ltd., Bombay
7. N. Jamnadas and Co., Bombay
8. South India Corporation (Agencies) Ltd., Bombay
9. Transocean Agency, Bombay
10. Interocean Shipping Co, Bombay
11. Blacker and Co. Pvt. Ltd., Bombay
12. Shiplinks, Bomay

**(b) Overseas brokers**

1. Galbraith's Ltd. London, U.K.
2. Charles R. Weber Co. Inc, New York, USA
3. Poten and Partners Inc. New York, USA
4. Boyd Weir and Sewell, New York, USA
5. R. S. Platou A. S., Oslo (Norway)

**II. Temporary brokers**

**(a) Indian brokers**

1. Great Bear Chartering and Shipping Pvt. Ltd. Bombay
2. Neptune Maritime Services, Bombay

**(b) Overseas brokers**

1. Faircastle Shipbrokers Ltd. London U.K.
2. Star Trading and Marine Inc., Washington DC USA
3. Fearnleys and Eggar Chartering Co. Ltd. Oslo, (Norway)

**Statement-II****Details of vessels on charter with Shipping Corporation of India Ltd. at present**

S. No.	Name	Capacity	Date of delivery	Type of charter	Charter hire
<b>Container vessels</b>					
1.	Black Falcon	1378 TEUs	5.6.86	Time charter for 9 months option 3/3 months and further option 6/8 months	US \$ 8975/- Per day
2.	Ville De Bordeaux	1228 TEUs	6.7.87	Time charter for six month + 1 months + 1 round voyage. Further option 2 round voyages	US \$ 8980/- per day From 6.2.88 US \$ 9550/- per day.
3.	George Lyras	908 TEUs	31.7.87	Time charter for 9 months + 1 month	US \$ 6950/- per day
4.	Navigare	574 TEUs	18.10.87	Time chartar for 9 months + further option 6 months 15 days	US \$ 5300/- per day
5.	Carthago	1328 TEUs	14.1.88	Time charter for 2 round voyages. Expected redelivery end June 88.	US \$ 9500/- per day
<b>Tanker</b>					
1.	Parita	44,999 DWT	1.11.87	Time charter for 3 months  Further option 3 months	US \$ 7.25 per DWT per month  US \$ 7.50 per DWT per month,



**New Kendriya Vidyalayas during  
1988-89**

2442. SHRIMATI JAYANTI PATNAIK : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Government propose to open more Kendriya Vidyalayas during 1988-89;

(b) if so, the number of new Kendriya Vidyalayas proposed to be opened in different States; and

(c) the names of the places where these Kendriya Vidyalayas are proposed to be opened?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAHI) : (a) to (c). New Kendriya Vidyalayas are opened every year. The number and location of Kendriya Vidyalayas to be opened during 1988-89 has not been decided yet.

**Check on Supply of Sub-Standard  
Food on Trains**

2443. PROF. NARAIN CHAND PARASHAR : Will the Minister of RAILWAYS be pleased to state :

(a) whether a streamlined procedure exists for checking the supply of sub-standard or adulterated food on the trains by private contractors or through departmental catering;

(b) whether the Railway Administration is getting the necessary co-operation from the State Governments in launching prosecutions under the Prevention of Food Adulteration Act; and

(c) if so, the number of cases instituted State-wise in each Zonal railway during the last three years in which prosecution was launched and the number of such cases in which punishment has been awarded?

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

(b) Co-operation of the State Governments is asked for when required and has generally been forthcoming.

(c) Railways maintain statistics Zone-wise. The number of cases Zone-wise in which prosecutions were launched and punishments awarded during the last three years is as under :

Zone	No. of cases launched	No. of cases in which punishment awarded
Central Railway	53	1
Eastern Railway	37	4
Northern Railway	127	16
North Eastern Railway	1	—
Northeast Frontier Railway	6	1
Southern Railway	28	—
South Central Railway	6	—
South Eastern Railway	10	3
Western Railway	69	7

A very large number of prosecution cases launched are pending in courts.

**Survey regarding Admission to  
Navodaya Vidyalayas**

2444. PROF. NARAIN CHAND PARASHAR : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether any survey regarding the admission to Navodaya Vidyalayas opened so far in the country has been carried out;

(b) if so, the findings of the survey and the percentage of students belonging to economic and socially weaker sections;

(c) if not, whether such a survey would be conducted at an early date and if so, the likely date thereof;

(d) whether it is being ensured that admissions are not made on the basis of fake certificates or false claims; and

(e) if so, the mechanism evolved for checking this mal-practice?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAHI) : (a) and (b). Yes, Sir. A sample survey was conducted in respect of the children admitted in Navodaya Vidyalays opened in 1985-86 and 1986-87 and the percentage of students belonging to economic and socially weaker sections are given in statement given below.

(c) Does not arise.

(d) Yes, Sir. All possible steps are being taken to ensure that admissions are made properly.

(e) The original documents like transfer certificate from the school where the child had studied previously and the SC and ST certificate are checked by the Principal of the concerned Navodaya Vidyalaya before granting admission to the selected student.

**Statement**

(a) Income per annum of parents of students admitted in Navodaya Vidyalayas.  
Cumulative %

(1) Parents with income upto Rs. 2,000	19.4%	19.4%
(2) Parents with income between Rs. 3,001 and Rs. 6,000	21.2%	40.6%
(3) Parents with income between Rs. 6,001 and Rs. 12,000	22.3%	62.9%
(4) Parents with income between Rs. 12,001 and Rs. 18,000	18.2%	81.1%
(5) Parents with income from Rs. 18,001 to Rs. 24,000	8.6%	89.7%
(6) Parents with income from Rs. 24,001 to Rs.30,000	5.1%	94.8%
(7) Parents with income from Rs. 30,001 to Rs. 36,000	2.8%	97.6%
(8) Parents with income from Rs. 36,001 to Rs. 50,000	1.7%	99.3%
(9) Parents with income above Rs. 50,000	0.5%	99.8%
(b) (1) percentage of SC students admitted	18.1%	
(2) percentage of ST students admitted	10.2%	

**Compensation to Railway Accident  
Victims**

2445. PROF. NARAIN CHAND PARASHAR : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any mechanism to ensure the quick payment of relief/compensation to the next of kin of passengers killed in railway accidents ;

(b) if so, the details thereof;

(c) the number of persons to whom compensation has been paid in respect of the accidents which occurred during the past three years including the current financial year;

(d) whether any such claims are still pending; and

(e) if so, the details thereof including the period for which these are pending with reference to date of each accident ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) and (b). Immediate relief in the form of ex-gratia payment is made to the next of kins of deceased and the persons injured in train accidents.

Claim compensations are however, decided by ex-Officio or Ad hoc Claims Commissioners, who function under the control of the respective High Courts.

Railway makes the payment immediately on the award being given by the Claims Commissioners.

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

**Environmental Clearance of Develop-  
ment Projects**

2446. PROF. NARAIN CHAND PARASHAR : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) whether the Union Government have received any request from the State Government of Himachal Pradesh since 1 August, 1987 for grant of permission for the felling of trees required for the execution of development schemes like construction of roads, rural electrification, irrigation and drinking water supply;

(b) if so, the details thereof; and

(c) the names of the schemes which have been cleared to date and the likely date by which the remaining schemes would be cleared ?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI Z. R. ANSARI) : (a) A total of 8 such requests have been received from the State Government of Himachal Pradesh since 1.8.1987 under the Forest (Conservation) Act, 1980.

(b) A statement showing the details is given below.

(c) One case, namely construction of the Bath Valley Medium Irrigation canal requiring diversion of 1.92 ha. of forest land, has been approved. Regarding the other 7 cases, a decision can be taken only when complete details are made available by the State Government.

**Statement**

Sl. No.	Proposal for	Date of receipt	Area ha.
1.	132 KV Tr. Line from Gaggal to Kunihar	7.8.87	17.558

2.	Construction of residence of Superintendent of Police, Garrage and Guard Room at Hamirpur and Police station at Nadaun.	31.8.87	0.38 ha.
3.	Construction of Thein dam	8.9.87	210.00
4.	Construction of Balh Valley medium Irrigation canal	20.10.87	1.92 ha.
5.	Construction of Khawara Choki Thalagdhar road in Tara Devi Range.	21.10.87	2.10 ha
6.	Construction of 400 KV Tr. Line connecting Chamera Hydro electric projects Stage I and Stage II.	12.10.87	90.74
7.	Lease of forest land for running furniture shop in district Kulu	4.12.87	0.135
8.	Construction of building and tower at Deoga for repeater station in Chamba district.	15.2.88	1 bigha. and 11 biswas.

**External Financial Assistance  
to Railway Finance  
Corporation**

2447. SHRI MULLAPPALLY RAMACHANDRAN : Will the Minister of RAILWAYS be pleased to state :

(a) the total allocation made to the Railway Finance Corporation from the loan secured by India from the Export-Import Bank of Japan;

(b) which are the schemes/projects for which such allocation is proposed to be utilised;

(c) whether any portion of the loan or any portion of assistance from the Asian Development Bank is proposed to be used for modernisation schemes in Southern Railway; and

(d) if so, the details thereof ?

**THE MINISTER OF STATE OF THE  
MINISTRY OF RAILWAYS (SHRI  
MADHAVRAO SCINDIA) :** (a) It has been

agreed that Indian Railway Finance Corporation shall borrow upto US \$ 110 m. in Japanese Yen from the Export Import Bank of Japan.

(b) The proposed loan will be utilised for procurement of Electric Passenger Locomotives of 6000 Horse Power with three-phase AC asynchronous motors together with transfer of technology for the manufacture of such locomotives in India and upgrading of Railway facilities and equipment.

(c) No, Sir.

(d) Does not arise.

**Acquisition of Cellular Vessels from  
a West German Shipyard**

2448. SHRI V. SREENIVASA PRASAD : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the Shipping Corporation of India has not yet received the cellular vessels of about 1500 TEUs for which a

Memorandum of Understanding was signed by it with a West German based shipyard in 1985;

(b) if not, the reasons there for;

(c) whether the delay will affect the cost of the vessels; and

(d) if so, the details there of ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) Yes, Sir.

(b) There was a sharp appreciation in the value of Deutsche Marks, the currency in which the price of the vessels was quoted. As a result, the price of the vessels in terms of rupees went up steeply making the project unviable.

(c) and (d). The Shipping Corporation of India has not purchased container vessels in substitution of their earlier proposal and therefore it is not possible to make cost comparisons.

**Demand for Pune Ahmadabad Express via Diva Bassein Route**

2449. PROF. MADHU DANDAVATE: Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the 'Pune Pravasi Sangh' (Pune Passengers' Association) staged a massive peaceful demonstration in Pune on 26 January, 1988 to press for the demand for Pune-Ahmedabad Express on the railway route Pune, Kalyan, Diva, Bassein and Ahmedabad;

(b) whether the Pune Pravasi Sangh has sent a memorandum to him as well as the Prime Minister drawing their attention to the demand for Pune-Ahmedabad Express; and

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

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

(c) The proposal would involve heavy financial investment for upgrading the Diva-

Vasai Road rail link and provision of the requisite passenger amenities, which due to resource constraints, is not feasible at present.

**Railway Claims Tribunal**

2450. SHRI SANAT KUMAR MANDAL : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Railways' Claims Tribunal to enquire into and determine claims against the Railway Administration has not been set up so far;

(b) if so, the reasons for the delay;

(c) when and where the Tribunal will be established and the number of benches it shall have and how the jurisdiction will be determined; and

(d) whether one such bench would be set up in Calcutta and if so, the infrastructure being built for this purpose ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) to (d). The proposed Railway Claims Tribunal will have Seventeen Benches (nineteen courts) at different places including Calcutta. Efforts are being made to find suitable accommodation etc. for the establishment of the Benches at different places. The territorial jurisdiction of each Bench is yet to be finalised. Action is being taken to finalise other matters necessary for setting up the Tribunal. No definite date can be fixed for the commencement of the Tribunal till such time the infrastructure required for the purpose is completed.

**Policy for Grant of Extension or Re-Employment to Medical Officers**

2451. SHRI SANAT KUMAR MANDAL : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether any policy for guidelines have been laid down for the grant of extension of service or re-employment to Medical Officers of the Central Health Services in the super-time scale and above;

(b) if so, the details thereof; and

(c) the particulars of Officers who have been granted extension of service or re-employment during the year 1987-88 so far ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) and (b). No proposal for grant of extension in service or re-employment is ordinarily considered except in rare and exceptional circumstances and in the public interest.

(c) In Supertime scale, Dr. K.K. Malhotra has been re-employed as Consultant in Medicine in Dr. R.M.L. Hospital (CGHS Wing) in the public interest for a period of one year w.e.f. 9.10.1987. No other Supertime grade officer has been given extension in service or re-employed during this period.

**Public Borrowings by Maharashtra  
Government for Development  
of Railways**

2452. PROF. MADHU DANDAVATE :  
Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the Government of Maharashtra has suggested that it should be allowed to resort to public borrowings to raise adequate funds needed for the completion of West Coast Konkan Railway and gauge-conversion projects in Marathwada region of Maharashtra; and

(b) if so, whether the suggestion of the Maharashtra Government regarding public borrowings would be accepted in view of the fact that Konkan and Marathwada are backward regions and infrastructure of railways is needed for the development of these backward regions ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Government of Maharashtra had suggested that the approved gauge conversion projects in Marathwada could be partly funded by debentures to be raised by the State Govern-

ment, to be subsequently recovered by levy of surcharge on the users of the service. West Coast (Konkan) Railway project was, however, not covered in this proposal.

(b) The State Government has been advised to send their specific proposals, along with their likely repercussions, if any, on the State Plan projects, to the Planning Commission for clearance.

**Theft of Male Babies from Hospitals  
in Capital**

2453. SHRI M. RAGHUMA REDDY :  
SHRI SUBHASH YADAV :  
SHRI MANIK REDDY :  
SHRI PRAKASH CHANDRA :  
SHRI DHARAM PAL SINGH  
MALIK :  
SHRI BALWANT SINGH  
RAMOOWALIA :

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

(a) whether there has been considerable increase in the cases of new born male babies being stolen from various hospitals in the Capital;

(b) the number of such cases in each hospital during the last three years;

(c) whether all the cases have been get investigated through C.B.I. and if so, the details thereof; and

(d) the action contemplated by Government in each case ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) and (b). No, Sir. However, in so far as the Central Government Hospitals are concerned, there are only 4 cases of alleged lifting/swapping of babies during the last three years.

(c) and (d). Each of the cases was investigated by the police. One baby each lifted from Smt. S.K. Hospital and Safdarjang Hospital has been traced out by the police and handed over to the parents. One case of Smt. S.K. Hospital has not been traced so far as it was discovered that the mother

had herself handed over her child to an unknown lady. The fourth case relates to swapping of a new born baby from Safdarjang Hospital recently and the case is under investigation, by the police. To safeguard against the possibility of stealing/exchanging of babies, the Directorate General of Health Services has issued, fresh guidelines on 16th February, 1988.

#### Bridge across Thane Creek

2454. SHRI SHARAD DIGHE : Will the Minister of RAILWAYS be pleased to state :

(a) the progress made in the construction of a 1.87 Kilometer bridge across the Thane Creek ; and

(b) the date by which it is expected to be completed ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) 16% till 29-2-1988.

(b) 1990-91.

#### Computerised Reservation at Bombay

2455. SHRI SHARAD DIGHE : Will the Minister of RAILWAYS be pleased to state :

(a) the details regarding the progress made in computerisation of passenger reservations at Bombay VT;

(b) the number of trains for which computerised reservation is available at present; and

(c) the time by which the same is likely to be made available in respect of remaining trains also at Bombay VT ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD) : (a) and (b). Reservations on 30 trains originating from Bombay VT have been computerised.

(c) Reservations on remaining 5 trains at Bombay VT are likely to be computerised by end of March 1988.

#### Kurla and Bandra Passenger Terminals

2456. SHRI SHARAD DIGHE :  
SHRI S. G. GHOLAP :

Will the Minister of RAILWAYS be pleased to state :

(a) whether the construction of Kurla and Bandra passenger terminals in Bombay has been approved;

(b) the estimated cost thereof, separately;

(c) the main features of the projects; and

(d) the time by which the same are likely to be completed ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD) : (a) Yes, Sir.

(b) to (d). Particulars are as under :

S. No.	Item	Kurla Terminal	Bandra Terminal
1.	Cost of approved work (Rs. crore)	24.95	12.55
2.	Main features of the project	2 platform faces. 3 stabling lines. 2 pit lines, Loco shed, etc.	2 platform faces, 1 stabling line, 2 pit lines etc.
3.	Likely date of commissioning of 1st phase	1988-89	1989-90

**Industrial Foundation**

2457. SHRI SHARAD DIGHE : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Government propose to set up an Industrial Foundation to bridge the gap between technical education and the needs of industry ; and

(b) if so, the details thereof ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L. P. SHAHI) : (a) The Government have not yet approved the proposal to set up an Industrial Foundation.

(b) Does not arise.

[*Translation*]

**Replacement of Sleepers**

2458. SHRI SHANTI DHARIWAL : Will the Minister of RAILWAYS be pleased to state :

The total number of sleepers replaced by each Railway division during the last two years and the details thereof indicating the type of sleepers replaced ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD) : The information is being collected from Zonal Railways concerned and will be laid on the Table of the Sabha.

[*English*]

**Health Care for Aborigines**

2459. SHRI R.P. DAS : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) the steps taken so far by Government to protect the aborigines of the Andaman and Nicobar Islands from diseases which they get from others; and

(b) whether Government have any proposal to provide health care facilities for the aborigines ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) and (b). Preventive, promotive and durative health services are being provided to the people in rural areas including Tribals and Aborigines by establishing Primary Health Centre. A Sub-Centre is sanctioned for a population of 3,000 instead of 5,000 and a Primary Health Centre for every 20,000 instead of 30,000 in the tribal, hilly and difficult terrain areas besides a Community Health Centre for every one lakh population with 30 indoor beds and 4 Specialities of medicine, surgery, gynaecology and paediatrics and a trained Dai and a Village Health Guide for every 1,000 population.

Keeping in view the topographical situation of Andaman and Nicobar Islands, the coverage norms have been further relaxed and now a Sub-Centre for 5 K.M. and a Primary Health Centre for every 12 K.Ms, irrespective of the density of the population is being set up. At present, two District Hospitals, 6 Rural Hospitals, 10 Primary Health Centres, 43 Sub-Centres, 26 Dispensaries and 2 Urban Health Centres have already been set up. The total bed strength in the Union Territory is 790.

The National Programmes of Communicable and Non-Communicable Diseases including family welfare services and nutrition services are being delivered in the Territory in one package in an integrated manner.

Periodic health surveys are also conducted by various agencies including the Indian Council of Medical Research for determination of the disease pattern and health status of the aborigines population in the Islands. The Onges, a primitive Scheduled Tribe of the Union Territory was the subject of a study by the team of Jawarlal Institute of Post-graduate Medical Education and Research Pondicherry and the first report sent by them is being implemented. Contacts have been established with Jarawas and a doctor is included in the Contact team.



**Incidence of Liver Diseases**

2460. SHRI M. RAGHUMA REDDY:  
SHRI SUBHASH YADAV :  
SHRI MANIK REDDY :  
SHRI PRAKASH CHANDRA :  
SHRI DHARAM PAL SINGH  
MALIK :

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

(a) whether liver diseases have been on the increase in the country;

(b) if so, the estimated number of liver disease patients admitted in various hospitals in Delhi during the last three years; and

(c) the steps taken by Government to control liver diseases in major metropolitan cities ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHA-PARDE) : (a) No report regarding the incidence of liver diseases have been received from State Governments/Union Territory Administrations.

(b) The number of cases with liver diseases admitted/treated in Dr. Ram Manohar Lohia Hospital, Safdarjang Hospital, and Lok Naik Jai Prakash Narain Hospital, New Delhi during last 3 years is as under :

Name of Hospital	Year	No. of Cases
Dr. Ram Manohar Lohia Hospital, New Delhi	1985	510
	1986	716
	1987	589
Safdarjang Hospital, New Delhi	1985	283
	1986	332
L.N.J.P. Hospital, New Delhi	1985	456
	1986	474
	1987	426

(c) Since liver is affected by both communicable and non-communicable diseases, various remedial measure are being taken under the National Health Programmes to control the diseases. The

Government has also launched programmes to augment the nutritional status to prevent various diseases including liver diseases. Symptomatic treatment for liver diseases is available in all the hospitals in the country including those in metropolitan cities.

**Conversion of Guntur-Macherla Railway Line (A.P.)**

2461. SHRI M. RAGHUMA REDDY:  
Will the Minister of RAILWAYS be pleased to state :

(a) whether the work of conversion of Guntur-Macherla meter gauge railway line to broad gauge line in Andhra Pradesh is behind the schedule;

(b) if so, the reasons therefor; and

(c) the steps proposed to be taken to complete the project as per schedule ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD) : (a) and (b). This work is being progressed according to availability of resources,

(c) This project has been accorded priority. Outlay proposed for 1988-89 is Rs. 23 crore.

**Renovation of Gwalior Railway Station**

2462. SHRI M. RAGHUMA REDDY :  
SHRI SITARAM J. GAVALI :

Will the Minister of RAILWAYS be pleased to state :

(a) the expenditure incurred on the renovation of Gwalior Railway Station during 1987; and

(b) the names of other stations on which similar expenditure was incurred during the past three years ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD) : (a) Approximately Rs. 20.17 lakhs. The renovation work in Gwalior Station is a part of model station scheme under which 67 stations are being

developed as model stations. Under this scheme, the following amounts are to be spent on Gwalior Station :

1988-89	Rs. 52.94 lakhs
1989-90	Rs. 65.49 lakhs
1990-	Rs. 58.44 lakhs

(b) The information is being collected and will be placed on the Table of the House. Information about approximate expenditure incurred in 1987-88 in the following Stations is as under :

1. Katihar	Rs. 29.0 lakhs
2. Meerut City	Rs. 23.88 lakhs
3. Amritsar	Rs. 17.72 lakhs
4. Lucknow Jn. (NE)	Rs. 14.00 lakhs
5. Guwahati	Rs. 11.9 lakhs
6. Indore	Rs. 35.3 lakhs

#### Issue of Fake Medical Certificates

2463. SHRI M.V. CHANDRA-  
SEKHARA MURTHY :  
SHRI BANWARI LAL  
PUROHIT :

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

#### Statement

Name of the organisation	Action taken by the Government
1. The Society for Advanced Studies in Medical Sciences, Delhi.	The Delhi Administration has been requested to take necessary action.
2. Delhi Health and Hygiene Syndicate (Regd.), New Delhi.	-do-
3. All-India Medicos Society, Hoshiarpur, Punjab.	The Punjab Government has been requested to take necessary action.
4. Regular Medical Practitioners Committee, Ahmedabad.	The Gujarat Government has filed a criminal case against the institution.
5. Bombay Development of Ayurvedic College, Worli, Bombay Maharashtra.	The matter has been reported to the police by State Government for taking necessary action.
6. Ayurved Prathishtan, Bhandara	-do-
7. M.S.G. Research Institute, Bhandra	-do-
8. Swami Vivekanand Ayurved Mahavidyalaya, Wardha.	-do-

(a) whether Government are aware that a large number of organisations throughout the country are issuing fake medical certificates;

(b) if so, the details of such organisations in the country; and

(c) steps contemplated by Union Government to curb the activities of these organisations. ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE):

(a) It has been brought to the notice of Government that some organisations in various parts of the country are issuing fake medical degrees.

(b) and (c). As and when complaints are received by the Government of India, the State Governments or the Union Territory concerned is asked to take necessary action against such organisations under the law. So far as the information is available with the Government of India, a statement indicating the names of such organisations and the action taken by the Government is given below.

- |  |  |
|--|--|
| 9. Chandrapur Medical Training Institute,<br>Chandrapur.   | -do-   |
| 10. Doctors Training Institute, Nagpur.  | -do-   |
| 11. K.N.H. Medical College and Hospital,<br>Nagpur.  | -do-   |
| 12. Doctors Training Course, Nagpur  | -do-   |
| 13. Maharashtra Naturopathic Magno<br>Therapic and Electrotherapic Medical<br>Training Centre, Satara.       | -do-   |
| 14. National Ayurvedic College and<br>Hospital, Akola.   | -do-   |
| 15. Prakrutik Chikitsa Gyanpeeth, Amrawati.  | -do-   |
| 16. School of General Medical Practice<br>(Private) at Kumarpara, Guwahati,<br>Assam.                        | The State Government has<br>filed a criminal case against<br>the person concerned.         |
| 17. All India (Allopathic) Training College<br>and Hospital, Madras, Tamil Nadu.                             | A criminal case is already<br>pending before the Court.                                    |
| 18. Medical College of Alternative Medicine,<br>378, Ganguly Bagan, East Road, Calcutta-<br>84, West Bengal. | Police investigation is being<br>made.   |
| 19. Midnapore Guru Sankari Electro Homeo<br>Medical College and Hospital, Miabazar,<br>Midnapore.            | Action under West Bengal<br>Homeopathic System of<br>Medicine Act, 1963 is being<br>taken. |
| 20. General Council of Electro Homeopathic<br>System of Medicine Rabindranagar,<br>Midnapore.                | -do-   |
| 21. Electro Homeo Medical Institute and<br>Hospital.   | -do-   |
| 22. DOGO Electro Homeo Medical College,<br>Burdwan.  | Action will be taken shortly.  |
| 23. Management Professional Association<br>Madras, Tamil Nadu.   | The State Government has been<br>requested to take necessary<br>action.                    |

**Control of Mosquito Menace in Bangalore**

2464. SHRIMATI BASAVARA-JESWARI : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether the State Government of Karnataka has suggested setting up of a Central authority to curb mosquito menace in the country; and

(b) if so, the action proposed to be taken by the Union Government in this regard ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHA-PARDE) : (a) No.

(b) Does arise.

**New Machines and Nuclear Medicines to Identify Heart Ailments**

2465. SHRI P.M. SAYEED : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether new machines and nuclear medicines are being used in hospitals to identify heart ailments;

(b) if so, the names of the hospitals in Delhi where such detection and treatment of heart diseases are being carried out;

(c) whether recent advanced techniques in diagnosis of heart diseases and their management were discussed at a national symposium and workshop on nuclear cardiology held in the second week of February, 1988; and

(d) if so, the important aspects discussed at the symposium ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHA-PARDE) : (a) and (b). New machines are being used in G.B. Pant Hospital and Dr. R.M.L. Hospital while both new machines and nuclear medicines are being used in A.I.I.M.S., to identify heart ailments.

(c) Yes, Sir.

(d) The important aspects discussed at the symposium related to (i) Ischemic heart disease (ii) Coronary by pass surgery, (iii) Percutaneous Transluminal Angioplasty (iv) Valvular heart disease and cardiomyopathy etc.

**Duration of Office Bearers of Sports Associations**

2466. SHRI P.M. SAYEED : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Government have taken any decision about the period for which an office bearer of a National or state level sports association can hold an executive office;

(b) if so, the details of offices involved;

(c) whether the Indian Olympic Association has made any recommendations in this regard; and

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

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI P.V. NAR-SIMHA RAO) : (a) and (b). The guidelines relating to holding office by office bearers of National Sports Federations were issued in 1975. According to these guidelines the office-bearer of a National Federation/Association can hold office for a maximum of two terms or 8 years consecutively. These guidelines are applicable to the President and Secretary/Secretary General and also to the Treasurer if he enjoys voting right. These guidelines had been brought to the notice of the State Governments for considering issue of proper guidelines to improve the working of the state level associations.

(c) and (d). The Indian Olympic Association had recommended removal of above restriction on holding of office by office-bearers of Federations. Government has not accepted the suggestion.

**Sale of Fake DTC Tickets**

2467. SHRI P.M. SAYEED : Will the Minister SURFACE TRANSPORT be pleased to state :

(a) whether the sale of fake DTC tickets has been detected recently in Delhi;

(b) if so, the details thereof;

(c) whether the source of printing of the fake tickets has also been found out; and

(d) the steps proposed to be taken to ensure that such incidents do not recur ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) to (c). Yes, Sir. D.T.C. checking staff found three Conductors selling fake tickets. One of these three conductors has since been held guilty in departmental enquiry and has been dismissed from service. The domestic enquiries in the other two cases are in progress. The matter has also been handed over to Police for further investigations.

(d) D.T.C. have launched a special drive and intensified the checking of ticketless passengers, checking of the monthly passes, staff passes and tickets in order to prevent any misuse. Besides, a close watch is being kept on the functioning of conductors.

#### Allocation for Advertising Family Planning Programmes

2468. SHRIMATI D.K. THARA DEVI SIDDHARTHA : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) the amount earmarked for advertisement of Family Planning Programmes annually with break up for (a) Doordarshan (b) Radio (c) Press (d) Exhibitions (e) Films (f) Posters (g) Hoardings; and

(b) the language-wise break up of the above ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) The bulk of budget allocation for mass media and communication activities is provided to the States/UTs for carrying out these activities in accordance with the local needs. The funds provided to States for Films amount to Rs. 54.17 lakhs, for outdoor publicity Rs. 71.57 lakhs and Rs. 35.79 lakhs for Press Advertisements. The Media Division of the Department of Family Welfare formulates the basic

strategy and also designs and develops a limited number of messages which are put out through the I and B Media Units. Advertising forms a small part of the total communication effort.

Directorate of Advertising and Visual Publicity has been provided Rs. 150 lakhs for carrying out Advertising and visual publicity campaigns on family welfare themes and for social marketing campaigns for Nirodh and Oral Pill.

For disseminating Family Welfare messages, Doordarshan has since last year contributed two minutes of free time at prime time as its social responsibility. Similarly, A.I.R. are contributing two minutes free time on every channel every transmission. However, the social marketing campaigns for Nirodh and Oral pills are paid for. Rs. 2 lakhs is booked for payment to Doordarshan and 19 lakhs for A.I.R. Rs. 2 lakhs are booked for payment for cinema slides for Nirodh.

The films produced by Films Division are of educational nature. No advertising commercial films are produced by films Division. The Films Division was allocated Rs. 100 lakhs in B.E. 1987-88.

(b) So far publicity in languages is concerned, the State Government. put out the material in the language/languages of the respective States. Similarly I and B Media Units put out material in regional languages. DAVP this year has so far released advertisements in English, Hindi and Urdu only. They have brought out posters in English, Hindi and Regional languages, and match box labels in Hindi, Tamil, Telugu, Malayalam, Kannada, Marathi, Gujarati, Urdu, Panjabi, Bengali, and Oriya.

The actual expenditure incurred by DAVP upto February, 1988 on Exhibitions, Press Advertisements and Printed Publicity which includes posters is given below :

Exhibition	Rs. 6,86,900
Press advertisements	Rs. 40,53,900
Printed Publicity (Posters, Folders and Brochures)	Rs. 48,53,500

**Benefits of Festivals of India**

2469. SHRI MOHD. MAHFOOZ ALI KHAN : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the names of the countries where Festivals of India have been held so far and the expenditure incurred on each of these festivals separately; and

(b) whether any assessment has been made of the material gains from these Festivals and in particular how far these have helped in changing the country's image from the old one of exotica and in bringing awareness of the contemporary Indian culture in the fields of art, theater, sculpture literature, dance and music and the development of science and technology ?

THE MINISTER OF STATE OF THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAHI) : (a) Festivals of India have been held in five countries so far, viz., UK, USA, France, Sweden and USSR. Of these the Festival of India in USSR is still continuing.

The expenditure incurred on each of these festivals is as under :

(Rs. in crores)

(i) Festival of India in UK	1.77
(ii) Festivals of India in USA and France (as of 31.3.1986)	10.75
(iii) Indian Manifestation in Sweden	0.66
(iv) Festival of India in USSR (approx.)	8.50

(b) The Festivals of India have created a significant awareness of not only the Indian Cultural Heritage, but also its contemporary history, art and development and achievements. These have opened opportunities for mutual exchanges with these countries in various spheres on a more permanent footing, since they have brought

to the peoples of these lands the potential that exists in modern India for a beneficial two way exchange between the countries, the peoples and institutions.

**Sex of Human Foetus through Pulse Diagnosis**

2470. SHRI H.B. PATIL : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether the sex of human foetus can be determined through pulse diagnosis after 12 weeks of pregnancy;

(b) whether through research it has been possible to diagnose even the first day of pregnancy; and

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

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) to (c). This Ministry is not aware of such diagnosis.

**Introduction of Additional Trains on Howrah-Adra Section**

2471. SHRI AJIT KUMAR SAHA : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any proposal to introduce additional trains on Howrah-Adra section of South Eastern Railway; and

(b) if so, the details thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD) : (a) No, Sir.

(b) Does not arise.

**Performance of States in Family Planning Programmes**

2472. SHRI HARIHAR SOREN : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) the performances of State Governments in implementing family planning programmes during 1987, State-wise;

(b) whether the performance has been in accordance with the guidelines of Union Government; and

(c) if not, what fresh steps Union Government have in view ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) and (b). Method-wise targets for Family planning are fixed for the States on Financial Year basis. The State-wise and method-wise family planning proportionate targets and the progress of achievements based on the latest information

supplied by the States so far in the year 1987-88 are given in the Statement below.

(c) Strategies adopted to achieve targets under Family Welfare Programme, include : compensation to acceptors of Sterilisation and IUDs, and incentive payments to motivators; promotion of temporary contraceptive methods for couples for whom sterilisation is inappropriate; intensive implementation of the expanded programme of immunisation; information, education and efforts to increase knowledge and acceptance of both family planning and MCH components of the Programme; and increased involvement of local communities.

#### Statement

#### State-wise Proportionate Targets and Achievements in Respect of Sterilisation for 1987-88 (Apeil 1987 to January 1988)

Sl. No.	State/U.T./Agency	Prop. target for 1987-88	Achievement during 1987-88 (April 87 to Jan. 1988)	% Achvt. of prop. target during 1987-88
1.	Andhra Pradesh	456000	364127	79.9
2.	Assam	155800	62614	40.2
3.	Bihar	456000	287393	63.0
4.	Gujrat	228000	184798	81.1
5.	Haryana	79800	56016	70.2
6.	Karnataka	266000	255982	96.2
7.	Kerala	163400	136852	83.8
8.	Madhya Pradesh	342000	209429	61.2
9.	Maharashtra	433200	336927	77.8
10.	Orissa	171000	116339	68.0
11.	Punjab	95000	94024	99.0
12.	Rajasthan	228000	144736	66.8
13.	Tamil Nadu	425600	348155	81.8
14.	Uttar Pradesh	494000	506757	102.6
15.	West Bengal	380000	225222	59.3
<b>II. Smaller States/U. Ts.</b>				
1.	Himachal Pradesh	26600	20079	75.5
2.	Jammu and Kashmir*	39000	13440	34.5

3.	Manipur*	4550	3079	67.7
4.	Meghalaya*	455	419	92.1
5.	Nagaland*	650	394	60.6
6.	Sikkim	760	721	94.9
7.	Tripura	7600	3941	51.9
8.	A and N Islands	1140	1246	109.3
9.	Arunachal Pradesh	380	776	204.2
10.	Chandigarh	2660	1772	66.6
11.	D and N Haveli	760	844	111.1
12.	Delhi	30400	21874	72.0
13.	Goa Daman and Diu	3602	3805	105.6
14.	Lakshadweep*	39	23	59.0
15.	Mizoram**	840	1811	215.6
16.	Pondicherry	4560	4737	103.9

## III. Other Agencies

1	M/o Defence	22800	14147	62.0
2.	M/o Railways	30400	17218	56.6

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All India	4550996	3442697	75.6
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£ Figures provisional.

\* Target and performance upto December.

\*\* Target and performance upto August.

State-wise Proportionate Targets and Achievements in Respect of  
I.U.D. Insertions £ for 1987-88 (April 1987 to January 1988)

Sl. No.	State/U.T./Agency	prop. target for 1987-1988	Achievement during 1987-1988 (April 87 to Jan. 1988)	Achvt. of target during 1987-88 %
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## I. Major States (population 1 crore or more)

1.	Andhra Pradesh	190000	128602	67.7
2.	Assam	26600	16032	60.3
3.	Bihar	206720	129889	62.8
4.	Gujarat	237880	227873	95.8
5.	Haryana	126920	118209	93.1
6.	Karnataka	150480	151183	100.5



7. Kerala	91960	62792	68.3
8. Madhya Pradesh	201400	153059	76.0
9. Maharashtra	399000	286877	71.9
10. Orissa	92720	86069	92.8
11. Punjab	19000	269148	141.7
12. Rajasthan	91200	117422	128.8
13. Tamil Nadu	218880	277438	126.8
14. Uttar Pradesh	746320	890850	119.4
15. West Bengal	87400	64845	74.2

### II. Smaller States/U.Ts.

1. Himachal Pradesh	24320	20942	86.1
2. Jammu and Kashmir*	11050	7937	71.8
3. Manipur*	4550	4239	93.2
4. Meghalaya*	975	792	81.2
5. Nagaland*	975	390	40.0
6. Sikkim	1292	805	62.3
7. Tripura	3344	1059	31.7
8. A and N Islands	1140	938	82.3
9. Arunachal Pradesh	1520	1463	96.3
10. Chandigarh	7600	4954	65.2
11. D and N Haveli	152	119	78.3
12. Delhi	76000	48356	63.6
13. Goa, Daman and Diu	2280	2290	100.4
14. Lakshadweep*	65	74	113.8
15. Mizoram**	700	1974	282.0
16. Pondicherry	2736	2925	106.9

### III. Other Agencies

1. M/o Defence	12160	8967	73.7
2. M/o Railways	17480	7596	43.5

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<b>All India</b>	<b>3225819</b>	<b>3096108</b>	<b>96.0</b>
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£ Figures provisional.

\* Targets and performance upto December.

\*\* Target and performance upto August.

**State-wise Proportionate Targets and Achievements in Respect  
of Equivalent oral Pill User £**

(April 1987 to December 1987)

Sl. State/U.T./Agency No.	Prop. target for 1987-88	Achievement during 1987-88 (April, 87 to December, 1987)	% Achievemet of Prop. target during 1987-88.
<b>I. Major States (population 1 crore or more)</b>			
1. Andhra Pradesh	67921	95523	140.6
2. Assam	9344	6180	66.1
3. Bihar	18041	13637	75.6
4. Gujarat	99069	103098	104.1
5. Haryana	26407	27297	103.4
6. Karnataka	60214	64763	107.6
7. Kerala	36964	26633	72.1
8. Madhya Pradesh	125976	105464	83.7
9. Maharashtra	215833	217137	100.6
10. Orissa	35940	39849	110.9
11. Punjab	34121	48385	141.8
12. Rajasthan	23214	42081	181.3
13. Tamil Nadu	76904	76751	99.8
14. Uttar Pradesh	118965	145700	122.5
15. West Bengal	34788	33495	96.3
<b>II. Smaller States/U. Ts.</b>			
1. Himachal Pradesh	6735	6229	92.5
2. Jammu and Kashmir*	3430	1959	57.1
3. Manipur*	662	171	25.4
4. Meghalaya	981	888	90.5
5. Nagaland	406	103	25.4
6. Sikkim	1798	1128	62.7
7. Tripura	2301	1853	80.5
8. A and N Islands	221	296	133.9
9. Arunachal Pradesh	716	735	102.7
10. Chandigarh	416	226	49.0
11. D and N Haveli	96	72	75.6

12. Delhi*	1590	1938	121.9
13. Goa, Daman and Diu	1371	1434	104.6
14. Lakshadweep	85	43	50.6
15. Mizoram**	642	666	103.7
16. Pondicherry	1251	1084	86.7

## III. Other Agencies

1. M/o Defence*	3462	2959	85.5
2. M/o Railways	3537	3172	89.7

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All India	1013446	1070949	105.7
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£ Figures provisional.

\* Target and performance upto November.

\*\* Target and performance upto May.

**State-wise Proportionate Targets and Achievements in Respect of  
C.C. Users for 1987-88 (April 1987 to December 1987)**

Sl. No.	State/U.T./Agency	Prop. target for 1987-88	Achievement (During 87-88 April, 87 to December, 87)	% Achievement of Prop. target during 1987-88
<b>I. Major States (Population 1 crore or more)</b>				
1.	Andhra Pradesh	458060	383476	83.7
2.	Assam	45277	29728	65.7
3.	Bihar	131322	75363	57.4
4.	Gujarat	517288	537458	103.9
5.	Haryana	472517	443122	93.8
6.	Karnataka	208245	183761	88.2
7.	Kerala	155859	154580	99.2
8.	Madhya Pradesh	752047	608302	80.9
9.	Maharashtra	817680	630998	77.2
10.	Orissa	184457	159689	86.6
11.	Punjab	403886	448285	111.0
12.	Rajasthan	225233	290363	128.9
13.	Tamil Nadu	263698	155264	58.9

14. Uttar Pradesh	973863	828389	85.1
15. West Bengal	224091	116158	51.8
II. Smaller States/U.Ts.			
1. Himachal Pradesh	41640	32691	78.5
2. J and K*	14416	10069	69.8
3. Manipur*	5182	1265	24.4
4. Meghalaya	5204	1535	29.5
5. Nagaland	467	29	6.2
6. Sikkim	352	154	43.8
7. Tripura	3922	2250	57.4
8. A and N Islands	869	1038	119.4
9. Arunachal Pradesh	685	488	71.2
10. Chandigarh	8753	6048	69.1
11. D and N Haveli	672	501	74.6
12. Delhi *	233564	203000	86.9
13. Goa, Daman and Diu	10552	11110	105.3
14. Lakshadweep	472	173	36.7
15. Mizoram**	1594	1883	118.1
16. Pondicherry	6717	8158	121.5
III. Other Agencies			
1. M/o Defence*	59831	52608	87.9
2. M/o Railways	305442	252591	82.7
Total Free Distn.	6533857	5630527	86.2
3. Comm. Distn.	4000000§	2255926	56.4
<b>Total All India</b>	<b>10533857</b>	<b>7886453</b>	<b>74.9</b>

§ Figures are provisional. £ Annual target. \* Target and achievement upto November. \*\* Target and achievement upto August.

**Repairs of Purana Quila Wall**

2473. SHRI HARIHAR SOREN : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether a portion of the Purana Quila wall adjoining the Delhi Zoo collapsed in October, 1987 ;

(b) if so, the steps taken to repair the same; and

(c) the technique adopted in repairing the wall ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L. P. SHAHI) : (a) Yes, Sir.

(b) and (c). The collapsed wall is being repaired as per archaeological principles and established norms keeping in view its architectural features.

**Foreign Collaboration for Technology Transfer in Railways**

2474. PROF. MADHU DANDAVATE: Will the Minister of RAILWAYS be pleased to state :

(a) whether the Indian Railways are planning to have foreign collaborations for technology transfer in a big way;

(b) if so, the reasons therefor;

(c) whether any estimate has been made of the amount of foreign exchange involved in such collaborations and if so, the details thereof; and

(d) the reasons for not resorting to indigenisation and self reliance in these fields ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD) : (a) Limited foreign collaborations are contemplated for technology transfer.

(b) To upgrade indigenous technology.

(c) The amount of foreign exchange required will depend upon the grade and scope of technology transfer finally chosen.

(d) The objective of the proposed technology transfer is only to achieve indigenisation and self-reliance in advanced technology.

[*Translation*]

**Morena Railway Station (M. P.)**

2475. SHRI KAMMODILAL JATAV : Will the Minister of RAILWAYS be pleased to state :

(a) whether Morena Railway Station in Madhya Pradesh has been selected for modernisation;

(b) if so, the amount of expenditure likely to be incurred on this work; and

(c) the time by which the work of modernisation at this railway station is likely to be completed ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD) : (a) to (c). Modernisation Schemes of Railway stations are taken up in a need based phased manner. Following items of works, as found necessary have recently been completed at Morena Station :

1. Retiring Room with 2 beds;
2. Additional Booking Office and Concourse on the City side;
3. Garden in the Circulating Area and behind the new Booking Office;
4. Improvement of the Circulating area, covering of Nullah;
5. Extension of Platform Cover by 18 Metres on the Down platform; and
6. Tree plantation on the Approach Road of the Station.

In addition to the above, work relating to the extension of Goods platform and cover over the existing Goods platform for handling Jumbo Rakes is being taken up.

[English]

**Arrears of Rent due from Private Leasees of Visakhapatnam Port Trust.**

2476. SHRI BHATTAM SRIRAMA MURTY : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether large amount is due from the private and public Sector Undertakings/ Agencies in respect of lands leased out by the Visakhapatnam Port Trust;

(b) if so, the particulars of the defaulting private agencies and the arrears of rent due from them separately:

(c) whether the Port Trust still leases its lands to private agencies; and

(d) if so, the particulars of the agencies and the purpose for which it has been leased during the last two years ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) Yes, Sir.

(b) The particulars of the major defaulting private agencies and the arrears of rent due from them are as follows :

S. No.	Name of the Agency	Amount due (Rs.)
1.	M/s. A.S. Corporation	14,80,023.60
2.	M/s. A.K. Corporation	8,60,967.35
3.	M/s. Andhra Asphalt	1,81,867.00
4.	M/s. Johar Polipak	85,181.16
5.	M/s. Mahalakshmi Talkies	1,13,604.40
6.	M/s. Vizag Shipping	2,91,431.25
7.	M/s. Ushodaya Shipping Pvt. Ltd.	88,336.45
8.	M/s. C.F. Ltd.	1,07,69,807.82
9.	M/s. A.V.S. Rao and Bros.	8,30,271.14
10.	M/s. Hamsa Dasel Corp.	18,896.00
11.	M/s. Indrani	53,603.00
12.	M/s. Rajeev and Co.	14,517.87
Total		1,47,88,507.04

(c) Yes, Sir,

(d) The particulars of the agencies to whom Port lands were leased and the purpose of lease during the last two years are as follows :

S. No.	Name of the Agency	Purpose
1.	M/s. G.F.C. Ltd. (A joint venture of Government of Andhra Pradesh and IFCO)	For storage of liquid.
2.	VSP Stevedores Association	For office Building.
3.	Sarat Chaterjee and Co,	For Railway Siding to the land already leased for godowns for import and export cargo.
4.	Kaitan Minerals Devp. Corporation	Stacking and Loading of Gypsum.

**Land given on Lease by Visakhapatnam Port Trust**

2477. SHRI BHATTAM SRIRAMA MURTI : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) the total acreage of land under the control of the Visakhapatnam Port Trust at present and its requirement for the future master plan;

(b) the extent of land being utilised by the Visakhapatnam Port Trust at present and its requirement for the future master plan;

(c) the extent of land given on lease to parties and whether the number of agencies/parties to whom lands have been leased by Visakhapatnam Port Trust has increased from 119 to 1200; and

(d) the total earnings of the Visakhapatnam Port Trust from such leased lands ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) and (b). The total area of land under the control of the Visakhapatnam Port Trust at present is 7384 acres, out of which 1155 acres are being utilised by the Port Trust. The Master Plan for future development is not available now and therefore, it is not possible to indicate the requirement of land under the future Master Plan.

(c) 2690 acres of land are given on lease to various parties. The number of agencies/parties to whom lands have been

leased by Visakhapatnam Port Trust has increased from 150 to 1140 leases during the span 1960 to 1988.

(d) The total demand of Visakhapatnam Port Trust by way of lease at present is Rs. 2,91,30,000 per annum.

[Translation]

**Railway Lines in U.P.**

2478. SHRI HARISH RAWAT : Will the Minister of RAILWAYS be pleased to state :

(a) the names of railway lines in Uttar Pradesh in regard to which survey work has been completed during 1985-86 and 1986-87; and

(b) the names of such railway lines in the aforesaid State in regard to which survey work is likely to be completed during 1988-89 and 1989-90 and the provision made for each of these railway lines ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD) : (a) (i) Duraula-Hastinapur.

(ii) Dharampur-Afzalgarh-Kalagarh and Afzalgarh-Aliganj.

(iii) Sonauli-Gorakhpur.

(b) Surveys for new lines from Budaun to Shahjahanpur and from Bageswar to Tanakpur are likely to be completed

during 88-89. No provision has so far been made for construction of either of these lines.

**Construction of Hapur and Moradnbad Bye-Passes**

2479. SHRI HARISH RAWAT : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether any provision has been made for construction of the proposed Bypasses in Hapur and Moradabad cities on Delhi-Lucknow National Highway during 1988-89;

(b) if so, whether the construction work of these bypasses is likely to be completed during the year; and

(c) if not, the reasons for the delay ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) No, Sir.

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

**[Translation]**

**Polluted Rivers in Kerala**

2480. SHRI V. S. VIJAYA-RAGHAVAN : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) the names of rivers in Kerala which are polluted at present; and

(b) the steps being taken to remove their pollution ?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI Z.R. ANSARI) : (a) The data available from the water quality monitoring stations in the rivers in Kerala show that stretches of some of the rivers are polluted.

(b) The steps taken include the following :

(i) Effluent standards have been laid down for various polluting industries.

(ii) Industries have been directed to adopt pollution control measures.

(iii) Financial incentives are provided for installation of pollution control devices.

(iv) Legal action is taken against the defaulting industries.

**Diesel Engines Replaced for Steam Engines**

2481. SHRI AMARSINH RATHAWA: Will the Minister of RAILWAYS be pleased to state : the number of diesel engines for metre gauge lines constructed during the last three years and the details of railway lines on which these were replaced for steam engines ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD) : The number of metre gauge main line diesel locomotives manufactured during the last 3 years is as under :

Year	Matre Gauge
1985	38
1986	40
1987	30

The sections on which the new diesel locomotives have replaced some of the steam locomotives during this period are ;

Northern Railway	Jodhpur-Jaisalmer
Northeastern Railway	Gonda-Mailani
Southern Railway	Bangalore-Hubli
	Birur-Shimoga
	Hassan-Mangalore
	Chickjajur-Chitardurga
	Villupuram-Tiruchirappalli (Chord Line)
	Villupuram—Tiruchirappalli (Main Line)
	Thanjavur—Nagore
	Madurai—Virudunager
	Mysore—Nanjangud Town



**Aid for Health Plan by Sweden**

2482. SHRI T. BALA GOUD : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Sweden has given Rs. 42 crores for Health Plan and if so, the details thereof and the use thereof;

(b) whether Sweden has given similar aid for health schemes earlier also;

(c) whether other countries have also promised aid for health and the details of the aid received earlier for health, country-wise and year-wise during the last three years; and

(d) whether benefits have been monitored and evaluated so far ?

THE MINISTER OF STATE IN THE  
MINISTRY OF HEALTH AND FAMILY  
WELFARE (KUMARI SAROJ  
KHAPARDE) : (a) Sweden has provided

two hundred and Nine million Swedish Kroners (Rs. 44.72 crores approximately) from 1987-88 to 1989-90 through UNICEF, for Universal Immunization Programme (UIP) to India. Out of this, 97 Million Swedish Kroners (Rs. 20.75 crores approximately) have been distributed upto 30.9.87.

(b) Yes.

(c) Foreign Aid is received for various Health and Family Welfare Programmes from various countries and Bilateral agencies.

A statement indicating such Aid received from some of these countries/agencies is given below.

(d) Evaluation of the benefits achieved under various foreign aid programmes is regularly done.

Statement		Agreed Amount	Amount Received
Country	Period		
Sweden	* (i) 1984-85 to 1988-89	143 Million SEK (Rs. 1152.07 lakhs)	67.5 Million SEK (upto September, 1987) (Rs. 1152.07 lakhs)
	(ii) 1985-86 1987-88	27.6 Million SEK (Rs. 471.07 lakhs)	14.4 Million SEK (upto September, 1987) (Rs. 471.07 lakhs)
Norway	1984-87	87.0 Million NOK (Rs. 1412.06 lakhs)	62.0 Million NOK (upto December, 1986) (Rs. 1027.68 lakhs)
Japan	(i) 1986	1.973 Million Yen (Rs. 1598.86 Lakhs)	—
	(ii) 1987	1.346 Million Yen (Rs. 1090.77 lakhs)	—
US AID (Area Project)	(i) 1984-85	—	Rs. 1039.70 lakhs
	(ii) 1985-86	—	Rs. 952.01 lakhs
	(iii) 1986-87	—	Rs. 801.42 lakhs
DANIDA (Area Project (DENMARK))	(i) 1984-85	—	Rs. 919.64 lakhs
	(ii) 1985-86	—	Rs. 510.43 lakhs
	(iii) 1986-87	—	Rs. 820.61 lakhs

U. K. (ODA)	(i) 1984-85	—	£2.5 million (Rs. 500 lakhs)
	(ii) 1985-86	—	£2.6 million (Rs. 520 lakhs)
	(iii) 1986-87	—	£0.1 million (Rs. 20 lakhs)

\*These amounts are for Malaria, T.B. and Leprosy Control Programmes.

**Estimates for improvement of Guntur and Kurnool Bye-passes**

2483. SHRI T. BALA GOUD : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether Government of Andhra Pradesh has sent estimates totalling Rs. 3.81 crore for improving Guntur and Kurnool bye-passes which are in very bad shape; and

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

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) Yes, Sir.

(b) Estimate for Guntur Bye-pass has been returned to the State Government as the work is not included in the Seventh Five-Year Plan. Estimate for Kurnool Bye-pass has been returned to the State Government as the work is not included in the Annual Plan for 1987-88.

**Guidelines Evolved by National Conference on Film Certification**

2484. SHRI K. RAMAMURTHY :  
SHRI GURUDAS KAMAT :

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

(a) the details of fresh guidelines evolved by the National Conference on Film Certification held on January 6, 1987 at Bombay;

(b) The details of recommendations about the composition of Censor Boards and in regard to interpolation etc.; and

(c) the action being taken on them ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAH) : (a) The National Conference on Film Certification has *inter-alia* recommended for consideration of the Government, the following suggestions ;

(i) Scenes showing involvement of children in violence either as victims or as perpetrators—or showing child abuse and physically and mentally handicapped persons are not presented in a manner which is needlessly prolonged or exploitative in nature.

(ii) The exiting guideline that, “pointless or avoidable scenes of violence, cruelty and horror are not shown” should be broadened to cover the evil of drug addiction:

(iii) Scenes involving sexual violence against women like attempt to rape, rape, gang rape, murder or any other form of molestation are not presented in a manner which is needlessly prolonged or has the effect of being titillating.

(iv) Visuals or words which promote obscurantist, anti-scientific and anti-rational attitudes are not presented.

(b) While the National Conference did not make any specific recommendation regarding the composition of the Central Board of Film Certification, it made the following suggestions regarding the checking of interpolation in films :

(i) The laboratory processing prints, should be prosecuted, alongwith the producer.

(ii) The laboratory should certify number of prints made on or before the date of certification.

(iii) The laboratory should certify that cuts suggested by the Board have been carried out in all prints.

(iv) The minimum fine for interpolation, should be raised to Rs. 1 lakh.

(v) The certificate of the film should be cancelled, if interpolation is proved even on a single print.

(vi) Theatre license should be suspended, immediately on seizure of prints.

(vii) If the film is seized for interpolations, the director of the film should be black-listed.

(viii) The producer, should be asked to give a second video copy to the CBFC.

(ix) The cuts, prescribed for each film should be given wide publicity.

(x) An Enforcement Cell, should be set up for speedy and effective implementation.

(c) The suggestions/recommendations of the National Conference on Film Certification are under consideration.

#### Unfilled Seats for SCs/STs in IITs

2485. SHRI K. RAMA MURTHY : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether 240 seats in B. Tech. course of Indian Institutes of Technology at Kharagpur, Kanpur, Delhi, Bombay and Madras reserved for SC/ST students remain unfilled year after year and if so, the reasons for the same; and

(b) the steps being taken to ensure that these seats are filled by students from these communities?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAHI) : (a) and (b). A part of the seats reserved for SC/ST students in B.Tech. courses at the five Indian Institutes of Technology (IITs) remain unfilled. Several measures such as lower cut-off point in the Joint Entrance Examinations and conduct of preparatory courses have been adopted by IITs for improving the intake of these students.

#### National Committee on Rural Institutes

2486. SHRI K. RAMAMURTHY : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the findings of the National Level Committee on Rural Institutes headed by a member of the University Grants Commission; and

(b) the action taken thereon?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAHI) : (a) and (b). The task of preparation of a detailed project report for the formulation of the scheme for the development of rural institutes/universities and for setting up of a Central Council of Rural Institutes as envisaged in the National Policy on Education—1986, was assigned to the Educational Consultants India Limited, A Working Group under the Chairmanship of Dr. M. Aram, formerly Vice-Chancellor of Gandhigram Rural Institute and presently a member of the University Grants Commission was constituted to assist Educational Consultants India Limited in preparation of the project report.

It has been recommended in the report submitted by Educational Consultants India Limited that the new pattern of rural institutes will be an instrument of social change. It will be community based with emphasis on micro level planning at the grass root level. The academic programmes of the rural institutes will be work-oriented with emphasis on self-employment. The rural institutes will preferably be composite in character, combining programmes from primary to higher education. The institutes will lay emphasis on an educational package comprising teaching, research and extension. Extension programmes will be so developed as to make a real and quantifiable impact upon the development process in the selected blocks.

Action has been initiated for the formulation of a detailed scheme for the implementation of the programme for the development of rural institutes in the light of the recommendations made in the report.

**Bridge at 18th cross, Malleswaram,  
Bangalore**

2487. SHRI V.S. KRISHNA IYER :  
Will the Minister of RAILWAYS be pleased  
to state :

(a) whether there is a proposal for  
construction of an over-bridge over railway  
line at 18th Cross, Malleswaram, Bangalore;  
and

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

THE DEPUTY MINISTER IN THE  
MINISTRY OF RAILWAYS (SHRI  
MAHABIR PRASAD) : (a) No, Sir.

(b) Railways undertake construction of  
road-over/under bridge only after these are  
sponsored by the State Government/Local  
Authority, duly agreeing to share the cost  
as per rules. No firm proposal for the  
above road over-bridge has so far been  
received from the State Government/  
Local Authority.

**Medical Store at Mysore and Hubli  
Railway Stations**

2488. SHRI V.S. KRISHNA IYER :  
Will the Minister of RAILWAYS be  
pleased to state :

(a) whether there is any Medical Store  
at the Mysore and Hubli Railway stations;  
and

(b) if not, whether the Ministry propose  
to open medical store at these railway  
stations in order to cater to the needs of  
the passengers?

THE DEPUTY MINISTER IN THE  
MINISTRY OF RAILWAYS (SHRI  
MAHABIR PRASAD) : (a) There is no  
Chemist stall at these stations.

(b) At present, there is no such  
proposal.

**Radio Communication System in Trains**

2489. SHRI V.S. KRISHNA IYER :  
Will the Minister of RAILWAYS be pleased  
to state :

(a) whether there is any proposal to  
provide radio communication system in  
trains;

(b) if so, the names of the trains which  
will be provided with the above facility;  
and

(c) how far the passengers are likely to  
be benefited by this scheme while travelling ?

THE DEPUTY MINISTER IN THE  
MINISTRY OF RAILWAYS (SHRI  
MAHABIR PRASAD) : (a) Yes Sir.

(b) The radio communication between  
driver and guard is approved for selected  
Mail and Express trains on Delhi-  
Mughalsarai section. Radio Communi-  
cation is also approved between Driver and  
Control office for certain freight trains on  
the same section.

(c) The facility is expected to improve  
operational efficiency and safety of train  
running.

**Deforestation by Kudremukh Iron Ore  
Company**

2490. SHRI V.S. KRISHNA IYER :  
Will the Minister of ENVIRONMENT  
AND FORESTS be pleased to state :

(a) whether Government are aware that  
large scale denudation of grasslands and  
shola forests in Chickamagalur district of  
Karnataka is due to iron ore mining by  
Kudremukh Iron Ore Company; and

(b) if so, the steps taken by Government  
to protect and develop the areas around  
iron-ore project?

THE MINISTER OF STATE OF THE  
MINISTRY OF ENVIRONMENT AND  
FORESTS (SHRI Z. R. ANSARI) : (a)  
and (b). Details will be collected from the  
State Government and placed on the Table  
of the House.

**Introduction of a Superfast Train  
between Bombay and Madras**

2491. SHRI V. TULSIRAM : Will the  
Minister of RAILWAYS be pleased to  
state :

(a) whether there is any proposal to introduce a superfast train between Bombay and Madras;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD) : (a) and (b). Yes, Sir. The proposed train to be introduced in lieu of 13/14 Bombay-Madras Express will run on 5 days a week.

(c) Does not arise.

**Electrification of New Delhi-Hyderabad Railway Route**

2492. SHRI V. TULSIRAM : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is a proposal to electrify New Delhi-Hyderabad rail route; and

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

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD) : (a) Yes, Sir.

(b) New Delhi-Agasod section has already been energised. Electrification of

Agasod-Itarsi-Nagpur-Kazipet section is in progress. Electrification of the remaining section between Kazipet and Hyderabad-Sanatnagar section has also been approved and preliminary works are in progress. Electrification of Kazipet-Sanatnagar section is expected to be completed in the VIIIth Plan.

**Grants to Assam for Family Planning Programmes**

2493. SHRI BHADRESWAR TANTI : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) the grants given by Union Government to Assam for family planning programmes during the Seventh Five Year Plan, year-wise; and

(b) the targets achieved so far during Seventh Plan period?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHA-PARDE) : (a) A sum of Rs. 1223.09 lakhs, Rs. 798.45 lakhs and Rs. 1059.55 lakhs have been released to Government of Assam for implementation of family planning programme during 1985-86, 1986-87 and 1987-88 respectively.

(b) The details are given in the Statement below.

## Statement

STATE : ASSAM

## A. Family Planning Methods

	1985-86		1986-87		1987-88	
	Target	Achievement	Target	Achievement	Target	Achievement
1. Sterilisation	180,000	122,690	205,000	93,471	155,800\$	62,614*
2. I.U.D.	24,000	21,861	30,000	31,031	26,600\$	16,032*
3. C.C. Users	40,000	35,878	37,000	42,508	45,277\$	29,728**
4. O.P. Users	10,000	4,505	10,000	7,311	9,344\$	6,180**

## B. M.C.H. Activities

	1985-86		1986-87		1987-88 (Upto Nov.87)	
	Target	Achievement	Target	Achievement	Proportionate Target	Achievement
(a) Immunization						
(i) Tetanus Immunization for expectant mothers	150,000	102,527	200,000	117,670	291,500	88,675
(ii) D.P.T. Immunization for children	200,000	155,156	250,000	161,948	293,700	110,613
(iii) Polio	200,000	79,708	250,000	111,713	293,700	83,537
(iv) B.C.G.	200,000	47,819	250,000	162,719	347,100	124,041@



	1985-86		1986-87		1987-88 (Upto Nov.87)	
	Target	Achievement	Target	Achievement	Proportionate Target	Achievement
(v) Measles			100,000	24,591	280,150	31,894@
(vi) Typhoid	200,000	112,514	200,000	72,627	242,000	63,966
(vii) D.T. Immunization for children	20,000	159,106	200,000	186,354	242,000	119,718
(viii) T.T.(10 yrs)	50,000	32,026	50,000	33,851	115,500	31,369
(ix) T.T. (16 years)	50,000	26,164	75,000	27,815	77,000	20,606
(b) Prophylaxis against Nutritional anaemia among						
(i) Total women	400,000	274,950	400,000	276,936	410,000†	117,282
(ii) Children	400,000	411,952	400,000	381,854	425,000†	196,947
C. Prophylaxis against blindness due to vit. 'A' deficiency	400,000	327,221	400,000	390,117	500,000†	325,605

\* Provisional figures upto January, 1988

\*\* Provisional figures upto December, 1987

\$ Proportionate target upto January, 1988

\$\$ Proportionate target upto December, 1987

@ Provisional figures upto December, 1987

† Annual target

**Unmanned Railway Level Crossing  
Accidents in Assam**

2494. SHRI BHADRESWAR TANTI ;  
Will the Minister of RAILWAYS be pleased to state :

(a) the number of accidents which took place at unmanned railway level crossings in Assam during the last three years and since January, 1988; and

(b) the steps taken or proposed to be taken to avoid accidents at those crossings?

THE DEPUTY MINISTER IN THE  
MINISTRY OF RAILWAYS (SHRI  
MAHABIR PRASAD) : (a) Eight. No such accident has occurred since January, 1988.

(b) The following safety measures are being taken to avoid accidents at these level crossings :

- (i) Provision of road signs and rumble strips/speed breakers short of level crossings.
- (ii) Improvement in the visibility of level crossing for road users and train drivers.
- (iii) Educative campaigns through the media for the road users on the precautions to be taken before negotiating level crossings.
- (iv) Provision of Whistle Boards along the rail track, at adequate distance short of unmanned level crossings.
- (v) Enlisting the co-operation of the State Government to educate road users before issue/renewal of driving licences.
- (vi) Conducting ambush checks jointly with the State Government officials including traffic police to enforce compliance with the provisions of Motor Vehicles Act.

**Vehicular Pollution**

2495. SHRI CHINTAMANI JENA:  
Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) whether carbon monoxide levels could be reduced, if cars are run on a mixture of ninety per cent gasoline and ten per cent ethanol;

(b) whether U.S. Government's recent data show that even new cars and the ones with modern emission controls, will not emit more carbon monoxide by using blends containing oxygen-rich fuels like ethanol;

(c) if so, whether Government propose to adopt similar methods to reduce vehicular pollution; and

(d) if so, the details thereof ?

THE MINISTER OF STATE OF THE  
MINISTRY OF ENVIRONMENT AND FORESTS (SHRI Z.R. ANSARI) : (a) Yes, Sir.

(b) Yes, Sir.

(c) and (d). No such proposal is being planned presently.

**Promotion of Sports by U.G.C.**

2496. DR. KRUPASINDHU BHOI :  
Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether the University Grants Commission is promoting sports and games among the college and university students;

(b) if so, the amount provided by the UGC to different universities to promote sports and games during 1986-87 and 1987-88;

(c) the amount earmarked by the UGC for sports and games during 1988-89; and

(d) the details thereof ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L. P. SHAHI) : (a) Yes, Sir. Under the National Sports Organisation Programme, the UGC has been providing assistance to Universities and colleges for development of sports infrastructure.

(b) During 1986-87, the total grants paid by the UGC to various universities and colleges was Rs. 38.79 lakhs; during 1987-88, the grants paid upto 31-1-1988 were Rs. 77.05 lakhs.

(c) and (d). Funds for National Sports Organisation Programme are provided by the Department of Youth Affairs and Sports of the Ministry of Human Resource Development. The allocation for the programmes to be implemented by the UGC during 1988-89 has not been finalised.

#### Conservation of Himalayan Eco-System

2497. DR. KRUPASINDHU BHOI : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) whether it is necessary to conserve the Himalayan eco-system;

(b) if so, the directions given by Union Government to different Himalayan States in this regard;

(c) the steps taken by these State Governments in that direction so far; and

(d) the details of schemes prepared or the assistance given by the Union Government to preserve Himalayan Eco-System ?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI Z. R. ANSARI) : (a) Yes, Sir.

(b) The State in the Himalayan Region have been issued specific guidelines for undertaking hill area development in harmony with preservation of ecological balance with emphasis on conservation of existing soil, water and living resources.

(c) The State Governments prepare their State Plans keeping in view the need for conservation of the eco-system.

(d) (i) The Government of India operates a special hill area development programme for which special Central assistance is provided. A sum of Rs.719.75 Crores has been provided to the States of Uttar Pra-

desh, West Bengal and Assam during the Seventh Plan under this scheme.

(ii) The hill States of Himachal Pradesh, Manipur, Meghalaya, Nagaland, Tripura, Sikkim, Arunachal Pradesh and Mizoram get Central assistance for development plan on the pattern of 90% grant and 10% loan. In the case of Jammu and Kashmir the Ladakh region is given central assistance on this pattern.

(iii) A Coordinated action-oriented research development and extension programme has been in operation in fourteen universities and seven other institutions including non-governmental organisations in the Himalayan Region. The amount disbursed during Seventh Five Year Plan is Rs. 105.94 lakhs.

(iv) A Task Force of 243 ex-service men is operational in Mussoorie hills in U.P. to restore the ecosystem. An outlay of Rs.190 lakhs is provided for this purpose during the Seventh Five Year Plan. A Task Force has been sanctioned for the restoration of Jammu Shiwalik Mountain region in the Jammu and Kashmir State with an outlay of Rs. 100 lakhs for three years commencing from 1988-89.

(v) Rs. 32.81 Crores were disbursed during the Seventh Five Year Plan for the scheme of soil, water and tree conservation in the Himalayas.

#### Cancellation of Trains in Kerala

2498. SHRI SURESH KURUP : Will the Minister of RAILWAYS be pleased to state :

(a) the number and details of the trains cancelled in Kerala including those connecting different stations of Kerala during 1987-88; and

(b) the reasons for the cancellations ?

MAHABIR PRASAD): (a) and (b). Details are indicated in the statement below.

THE DEPUTY MINISTER IN THE  
MINISTRY OF RAILWAYS (SHRI

Statement

S. No.	Train description	Date of cancellation	Reason
1.	907/908 Kanniyakumari-Jammu Tawi Express.	1.10.1987	Rationalisation of North-South services.
2.	937/938 Cochin-Ahmadabad Express	14.1.1988	
3.	307/308 Ernakulam-Cannanore Express	15.1.1988	
4.	65/66 Cochin-Tiruchchirappalli Express.	15.1.1988	Seasonal drop in traffic and other operational reasons.
5.	955/956 Cochin-Bilaspur Express.	Bi-weekly to Weekly from 14.1.1988	

Investigation into the Sinking of Vishwa Apurva

2499. SHRI BALASAHEB VIKHE PATIL : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether a cargo ship 'Vishva Apurva' of the Shipping Corporation of India had sunk in the Red Sea in August, 1987;

(b) if so, whether any investigation was conducted; and

(c) if so, the findings thereof ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) M.V. 'Vishwa Apurva' of Shipping Corporation of India sank in Red Sea on 6-8-1987 after collision with a Greek Bulk Carrier, M.V. 'Dias'.

(b) and (c). Preliminary Inquiry under Section 358 of the Merchant Shipping Act, 1958 was conducted by Principal Officer, Mercantile Marine Department, Bombay. The main findings of the inquiry are as follows :

1. The collision took place due to the negligence of Watchkeeping Officer on board of M.V. 'Vishwa Apurva'.
2. The vessel foundered due to rapid ingress of water through Duct Keel door in the Engine Room, and extensive damage to the forward part of the ship.
3. Some of the officers of the vessel have been found responsible in varying degree for their contribution towards the above accident.

**Sarkaria Commission Recommendation  
on Environmental Clearance**

2500. SHRI V. SOBHANADREESWARA RAO : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) whether the Sarkaria Commission has called for a review of the large number of cases 'closed' under the Forest (Conservation) Act, 1980;

(b) if so, the reaction of Government to this suggestion; and

(c) the action proposed as a follow up measure ?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI Z. R. ANSARI) : (a) Yes. Sir.

(b) and (c). View on the recommendation of the Sarkaria Commission would be taken after taking into consideration the views of Parliament, State Governments and Public.

**Demands of Research Scholars**

2501. SHRI P. PENCHALLIAH : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Government are considering the demands of research scholars for enhancement of junior research fellowships and senior research fellowships; and

(b) if so, the details thereof and Government's reaction thereto ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L. P. SHAHI) : (a) and (b). A proposal to revise the value of the Junior and Senior research fellowships awarded by different agencies is under consideration. The details have not yet been finalised.

**Capital Contribution to Punjab State  
Road Transport Corporation**

2502. SHRI KAMAL CHAUDHRY : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether Union Government have given Capital Contribution to the Punjab State Road Transport Corporation in 1987-88;

(b) if so, the amount released and the percentage of contribution compared to the contribution of the State Government; and

(c) if not, the reasons therefor ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) to (c). It is presumed that the Honourable Member is referring to the Punjab Roadways as there is no Undertaking called the Punjab State Road Transport Corporation. Central Government's capital contribution is released only to State Transport Corporations set up under the Road Transport Corporations Act, 1950. Punjab Roadways, being a departmental undertaking of the State Government, is not entitled to such capital contribution.

**Shortage of Merchant Navy Officers.**

2503. SHRI YASHWANTRAO GADAKH PATIL :  
DR. KRUPASINDHU BHOI :

Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the shipping industry is faced with the problem of shortage of Merchant Navy Officers;

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

(c) the measures taken to resolve the problem ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) Some of

shipping companies have reported shortage of merchant navy officers.

(b) A recent assessment indicates that there is about 5 per cent shortage of merchant navy officers on navigation side. The major reasons for the shortage are the reduced intake of officers by the Indian companies due to recessionary conditions upto mid 1987 and increased demand for merchant navy officers in world shipping from the later half of 1987.

(c) The intake of cadets in T.S. Rajendra and Directorate of Marine Engineering Training, Calcutta has been increased.

#### Modernisation of Engineering and Technological Institutions

2504. SHRI YASHWANTRAO GADAKH PATIL : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether any plan has been prepared for the modernisation of engineering and technological institutions;

(b) if so, the details thereof; and

(c) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAHI) : (a) Yes, Sir.

(b) The New Education Policy, 1986 has given high priority to the Modernisation and Removal of obsolescence of Engineering and Technological Institutions in the country. A suitable scheme for the purpose was approved by the Government for implementation during the 7th Plan period in accordance with the programme of action for implementation of National Education Policy. The scheme covers Indian Institutes of Technology, Regional Engineering Colleges, Technical Universities, and technological facilities of Universities. Government and recognised non-Government Engineering Colleges and Polytechnics. Grants of Rs. 15 crores in 1985-86, Rs. 18 crores in 1986-87 and Rs. 50 crores in 1987-88 have been released to the Engineering and

Technological Institutions including Polytechnics to support 539 projects. Support is provided on the basis of the project proposals received from the institutions and approved by the National Expert Committee. The scheme will be continued during the remaining years of the 7th Plan period to support additional projects for Modernisation from the Technical Institutions.

(c) Does not arise.

#### Railway Projects in Orissa

2505. SHRIMATI JAYANTI PATNAIK : Will the Minister of RAILWAYS be pleased to state the allocation made for each railway project in Orissa taken up in the last three years for the financial year 1988-89 ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD) : The outlay proposed in 1988-89 for the major Railway Projects in Orissa, taken up for construction in the last three years, is as under :

S. No.	Name of the Project	Outlay proposed for 1988-1989 (Rs. in crores)
1.	Sambalpur—setting up of a new Divison	0.93
2.	Electrification of Koraput-Damanjodi section	1.50
3.	Patch doubling between	15.00
	(i) Ambodala-Bissamcuttack	
	(ii) Therubali-Gumada for increasing line capacity on Raipur-Vizianagram section.	

#### Outstanding Bills of Private Hospitals, Bombay

2506. DR. DATTA SAMANT : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether three major private hospitals in Bombay city have stopped rendering free medical services to about 67,000 employees

under the Central Government Health Scheme from January 1988 due to non-payment of their outstanding bills; and

(b) if so, the names of these hospitals and the total outstanding bill ?

**THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) :** (a) and (b). Two out of the three major private Hospitals *viz* Nanavati Hospital and Bombay Hospital recognised for the treatment of CGHS beneficiaries Bombay stopped rendering medical facilities to CGHS beneficiaries from December, 1987 and January, 1988 respectively. However, Bombay Hospital, Bombay resumed \* services to CGHS beneficiaries after clearance of their outstanding bills upto September, 1987.

The total outstanding bills of these two Hospitals were as under :

1. Nanavati Hospital—12 lakhs.
2. Bombay Hospital —23 lakhs.

#### **Cure of Hydatid Disease**

**2507. DR. B.L. SHAIKESH :** Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether according to a World Health Organisation Consultant India is a high prevalence area for Hydatid disease in the rural areas;

(b) if so, whether any study on the morbidity and mortality pattern of this disease in the rural areas with poor sanitary and hygienic conditions in any State has been at any stage conducted; the details of its findings and preventive measures taken; and

(c) if not, what steps are proposed to be taken in the Eastern Uttar Pradesh districts ?

**THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) :** (a) to (c). Echinococcosis

(Hydatidosis) has been observed throughout the world, particularly in countries where sheep and cattle raising, from major animal husbandry practices.

There is no precise data on the incidence of echinococcosis in India either in the canine definitive hosts or in human and other intermediate hosts. Reports concerning the occurrence of human hydatidosis in India have been appearing in the literature from time to time. Many of these reports emphasise occurrence of hydatid cysts in rarer sites and highlight cases with unusual features.

There is no effective drug for chemotherapy in man. Surgical intervention is primarily the answer. Mebendazole has been tried for the treatment of the disease in man.

Health educational efforts for improving personal hygiene in the handling of dogs as pets provide the basis for the control of this disease. The prevention of dogs from gaining access to raw offal and the proper disposal of the offal is an essential control measure.

Further, meat inspection is carried out at the slaughter houses by the local health authorities to prevent this disease.

#### **Use of Synthetic Food Colours**

**2508. DR. B.L. SHAIKESH :** Will the Minister of HEALTH AND FAMILY WELFARE be pleased to refer to the reply given on 3 December, 1987 to Unstarred Question No. 4125 regarding "Fool proof method to prevent use of cheap flavours" and state :

(a) whether a recent study was made by the Biochemistry Department at the University of California, Berkeley (USA) and has revealed that many foods contain very high levels of natural cancer-causing agents;

(b) if so, which are those food articles and the role of synthetic food colours and flavours therein;

(c) what positive measures have been or are being taken by Government to discour-

rage the use of artificial colours and flavours in foods;

(d) whether admixture of such ingredients in any way leads to increase the nutrition value of any food article; if so, the details thereof; and

(e) if not, -what other measures do Government propose to take to prohibit the use of such colours by and large in food articles and beverages ?

**THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) :** (a) and (b). The report of the studies conducted by the Biochemistry Department at the University of California, Berkley (USA) has not been made available to the Government.

(c) to (e). As per the provisions of the Prevention of Food Adulteration Rules, addition of colour to any food except as specifically permitted under Prevention of Food Adulteration Rules is prohibited. Food colours and flavours do not add nutritional value of food. Only 11 food colours are permitted in specified food products up to a maximum limit of 200 p.p.m. where there is a technological necessity and which is determined by the experts in this field. Certain flavouring compounds considered to be harmful to human health have been prohibited under the Rules.

The use of colours and flavours in food have to be declared on the label compulsorily. The States and Union Territories have been requested from time to time to enforce the provisions of the Prevention of Food Adulteration Rules and Act strictly. The enforcement staff lifts samples of food articles and in case of any violation of the provisions, action is initiated under the provisions of Prevention of Food Adulteration Act, 1954.

#### **Quota of Railway Reservations at Nagpur**

**2509. SHRI BANWARI LAL PUROHIT :** Will the Minister of RAILWAYS be pleased to state :

(a) whether the quota in most of the trains from Nagpur has recently been reduced;

(b) if so, the details of the trains for which the quota has been reduced and the reasons therefor; and

(c) the steps Government propose to take for providing additional train service at Nagpur ?

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD) :** (a) and (b). Consequent upon reduction in the composition of Andhra Pradesh Express train the quota at Nagpur was reduced recently for New Delhi only.

(c) The quota will be restored from 1.4.1988.

#### **Rehabilitation of Oustees of Narmada Sagar and Sardar Sarovar Project**

**2510. SHRI Y.S. MAHAJAN :** Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) whether the Narmada Sagar and Sardar Sarovar dams being built on the Narmada river are likely to submerge 204 villages and 90,000 hectares of land more than one-third of which consists of forests and would cause ecological disaster to the wildlife and the people of the region; and

(b) if so, what steps Government propose to take to rehabilitate the wildlife and the people of these areas ?

**THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI Z.R. ANSARI) :** (a) and (b). The Narmada Sagar and Sardar Sarovar projects will submerge a total of 130.482 hectares of land including 54.076 hectares of forest land. Submergence would affect 491 villages.

The projects have been approved with the stipulation that :

—environmental safeguard measures are planned and implemented pari-passu with progress of work on projects;

—Rehabilitation plans be so drawn as to be completed ahead of reservoir filling.



Special Sub Groups on Environment and Rehabilitation have been constituted by the Narmada Control Authority to ensure preparation and implementation of Environmental Action Plans including those for Rehabilitation.

#### Underground Railways

2511. SHRI H.N. NANJE GOWDA :  
SHRI G.S. BASAVARAJU :  
SHRI S.M. GURADDI :

Will the Minister of RAILWAYS be pleased to state :

(a) whether Indian Engineers engaged in the construction of the Metro Rail have been adopting some new techniques for the first time in the country to tackle many difficult problems being faced in the construction of the underground railways;

(b) if so, whether they will be able to complete construction work within the stipulated period;

(c) whether an All India Seminar on underground construction of railway lines was held in December, 1987;

(d) if so, the main recommendations thereof and by which time the same are likely to be implemented;

(e) whether Government are considering to start construction of underground railways in other cities also; and

(f) if so, the details thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD) : (a) Yes, Sir.

(b) Yes, Sir.

(c) Yes, Sir. An all India Seminar on "Underground Construction with particular reference to Metro Railways" was organised in Calcutta on 23-12-1987 by the Institution of Engineers (India).

(d) No recommendations have so far been received from the organisers of the Seminar.

(e) No, Sir.

(f) Does not arise.

#### Suggestions made at 13th Asian Pacific Dental Congress

2512. SHRI H.N. NANJE GOWDA :  
Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether over 3,000 dental surgeons, professors and practitioners of dentistry from many countries participated in 13th Asian Pacific Dental Congress during January, 1988;

(b) if so, whether the suggestions given by the Dental Congress have been submitted to Government;

(c) whether Government have prepared a plan to implement these suggestions; and

(d) by what time these suggestions will be implemented ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) to (d). The 13th Asian Pacific Dental Congress was held at New Delhi from 28th January to 1st February, 1988. However, Government has not received any suggestions or recommendation from the Organisers of the conference.

[Translation].

#### Detection of AIDS

2513. SHRI SARFARAZ AHMAD :  
SHRI VILAS MUTTEMWAR :

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

(a) whether the blood test of only those persons who stay in the country for a period of more than one year is done;

(b) if so, the reasons for taking such a decision; and

(c) whether Government propose to make arrangements to carry out blood test

immediately of all the persons arriving from abroad and if not, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) and (b). It has been decided that any new foreign student being admitted in any Indian Educational/Research/Training Institute will be required to give an undertaking for undergoing a medical test including that for AIDS within one month of arrival in India and admission will only be confirmed after the result has been found satisfactory. All other foreigners intending to stay for more than one year in India shall be subjected to AIDS test except foreigners working in various Missions and journalists to accredited to the Press Information Bureau. The decision has been taken in the context of the situation as prevailing in the country.

(c) In view of the administration and operational problems, it would not be possible for the Government to arrange blood tests of all persons arriving from abroad.

[English]

#### Indo-US Symposium on Pregnancy

2514. SHRI GURUDAS KAMAT : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Indo-US Symposium on pregnancy was held in New Delhi in February, 1988; and

(b) if so, the nature of discussions held and the outcome thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) Yes, Sir.

(b) The Symposium was held at AIIMS, New Delhi under Indo-US Science and Technology Exchange Programme. The participants included reputed Scientists from USA and India. The theme focussed on was factors influencing in the establishment of pregnancy. The topics included :

- (i) Hormones and establishment of Pregnancy.
- (ii) Hormones and Genetics interaction.
- (iii) Growth factor.
- (iv) Steroid receptors and implantation.
- (v) Maternal recognition of pregnancy—Embryo and Endometrium interaction.

#### Death of Children for Want of Immunization

2515. SHRI MULLAPPALLY RAMACHANDRAN : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) the number of infants reported to have died in 1987 for want of immunization;

(b) the major killer disease that affected these children;

(c) the measures Government adopted to ensure increased production, acquisition and supply of immunization vaccines; and

(d) the allocation made for this purpose for the year 1988-89 ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) and (b). There is no precise data on the deaths due to vaccine preventable diseases *i.e.* Diphtheria, Whooping cough, Tetanus, Poliomyelitis, Measles, Typhoid and Tuberculosis in the country. Most of these cases go unreported as they are not taken to the hospitals/dispensaries. Private practitioners and voluntary organisations dispensing medical treatment also seldom report such cases. Further even among the reported cases, more often, they are not correctly diagnosed and properly categorised. The available information on deaths reported by various health institutions/hospitals/dispensaries to Central Bureau of Health Intelligence (CBHI) of Ministry of Health and Family Welfare for

the year 1987 is given in the statement below. No separate data on deaths of infants are available. But, with the available information, the major killer diseases are Tuberculosis, Tetanus and Measles.

(c) The country is self sufficient in the matter of production of Bacterial vaccines like BCG, DPT, TT, DT and T.A. At present, the viral vaccines like Polio and Measles are imported through UNICEF and Kaffine Bio-Pharmaceutical Corporation Limited, Bombay. Measles will be produced indigenously from this year. Vaccines for the immunization of target population is supplied free of cost to the State/Union Territories.

The Department of Bio-Technology has been entrusted with the responsibility to produce cell culture based viral vaccines like Polio and Measles. Indigenous production of these vaccines is likely to be started by 1990 or soon thereafter.

(d) There is an approved budget allocation of Rs. 2043.00 lakhs for procurement and supply of EPI vaccines for the year 1988-89. Further, the Department of Bio-Technology has also made an allocation of Rs. 5.5 crores for 1988-89 for the production of cell culture based viral vaccines.

#### Statement

#### Reported Deaths Due to Vaccine Preventable Diseases in India During 1987

Diseases	1987*
1. Diphtheria	228
2. Whooping Cough	41
3. Tetanus	3320
4. Measles	595
5. Poliomyelitis	569
6. Tuberculosis	6953
7. Enteric Fever	454

\* Data is provisional and not comparable due to ill defined coverage.

Source : C.B.H.I., D.G.E.S. Ministry of Health and Family Welfare.

#### Inland Waterways Development Projects

2516. SHRI MULLAPPALLY RAMACHANDRAN : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) the inland waterways development projects completed during 1987-88; and

(b) the total quantum of goods and the number of passengers handled by the water transport during 1985-86, 1986-87 and 1987-88 ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) During 1987-88, Central Inland Water Transport Corporation's fleet has been increased by inducting one more dumb barge.

A floating terminal has been placed at Berhampur in Haldia-Farakka stretch of National Waterway between Allahabad and Haldia. An All India Transport System Study (Inland Waterways) has been completed. Hydrographic survey on West Coast Canal and between Cochin-Quilon Section has been completed. The schemes relating to provision of Navigational aids in river Mandovi, Zuari etc, improvements to Neendaraka-Cheriazheekal waterway, modernisation of ferry services in Karnataka under Centrally Sponsored Schemes are targeted to be completed by the end of March, 1988.

(b) The Central Inland Water Transport Corporation which is the only Water Transport Undertaking under the control of the Central Government, handled cargo of 3,03,666 MT in 1985-86, 3,20,997 MT in 1986-87 and 2,66,399 MT till February, 1988, in 1987-88. The CIWTC has only one stretch ferry-services, which are between Kahalgaon and Karagola in Bihar. The number of passengers carried have been 1,20,298 in 1985-86, 1,08,901 in 1986-87 and 80,360 in 1987-88 upto January, 1988.

There are a large number of operators spread all over the country operating services for the carriage of goods/passengers by mechanised/non-mechanised means and no statistics regarding the total quantum

of goods or number of passengers carried is compiled.

**Financial Assistance for Construction of Vypeen Cochin Bridge**

2517. SHRI MULLAPPALLY RAMACHANDRAN : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the proposal to provide financial assistance for construction of the Vypeen-Cochin bridge in Kerala has since been finalised;

(b) if so, the total estimated cost of the bridge; and

(c) the quantum of assistance proposed to be provided ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) Proposal for financial assistance for preparation of Master Plan for development of Cochin back-waters including construction of roads and bridges was received from Government of Kerala.

(b) and (c). The State Government has been requested to complete the feasibility studies first.

**Plan Outlay for Sports in Kerala**

2518. SHRI T. BASHEER : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether the annual plan outlay for the year 1988-89 for sports for the State of Kerala has been finalised; and

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

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI P.V. NARASIMHA RAO) : (a) and (b). The agreed plan outlay for Kerala for 1988-89 for the sub-sector of sports and youth welfare is Rs. 150 lakhs. The details of the schemes are as under :

(Outlay in Rs. lakhs)

(i) Physical Education Colleges.	2.00
(ii) Physical Education Programme in Schools.	8.00
(iii) Youth Welfare Programmes for students.	5.00
(iv) Yout Welfare Programmes for non-students. (Rs. 25 lakhs for capital)	50.00
(v) Assistance to Sports Council.	85.00
	Total 150.00

[Translation]

**Creation of Hindi Posts in National Archives**

2519. DR. CHANDRA SHEKHAR TRIPATHI : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) Whether Government have any proposal under consideration to take action for the creation of required number of posts of Hindi Translators in the National Archives according to official norms in pursuance of the official language policy; and

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

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAHI) : (a) Yes, Sir.

(b) Action has been taken to create one post of Hindi Translator each at the Regional office, Bhopal and the Record Centre, Pondicherry under the National Archives of India.

**Detection of Cancer**

2520. DR. CHANDRA SHEKHAR TRIPATHI : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether cancer specialists have given a suggestion that one should get examined for early detection of cancer every year after the age of thirty;

(b) if so, whether Government propose to make any special arrangements to detect cancer; and

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

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) No, Sir. The peak age of incidence of cancer in India is 45-50 according to National Cancer Registry Project.

In the developed countries it is advised that examination may be done once in three years after the age of 40-45.

(b) and (c). There are 58 Medical Colleges with PAP Smearing Units under the post partum programme with cancer detection facilities, Early Cancer Detection Centres have been set up in 28 institutions.

**Freight Computerisation**

2521. DR. CHANDRA SHEKHAR TRIPATHI : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government propose to computerise the freight system in Railway;

(b) the time by which the above system is likely to be introduced; and

(c) the amount likely to be incurred on this system and the extent to which the users are expected to be benefitted ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD) : (a) Yes, Sir.

(b) Target date for completion will depend upon availability of funds.

(c) Final cost estimates are still being firmed up. This system will help in optimising utilisation of rolling stock, improve operational efficiency and bring about qualitative improvement in customer services.

**Container Depot at Tughlakabad**

2522. DR. CHANDRA SHEKHAR TRIPATHI : Will the Minister of RAILWAYS be pleased to state the total expenditure likely to be incurred on the inland container depot to be set up at Tughlakabad ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD) : The work of providing an Inland Container Depot at Tughlakabad is included in the Works Programme at an anticipated cost of Rs 1,84,16,000.

[English]

**Central Assistance to Cancer Research Centres**

2523. DR. V. VENKATESH : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state the total amount of central assistance given to cancer research centres during 1987-88 ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : Grant-in-Aid amounting to Rs. 160.16 lakhs has been released to the nine Regional Cancer Centres upto the end of February, 1988 during the financial year 1987-88.

**Orders from Leading Companies for owning Railway Wagons**

2524. DR. V. VENKATESH : Will the Minister of RAILWAYS be pleased to state :

(a) whether Railways have received orders in the recent past from leading

companies to own wagons on behalf of bulk consumers to help them meet the scarcity of wagons; and

(b) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD) : (a) and (b), Proposals were received from some leasing companies that they could procure wagons and lease them to users for moving their traffic. The proposals involved payment of annual/monthly rental charges by the users to the leasing companies, and payment of rebate in freight by the Railways to the users. The proposals were examined but not agreed to for the present.

#### Railways Lines in Karnataka

2525. DR. V. VENKATESH : Will the Minister of RAILWAYS be pleased to state

(a) the total length of railway lines constructed in the country during the Seventh plan period so far; and

(b) the total length of railway lines constructed in Karnataka during the same period?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD) : (a) 224 Km.

(b) Nil.

#### Ticketless Travellers Apprehended during 1987-88

2526. DR. V. VENKATESH : Will the Minister of RAILWAYS be pleased to state the number of ticketless travellers apprehended and fine realised during 1987-88, zone-wise?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD) : A statement is given below

#### Statement:

The number of persons detected travelling without or with improper tickets and the amount of Railway dues and fines realised from them during 1987-88 (upto January, 88) were as under :

Railways	No. of persons detected (in lakhs)	Amount of Railway dues realised (Rs. in lakhs)	Amount of judicial fine realised (Rs in lakhs)
Central	7.86	213.42	7.03
Eastern	10.03	169.65	6.17
Northern	7.17	237.09	6.58
North Eastern	3.85	65.07	8.12
Northeast Frontier	1.46	50.32	0.09
Southern	3.39	107.10	1.10
South Central	3.69	135.55	3.27
South Eastern	8.54	146.60	2.90
Western	8.43	185.68	3.37

[*Translation*]**Hostel Facility for Girls in Navodaya Vidyalayas**

2527. SHRIMATI MANORAMA SINGH : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Government have provided hostel facility for girls in Navodaya Vidyalayas;

(b) the number of girls in each such Vidyalaya and the number of girls who have demanded hostel facility so far; and

(c) the procedure followed for enrolment of girls in these Vidyalayas with a view to increase their number ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAH) : (a) Yes, Sir. The Scheme provides for separate hostels for girls.

(b) and (c). The total number of girl students admitted in 83 Navodaya Vidyalayas which were established in the years 1985-86 and 1986-87 is 1988. The number of girls in each Navodaya Vidyalaya is given in the statement below.

An admission test is being conducted every at the district level through National Council for Educational Research and Training for enrolment of students including girls into the Navodaya Vidyalayas.

**Statement**

No. of Girls Studying in Navodaya Vidyalayas	
S. No.	State/Place
<b>ANDHRA PRADESH</b>	
1.	Nalgonda 14
2.	Nizamabad 16
3.	Chittoor 13

4.	Karia Nagar	12
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**BIHAR**

5.	Samastipur	06
6.	Monghyr	04
7.	West Champaran	02
8.	Dumka	09
9.	Bhojpur	02
10.	Madhubani	05
11.	Gumla	18

**DADAR AND NAGAR HAVELI**

12.	Rakholi	18
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**ARUNACHAL PRADESH**

13.	Dibang Valley	23
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**GUJARAT**

14.	Khera	05
15.	Junagarh	11

**HARYANA**

16.	Pabra (Hissar)	10
17.	Jind	10
18.	Rohtak (Jhajjar)	19

**GOA**

19.	Canacona	20
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**HIMACHAL PRADESH**

20.	Chamba	21
21.	Shimla	21
22.	Mandi	13
23.	Sirmour	19

**KARNATAKA**

24.	Bangalore	17
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25. Chikmanglur	25
26. Kolar	12
27. Mandya	17
28. Raichur	19
29. Shimoga	13

## KERALA

30. Ernakulam	30
31. Idukki	24
32. Kasargod	19
33. Pathanamthitta	33

## MADHYA PRADESH

34. Narsinghpur	06
35. Jhabua	07
36. Hoshangabad	04
37. Jabalpur	07
38. Panna	06
39. Tikamgarh	07
40. Raichur	10

## MAHARASHTRA

41. Latur	09
42. Amravati	19
43. Buldhana	08
44. Osmanabad	12
45. Gadchiroli	14
46. Nanded	06
47. Nagpur	17

## MEGHALAYA

48. East Garo Hills (William Nagar)	16
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49. Bagmara (West Garo Hills)	Information not avail- ble
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50. East Khasi Hills	19
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## ORISSA

51. Dhenkanal	07
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52. Keonjhar	09
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53. Koraput	09
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54. Cuttack	10
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55. Phulbani	08
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## PONDICHERRY

56. Karaikal	14
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57. Pondicherry	22
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## PUNJAB

58. Ludhiana	19
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59. Faridkot	13
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60. Sangrur	29
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## RAJASTHAN

61. Nagaur	03
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62. Churu	05
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63. Banswara	07
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64. Udaipur	08
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65. Jaipur	06
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## UTTAR PRADESH

66. Meerut	03
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67. Nainital	09
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68. Fatehabad	03
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69. Buland Shahar	04
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70. Jaunpur	07
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71. Jhansi	08
72. Sultanpur	—
73. Rai Bareilly	07
74. Gorakhpur	02
75. Bareilly	07

## JAMMU AND KASHMIR

76. Pulwama	04
77. Kupwara	08
78. Baramulla	11
79. Leh	16
80. Udhampur	17
81. Rajouri	15
82. Doda	08

## ANDAMAN AND NICOBAR ISLANDS

83. Port Blair	20
	988

[English]

## Payment to Translators by Bureau for Promotion of Urdu

2528. SHRI RAJ KUMAR RAI :  
Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the total number of books taken up for translation into Urdu by the Bureau for Promotion of Urdu;

(b) the number of translated manuscripts received by the Bureau till 31 December, 1979;

(c) whether the translators who undertook the translation work for the Bureau, have been paid their remunerations and if not, the particulars of the cases in which the translators are yet to be paid their remunerations; and

(d) the steps taken to expedite their payments?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAHI) : (a) Bureau for Promotion of Urdu has taken up 408 cases for translation so far.

(b) and (c). Bureau received 227 translated manuscripts approved by the experts for printing till 31 December, 1979. Particulars of the cases upto 31 December, 1979 in which the translators are yet to be paid the remainder of the remuneration is contained in the statement below.

(d) wherever the translation work has been found satisfactory, the remuneration is being released.

## Statement

## Particulars of the Cases in which the Translators are yet to be Paid the Translation Charges

Sl. No.	Category of cases	Particulars of cases
1.	Where the 10% payment of translation charges are withheld for completion of printing/publication of the work.	1. "A Short History of Aurangzeb" translated by Shri Abdul Mujeeb Suharvi. 2. "History of China" translated by Mr. Aftab Ahmad Khan. 3. "Some Aspects of Muslim Administration" translated by Shri Ghulam Rabbani Taban.

2. Where translation is not found satisfactory or vetting of translation is yet to be done.
1. "A Social History of Islamic India" translated by Shri A.A. Hashmi.
2. "Differential Equations" translated by Shri O.P. Verma.
3. "History of Indian Freedom Movement" Vol. II by Shri Tara Chand translated by Shri Ghulam Rabbani Taban.

#### Bureau for Promotion of Urdu

2529. SHRI RAJ KUMAR RAI : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the total amount spent on the Bureau for Promotion of Urdu from its inception till the financial year 1987;

(b) the number of books published so far by the Bureau;

(c) the average cost per book taking into consideration the expenditure, and

(d) the steps taken to accelerate the production of books in Urdu'

THE MINISTER OF STATE IN THE DEPARTMENT OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAH) : (a) Bureau for Promotion of Urdu was set up as a separate subordinate office in the year 1973/74. Accordingly as per approved budget and total expenditure incurred the Bureau has so far actually spent an amount of Rs. 3,25,50,000.

(b) The Bureau has so far published 591 books which includes re-prints, Urdu Duniya, Brochure, Booklists, Andhra Pradesh Textbooks, NCERT books and other books including Dictionary, and Glossaries of Technical Terms etc.

(c) The cost of Production depends on the volume of the book and the nature of printing. However it is estimated that on an average an amount of Rs. 5787.00 is incurred for a book of 96 pages and an amount of Rs. 20600 for a book of 480 pages, towards absolute production cost,

with a print order of 1000 copies in each case.

(d) Various steps are being taken after taking into consideration the need of the hour and the modern method of printing technology. The Production Unit is being strengthened. Number of presses to whom the books are being assigned is being increased. Besides photo offset printing, computerised type system is also being attempted to accelerate the production of books in Urdu.

#### Manufacture of High-Speed Carriages with British Technical Collaboration

2530. SHRI G.S. BASAVARAJU : SHRI S.M. GURADDI :

Will the Minister of RAILWAYS be pleased to state :

(a) whether U.K. Government has offered technical collaboration for the manufacture of high-speed carriages in the Kapurthala Coach Factory in Punjab;

(b) if so, whether any agreement in this regard has been reached; and

(c) if so, the main features of the agreement ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD) : (a) In the global tender floated for this purpose several reputed manufacturers abroad have participated and among them is a U.K. firm.

(b) No, Sir. The tender is still under consideration.

(c) Does not arise.

**Congestion at Major Ports due to  
Scarcity of Berths**

2331. SHRI VAKKOM PURU-  
SHOTHAMAN :  
SHRI MOHANBHAI PATEL

Will the Minister of SURFACE  
TRANSPORT be pleased to state :

(a) whether Government are aware of  
the congestion at the major ports in the  
country due to the scarcity of berths at the  
existing ports;

(b) if so, the measures taken by  
Government to reduce the delay in loading  
and unloading operations of cargo at the  
ports;

(c) whether Government propose to  
increase the number of berths at the  
existing ports or to revive the old parts;  
and

(d) if so, the details thereof ?

THE MINISTER OF STATE OF THE  
MINISTRY OF SURFACE TRANSPORT  
(SHRI RAJESH PILOT) : (a) Except for  
certain days when there is a bunched arrival  
of ships, the Major ports are not facing  
any serious problem of congestion.

(b) Continuous efforts have been made  
to reduce delays in loading and unloading  
including introduction of incentive schemes,  
mechanisation and closer monitoring by the  
Ministry.

(c) and (d). Construction of additional  
berths at the following ports have been  
included in the VIIth Plan :

Name of the Port	Name of Scheme
Haldia	(i) Construction of one additional cargo berth
	(ii) Construction of second oil jetty.
Tuticorin	Construction of second Coal jetty.

Madras

Extension of Con-  
tainer berth.

Kandla

Construction of 7th  
General Cargo berth.

Visakhapatam

Conversion of two  
jetties into a regular  
Quay berth.

New Mangalore

Construction of an  
additional general  
cargo berth.

Mormugao

Creation of additional  
cargo berth and  
additional barge  
unloading jetty.

Besides the above berths, an additional  
new port at Nhava-Sheva has also been  
sanctioned. This port will have three  
Container berths, two bulk cargo berths and  
a service berth.

**Notifications of Kerala Temples  
as Protected Monuments**

2532. SHRI VAKKOM PURU-  
SHOTHAMAN : Will the Minister of  
HUMAN RESOURCE DEVELOPMENT be  
pleased to state :

(a) whether some temples in Central  
Kerala have been notified as protected  
monuments by the Archaeological Survey  
of India;

(b) if so, whether Union Government  
are aware that some of these temples are  
on the verge of collapse since the  
Devaswom Board is not in a position to  
renovate these temples for want of  
sufficient funds; and

(c) if so, the measures proposed to be  
taken by the Union Government to protect  
these structures of antique value?

THE MINISTER OF STATE IN THE  
DEPARTMENTS OF EDUCATION AND  
CULTURE IN THE MINISTRY OF  
HUMAN RESOURCE DEVELOPMENT  
(SHRI L.P. SHAHI) : (a) Yes, Sir.

(b) The Centrally protected temples in central Kerala are not on the verge of collapse. The responsibility to preserve them rests with the Archaeological Survey of India and not with Devaswom Board.

(c) Does not arise.

[Translation]

**Grants for Schools in Tribal Areas  
of Bihar**

2533. SHRI YOGESHWAR PRASAD YOGESH : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the amount of grant sanctioned for opening schools in those areas of Bihar which are predominantly inhabited by the tribals and for the schemes which are being conducted for the expansion of education among the tribals of the State;

(b) the amount proposed to be granted by the centre for the tribal welfare Institutions and schools in Palamu district of Chhota Nagpur and the time by which it will be given; and

(c) the steps proposed to be taken to avoid the delay in this regard ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L. P. SHAHI) : (a) School education is looked after primarily by the State Government concerned. As such it is for Government of Bihar to provide resources for opening new schools in tribal areas of Bihar and for providing necessary facilities to the existing ones. The Government of India, however, has initiated a number of schemes for strengthening school education in specified areas. Under the scheme of Operation Blackboard grants to States/UTs are being provided for ensuring essential facilities, including at least two pucca rooms, availability of at least two teachers and teaching materials, in all primary schools in the country in a phased manner. Proposals from Bihar, under this scheme are awaited. Assistance is similarly being offered under the schemes for Education

Technology, Science Education and integrated education of the disabled.

In addition to the above there is Centrally Sponsored Scheme under the Ministry of Welfare for providing financial assistance to State Governments for post-matric scholarship and book banks and hostels for S.T. girls. The amount sanctioned to Bihar Government for the scheme of scholarships and book banks by that Ministry during 1987-88 is Rs. 328 lakhs and 55 lakhs respectively.

(b) and (c). An amount of Rs. 74.29 lakhs has been sanctioned by the Ministry of Welfare to Palamu District as Special Central Assistance for the implementation of schemes for the welfare of Scheduled Tribes.

[English]

**Development of Historical Places  
of Warangal**

2534. SHRI T. BALA GOUD : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state ;

(a) whether the State Government of Andhra Pradesh has requested the Union Government to develop historical places and temples of Warangal like Humphi in Karnataka; and

(b) if so, the details thereof and Government's reaction thereto?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAHI) : (a) Yes, Sir.

(b) The suggestion made by the Government of Andhra Pradesh relates to a project entitled "Revival of Warangal" which includes removal of encroachments, repairs of monuments including documentation, provision of Sound-and-Light Programme, flood-lighting, widening of and improvement of roads, laying out of gardens etc. and setting up of a High Power Committee for the execution of the Project. The matter is under consideration.

**Primary Health Centres opened in West Bengal**

2535. DR. PHULRENU GUHA : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state the number of Primary Health Centres opened in West Bengal during the last three years?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : According to the information received from the State Government 137 Primary Health Centres have been opened in West Bengal during the last three years.

**Tribal Dances in University Courses**

2536. DR. PHULRENU GUHA : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether tribal dances have been included in the university courses; and

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

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAHI) : (a) and (b). A number of Universities have introduced courses on dance at the degree and diploma levels. However, no information is available about the universities which have introduced tribal dances as a course.

**[Translation]**

**U.G.C. Grants to Sagar University**

2537. SHRI DAL CHANDER JAIN : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the amount of grant given to each university by the University Grants Commission for the purchase of periodicals and magazines and important Library books ;

(b) the reasons for giving less grants to the Sagar University which is an old university; and

(c) the action proposed to be taken by Government to increase grants for this university?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAHI) : (a) and (b). A statement showing the grants approved for purchase of books and journals by various Universities as part of their general development programmes in the VII Plan is given below. Sagar University (now Dr. H.S. Gaur University) was sanctioned Rs. 11 lakhs which compares favourably with the grants sanctioned to many universities.

(c) The Commission has framed a new scheme for providing special assistance to universities during the VII Plan. Under this programme, an additional grant of Rs. 10 lakhs has been sanctioned to Sagar University for purchase of books and journals.

**Statement**

S. No.	Name of the University/Inst.	Amount (Rs. in lakhs)
1.	Agra	12.35
2.	Aligarh Muslim	33.00
3.	Allahabad	38.00
4.	Andhra	10.00
5.	A.P. Open	6.40
6.	Annamalai	30.00

7.	Anna	7.00
8.	Avadh Pratap Singh	4.00
9.	Banaras Hindu	48.00
10.	Bangalore	24.30
11.	Berbampur	13.00
12.	Bhagalpur	12.00
13.	Bharthihar	25.00
14.	Bharatidarshan	15.00
15.	Bhopal	13.50
16.	Bihar	18.00
17.	Bombay	8.00
18.	Burdwan	9.21
19.	Calcutta	16.00
20.	Calicut	17.00
21.	Cochin	20.00
22.	Delhi	35.00
23.	Devi Ahilya	12.00
24.	Dibrugarh	10.00
25.	Dr. H.S. Gour	11.00
26.	Garhwal	3.50
27.	Gauhati	17.17
28.	Gorakhpur	24.00
29.	Gujrat	26.00
30.	Gulbarga	25.00
31.	Guru Nanak Dev	10.00
32.	Himachal Pradesh	14.56
33.	Hyderabad	80.00
34.	Indra Kala	2.00
35.	Jadavpur	18.50
36.	Jammu	26.00
37.	Jawaharlal Nehru	113.00
38.	Jiwaji	11.85
39.	Jodhpur	14.00
40.	Kaktiya	10.50
41.	Kalyani	8.99
42.	Kanpur	10.00
43.	K.S. Darbhanga	6.00
44.	Karnatak	16.00
45.	Kashmir	6.50
46.	Kashi Vidyapith	15.00
47.	Kerala	22.00
48.	Kumaon	13.50

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**Transportation of Goods**

2538. SHRI DAL CHANDER JAIN :  
Will the Minister of RAILWAYS be pleased to state :

(a) the policy laid down for transportation of goods by goods trains;

(b) the period for which small traders have to wait for transportation of their one or half wagon of goods from different places in the country; and its impact on their trade and prices of goods; and

(c) if Railways are aware of it the remedial steps taken/proposed in this regard ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD) : (a) Railways give preference to the movement of traffic in train loads, for which they are ideally suited. This pattern ensures clearance of all essential commodities.

(b) The time lag in the clearance of piecemeal traffic varies from place to place and commodity to commodity depending upon the availability of wagons in a particular area and the priority the movement of a particular commodity enjoys.

(c) Yes, Sir, Railways encourage clubbing of indents to convert piecemeal traffic into train load traffic, arrange supplies at regular intervals, accord ad hoc assistance in cases of distress etc.

[English]

**Technology Development Plan**

2539. SHRI RADHAKANTA DIGAL :  
Will the Minister of RAILWAYS be pleased to state :

(a) whether the technology development plan submitted by RDSO has been approved by Government; and

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

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD) : (a) and (b). The broad concepts included in the Technology Development Plan prepared by RDSO have been accepted and a Governing Council for R.D.S.O. has been set up to facilitate implementation of the plan strategy.

**Primary Health Centres opened during Sixth and Seventh Plan**

2540. SHRI RADHAKANTA DIGAL :  
Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) the number of Primary Health Centres opened in the country under Centrally sponsored scheme during Sixth Plan State-wise;

(b) whether Government have a proposal to increase the number of such Primary Health Centres during Seventh Plan; and

(c) if so, how many Centres have been opened under the Centrally sponsored scheme in different States so far ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) Opening of Primary Health Centres is not a Centrally-Sponsored scheme but is under the State Scheme of Minimum Needs Programme. Details of 3470 Primary Health Centres opened during the Sixth Plan are given below in the statement.

(b) and (c). Yes, Sir, The Seventh Five-Year Plan envisages establishment of additional 12,390 Primary Health Centres. State-wise details of Primary Health Centres opened so far have also been given in the Statement below.

## Statement

State/U. Ts	Established in 6th 5 Year Plan (80-85)	7th Plan Target 1985-90	1985-86		1986-87		1987-88		Total function as on 31-12-1987
			Target	Achievement	Target	Achievement	Target	Achievement	
1	2	3	4	5	6	7	8	9	10
1. Andhra Pradesh	135	1150	100	527	—	1	100	NIL	1083
2. Arunachal Pradesh	NIL	25	5	6	6	6	8	8	20
3. Assam	91	200	20	33	35	59	55	54	383
4. Bihar	209	1500	200	205	200	200	350	132	1333
5. Goa	4	7	NIL	NIL	2	2	2	NIL	17
6. Gujarat	59	690	50	45	75	102	150	66	523
7. Haryana	74	212	50	72	40	49	50	1	285
8. Himachal Pradesh	40	83	15	15	16	16	8	3	151
9. J and K	25	200	50	14	12	16	50	50	203
10. Karnataka	96	805	50	50	50	50	80	80	545
11. Kerala	36	833	100	107	144	144	150	NIL	445
12. Madhya Pradesh	215	731	NIL	5	100	124	225	NIL	809
13. Maharashtra	1111	261	NIL	NIL	50	NIL	60	NIL	1539
14. Manipur	6	33	4	4	8	5	8	1	41
15. Meghalaya	10	22	13	6	9	9	6	NIL	47
16. Mizoram	7	18	3	3	4	4	5	NIL	26
17. Nagaland	5	12	2	3	2	—	3	NIL	24
18. Orissa	120	500	60	30	100	150	100	NIL	664
19. Punjab	481	330	NIL	40	40	40	70	NIL	1766



20. Rajasthan	216	702	10	50	50	100	15	NIL	598
21. Sikkim	3	2	1	1	1	1	2	NIL	20
22. Tamil Nadu	150	1057	300	215	100	47	50	NIL	698
23. Tripura	5	15	2	NIL	2	5	6	3	40
24. Uttar Pradesh	262	2500	340	372	500	500	520	NIL	2041
25. West Bengal	105	488	75	29	5	108	100	NIL	1309
26. A and N Islands	4	5	2	2	2	4	NIL	NIL	12
27. Chandigarh	NIL	3	NIL	NIL	NIL	NIL	NIL	NIL	NIL
28. D & N Haveli	1	NIL	1	NIL	1	1	1	NIL	4
29. Delhi	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	8
30. Lakshadweep	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	7
31. Pondicherry	NIL	6	2	NIL	NIL	4	NIL	NIL	18
<b>TOTAL</b>	<b>3470</b>	<b>12390</b>	<b>1455</b>	<b>1829</b>	<b>1554</b>	<b>1747</b>	<b>2274</b>	<b>398</b>	<b>14679</b>

(Figures are provisional)

**Reservation Quota at Stations in Sikkim  
Jalpaiguri and Siliguri.**

2541. SHRIMATI D.K. BHANDARI : Will the Minister of RAILWAYS be pleased to refer to the reply given on 19 November 1987 to Unstarred Question No. 2042 regarding reservation quota at stations in Sikkim, Jalpaiguri and Siliguri and state :

(a) the present quota of berths in each for each train No. 44, 15, 166, 155, 58, 902, 509, 921, 940 and 946 separately for Sikkim, Jalpaiguri and Siliguri;

(b) the criteria for review of reservation quotas for each train and when these reviews have been held during 1985 to 1987; and

(c) the reasons for not providing return journey reservation quota between Delhi

and Sikkim, Delhi and Jalpaiguri and Delhi and Siliguri ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD) : (a) The details are given in the statements-I below.

(b) The quotas are reviewed periodically and adjusted from time to time to conform to the trends of traffic at various stations enroute and the availability of train accommodation. The details of the reviews conducted in respect of trains mentioned in para (a) of the question are given in the statement-II below.

(c) Return journey quotas are generally provided at train originating stations only. Therefore, the Siliguri and Jalpaiguri stations and the two out Agencies at Sikkim have not been provided with any return journey quotas.

**Statement-I**

Region	Train No.	Quota				
		AC 2 tier	First Class	A/C Chair	Second Class berths	seats
<b>1. SIKKIM</b>						
(i) Gangtok Out	44 Darjeeling Mail	2	—	2	6	—
Agency	15 Guwahati Varanasi Express	—	—	—	3	—
	166 New Bongaigaon Howrah Janta Express	—	—	—	3	—
	155 Tinsukia Mail	3	2	—	12	—
	902 Guwahati-TVC Express	—	4	—	14	—
	940 Guwahati-Cochin Express	—	4	—	14	—
	509 Avadh-Assam Express	2	—	—	4	—
	921 N.E. Express	—	—	—	8	—
	946 Guwahati-Bombay Express	—	—	—	2	—

(ii) Jorethang	44 Darjeeling Mail	—	—	2	2	—
Out Agency	155 Tinsukia Mail	1	—	—	2	—
	509 Avadh-Assam Exp.	—	—	—	2	—
	902 Guwahati-TVC Express	—	—	—	2	—
	940 Guwahati-Cochin Express	—	—	—	2	—
	166 New Bongaigaon Howrah Janta Exp.	—	—	—	2	—
<b>2. JALPAIGURI</b>	44 Darjeeling Mail	4	—	—	42	8
	166 New Bongaigaon Howrah Janta Exp.	—	—	—	14	—
	58 Kanchanjunga Express	—	—	—	—	58
	902 Guwahati-TVC Express	—	2	—	8	—
	940 Guwahati-Cochin Express	—	2	—	8	—
	509 Avadh-Assam Exp.	—	—	—	3	—
	921 N.E. Express	2	—	—	4	—
	946 Guwahati-Bombay Express	—	—	—	2	—
<b>3. SILIGURI</b>	15 Guwahati-Varanasi Express	—	—	—	8	6

## Statement-II

Train No.	Reviews made During 1985-87
58 Kanchanjunga Express	January, 85, July, 85, October, 86.
155 Tinsukia Mail	February, 85, August, 85, March, 86, October, 86 and July, 87.
44 Darjeeling Mail	July, 86, November, 86, April, 87 and July, 87.
902 Guwahati-TVC Express	October, 86, February, 87 and April, 87.
509 Assam-Avadh Express	April, 86, October, 86 and July, 87.
921 N.E. Express	April, 86.
166 New Bongaigaon-Howrah Express	July, 87.
940 Guwahati-Cochin Express	October, 87.
15 Guwahati-Varanasi Express	July, 87.
946 Guwahati-Bombay Express	October, 87.

**Training to Players in Hill Areas**

2542. SHRIMATI D.K. BHANDARI : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to refer to the reply given on 19 November, 1987 to Unstarred Question No. 2043 regarding Schemes to provide training to players in Hill areas and state :

(a) the number of players who have been found talented in Sikkim in middle and long distance running under Special Area Scheme;

(b) the total number of talented archers identified in Sikkim during 1987 and 1988 under the Special Area Scheme;

(c) the total number of talented archers given training in Sikkim to bring them upto National level;

(d) whether certain High Altitudes Training Centres have been set up in Sikkim; and

(e) if not, the reasons therefor ?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI P.V. NARASIMHA RAO) : (a) Under the Sports Authority of India's Special Area Games Scheme, talent scouting for middle and long distance running has not been carried out in Sikkim.

(b) and (c). 3 archers were identified from Sikkim in 1985-86 and 3 in 1986-87. In 1987-88 no archers have been identified. The 6 talented archers are currently being trained by Sports Authority of India in modern archery. One of the archers created national record in Sub-Junior Championship held in Jamshedpur in 1986.

(d) and (e). No Sir. A High Altitude Training Centre is being developed at Shimla and Shillaroo in Himachal Pradesh for training of sportspersons on high altitudes.

**Delhi Schools Annual Examinations**

2543. SHRIMATI D.K. BHANDARI : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether certain complaints for holding annual examination early in Delhi Schools have been received;

(b) if so, the details thereof;

(c) the detailed reasons for holding these examinations early;

(d) whether the written instructions to hold annual examinations in Delhi schools were conveyed in early January, 1988;

(e) if so, whether any consideration was given to the fact that the syllabus of courses covered very fast, has no scope of revision;

(f) whether Government propose to issue instructions to take lenient view while framing final results in view of the above position; and

(g) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAHI) : (a) and (b). As per Delhi Administration, no compliments for holding annual examinations early in Delhi schools have been received by them;

(c) The task force constituted by Delhi Administration for purposes of implementation of New Education Policy has recommended the change of Session from 1st May to 1st April every year. Therefore, the dates of annual examinations have been re-scheduled.

(d) Delhi Administration issued written instructions to this effect in November, 1987.

(e) to (g). Necessary instructions were also issued by Delhi Administration in November, 1987 to cover the syllabus before the prescribed time. Delhi Administration has also issued a circular giving some relaxation in promotion criteria for declaring the annual results.

Indian Language Department of Banaras  
Hindu University

2544. SHRIMATI D.K. BHANDARI : Will the Minister of HUMAN RESOURCE

DEVELOPMENT be pleased to refer to the reply given on 12 November, 1987 to Starred Question No. 86 regarding staff strength at the Indian Language Department of Banaras Hindu University and state :

(a) the progress made on proposals for creation of posts of Professor, Reader and Lecturer lying pending since July, 1987 after their receipt from the Banaras Hindu University;

(b) the reasons for the delay in processing the proposals;

(c) the present sanctioned strength of academic staff in each section of the Indian Language Department of Banaras Hindu University; and

(d) the present strength of students in each section under the said Department of the University and separately for Nepali Section ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAHI) : (a) and (b). The University Grants Commission has sanctioned an additional post of Reader for the Nepali Section of the Indian Language Department of the Banaras Hindu University, recently.

(c) and (d). A Statement is given below.

#### Statement

According to the information furnished by the Banaras Hindu University, the present sanctioned strength of the academic staff and of the students in each Section under Indian Language Department of the Banaras Hindu University is as follows :

Sanctioned strength of academic Staff		Strength of students	
<b>1. NEPALI</b>			
Professor	Nil	B.A. Part I and II (compulsory and subsidiary)	12
Reader	one	B.A. part II and Part III (Hons)	2
Lecturer	one	M.A.	Nil
		Ph.D. Research Scholars	6
		Diploma	5
			25
<b>2. TAMIL</b>			
Professor-created with the Financial assistance from Government of Tamil Nadu)	one	B.A. Part I (Hons.)	1
		Diploma	3
		MA—not yet started	—
		Research Scholar	1
			5
Reader	Nil		
Lecturer	one		

## 3. KANNADA

Professor (Created with financial assistance from Government of Karnataka)	one	B.A. Part II (Hons)	1
		M.A.—not yet started	—
		Diploma	—
		Research Scholars	2
			<u>3</u>

Reader Nil

Lecturer Nil

## 4. MARATHI

Professor	Nil	Under Graduate	10
Reader	One	Post-Graduate	4
Lecturer	Two	Ph.D. Scholars	2
		Diploma	4
		(as on 31.3.1987)	<u>20</u>

## 5. TELUGU

Professor	One	Under Graduate	13
Readers	Two	Post-Graduate	25
Lecturer	One	Research Scholars	16
			<u>54</u>

## 6. BENGALI

Professor	One	Post Graduate	13
Readers	Two		
Lecturers (one temporary and one post vacant)	Two		
Teacher (P.U.C.)	One		

[*Translation*]**Development of Lucknow-Varanasi National Highway**

2545. SHRI KAMLA PRASAD SINGH : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether a scheme for the development of Lucknow-Varanasi National Highway No. 56 between Jaunpur and Sultanpur has been approved;

(b) if so, whether the amount for this purpose has been allotted;

(c) if not, the time by which the amount will be allotted; and

(d) whether the said highway is in a dilapidated condition in the Jaunpur district ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) A provision of Rs. 481.20 lakhs exists in the 7th plan period for the development of National Highway 56 between Jaunpur and Sultanpur.

(b) and (c). Estimates totalling to about Rs. 80.84 lakhs have been sanctioned.

Estimates for the balance amount will be considered for sanction during the remaining period of 7th Five Year Plan subject to availability of funds.

(d) The road is generally in traffic-worthy condition.

[*English*]**Social Forestry Scheme**

2546. SHRI SURESH KURUP : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) the estimated area likely to be covered by Social Forestry Scheme in Kerala during the Seventh Plan period; and

(b) the progress made so far in its implementation ?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI Z.R. ANSARI) : (a) and (b). The targets of area to be covered by afforestation are set on year to year basis. The targets and achievements of afforestation in Kerala, during the first four years of the Seventh Plan are as given below :

Years	Targets (in ha.)	Achievements (in ha.)
1985-86	30,000	58,300
1986-87	60,000	75,962
1987-88	85,000	55,336 (upto Dec., 1987)
1988-89	1,02,000 (Proposed)	—

**Awarding of Degrees and Diplomas by Unrecognised Medical Colleges**

2547. SHRI P.A. ANTONY : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government are aware that unrecognised medical colleges and institutions are awarding degrees and diplomas;

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

(c) the action taken to regularise these unrecognised medical colleges and institutions ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPADE) : (a) and (b). The names of

unrecognised medical colleges and institutions awarding medical degrees and diplomas as have come to the notice of the Government are given in the statement below.

(c) Most of these institutions applied to the Medical Council of India for inspection/recognition. The Medical Council of India will undertake inspection of these colleges to see whether they provide minimum requirements by way of staff, building, clinical facilities, laboratories, library, etc. as prescribed by the Council. If and when these colleges are found to satisfy the above requirements of the Council further action will be considered by the Council.

#### Statement

##### Names of unrecognised Medical Colleges

1. Siddhartha Medical College, Vijayawada, Andhra Pradesh.
2. Deccan College of Medical Sciences Hyderabad, Andhra Pradesh.
3. Medical College, Trichur, Kerala.
4. Sri Ramchandra College of Health Sciences, Porur, Madras, Tamil Nadu.
5. Salem Medical College, Salem, Tamil Nadu.
6. Road Transport College, Perundurai, Tamil Nadu.
7. P.S.G. Institute of Medical Science, P.S. Govindaswamy Naidu and Sons' Charities, Peelamedu, Coimbatore, Tamil Nadu.
8. Medical College, Annamalai, Tamil Nadu.
9. Rural Medical College, Loni, Maharashtra.
10. Krishna Institute of Medical Sciences, Karad (Distt. Satara), Maharashtra.
11. Amarawati Medical College, Amarawati, Maharashtra.

12. J.S.S. Medical College, Mysore, Karnataka.
13. Sri Adichunchanegiri Medical College, Javaranehalli, Vellur, Mandya Distt. Karnataka.
14. M.S. Ramaiah Medical College, Bangalore, Karnataka.
15. Dr. Ambedkar Medical College, Bangalore, Karnataka.
16. Kempegowda Institute of Medical Sciences, Bangalore, Karnataka.
17. Sri Devraj Urs Medical College, Tamka, Kolar, Karnataka.
18. Al-Ameen Medical College, Bijapur, Karnataka.
19. B.L.D. Medical College, Bijapur, Karnataka.

#### Bringing Back Nataraja Statue

2548. DR. B.L. SHAILESH : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the steps being taken to bring back to India the 12th century bronze statue of Lord Shiva in the Nataraja posture belonging to the Pathur temple in Thanjavur district of Tamil Nadu from where it was stolen in 1976 as a follow-up of the London High Court judgement on 17 February, 1988; and

(b) whether any enquiry has been instituted to investigate into the modus operandi of smuggling out of India this idol and its sale to a foreign company, if so, its outcome and the steps being taken to prevent recurrence of such incidents ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAHI) : (a) The Tamil Nadu Government has taken up the matter regarding retrieval of the 12th century bronze Nataraja idol from Pathur temple, in the High Court of London, which has upheld the title of the Tamil Nadu Government



over the statue but has yet to pass orders restoring the idol to Tamil Nadu Government. The idol can be brought back to India only after the court passes the restoration order and the period of appeal over that order expires.

(b) Yes, Sir. The Crime Branch of Tamil Nadu Government is investigating into the modus operandi of smuggling the idol out of India. In this connection two persons have been arrested and a case has been registered under Cr. No. 323/76, which is under investigation.

The following steps have been taken by the Government of India to prevent theft and smuggling of idols out of the country;

1. Enforcement of the Antiquities and Art Treasures Act, 1972, which *inter-alia* provides for the following :

- (i) Compulsory registration of certain categories of antiquities (sculptures in all media, paintings and illustrated and illuminated manuscripts) with the Registering Officers;
- (ii) Registering Officers to be informed regarding movement of such registered antiquities;
- (iii) Dealing in antiquities to be restricted to licensed dealers;
- (iv) Restriction on export of antiquities.

2. In addition, Armed Guards have been posted in some of the important centrally protected monuments and museums under the control of the Archaeological Survey of India, besides tightening of watch and ward arrangements and appointment of Security Officers in some Circle Headquarters. Sculpture-sheds to house the loose sculptures safely and new site museum to display the antiquities at the site itself have been constructed.

3. In the year 1977, India ratified the Unesco Convention on the Means of Prohibiting Illicit Import, Export and Transfer of Cultural Properties. The Convention *Inter alia* provides that the contracting parties would take steps for preventing

illicit import into their territories, of stolen cultural properties to the countries concerned. The rights of the contracting parties under the Convention are, however, prospective to the signing of the Convention and not retrospective.

4. An Antique Cell has been opened in the Central Bureau of Investigation for investigating into cases of thefts and loss of antiquities.

5. Steps have already been initiated for documentation of loose sculptures, paintings, illustrated manuscripts etc.

6. Archaeological Survey of India has posted its officers at important international sea-ports and air-ports in India to help the customs authorities in preventing illegal export of antiquities by identifying objects which are antiquities. Further, Expert Advisory Committees have been set up in important towns in India to examine the objects meant for export in order to find if any of the objects is an antiquity in terms of the Antiquities and Art Treasures Act, 1972.

Besides, Tamil Nadu Government on its part has also taken the following measures to prevent recurrence of such incidents :

- (a) Icon Preservation Centres have been constructed and Uttava Murthies which are not on constant use are being housed in the centres with proper record and police guard. Modern gadgets and sophisticated lighting arrangements have been provided to the Icon Preservation Centres.
- (b) The idols are being photographed and registered under the Antiquities and Art Treasures Act, 1972.

#### Steps Taken to Combat Kala-Azar in U.P.

2549. DR. B.L. SHAILESH : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether a Kala-azar, epidemic similar to the one that claimed 4500 lives in Bihar in 1977 is forecast in the couple of years;

(b) whether this disease spreads very quickly and 39 districts of Bihar have already fallen prey to this epidemic and that some districts of Uttar Pradesh are also affected;

(c) whether due to the close proximity of eastern Uttar Pradesh districts to Bihar, this disease is now on its way to Uttar Pradesh; and

(d) if so, the preventive measures being taken to check this disease and provide necessary financial and medical assistance to the State Government of Uttar Pradesh in particular ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMRI SAROJ KHAPARDE) : (a) to (c). During the year 1977, 18589 cases with 229 deaths due to Kala-azar were reported from Bihar. The disease is insidious in nature and does not spread very quickly. 51 cases due to Kala-azar have been reported in the two districts of Uttar Pradesh during 1987. The present epidemiological situation does not warrant an appearance of the disease in epidemic form in Uttar Pradesh if proper preventive measures are continued.

(d) Kala-azar is a vector-borne disease caused by sandfly. It is highly susceptible to DDT. DDT spray is being carried out in the Kala-azar endemic areas from the

insecticides supplied under National Malaria Eradication Programme (Rural).

The Drug of choice for the treatment of Kala-azar is sodium Antimony Gluconate which is indigenously manufactured and is available in the country. The procurement of drugs for the treatment of Kala-azar cases is the responsibility of the state.

#### **Inter-Ministerial Group for Controlling Hazards**

2550. SHRI M.S. GILL : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) the number of meetings held by the inter-ministerial group set up for considering measures required to be taken for controlling hazards in chemical, petro-chemical and pharmaceutical units during the last two years; and

(b) the details of decision arrived at and the follow up action initiated ?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI Z.R. ANSARI) : During the last two years, three meetings of the Inter-ministerial Group were held.

(b) The recommendations of the Inter-ministerial Group and the follow-up action are given below :

- |                    |   |
|--------------------|---|
| Recommendation 1 : | Hazardous substances and installations must be identified and notified.   |
| Follow-up action   | Action on identification and notification of hazardous substances and installations has been initiated.   |
| Recommendation 2 : | Safety checks must be strengthened for plants handling hazardous chemical.  |
| Follow-up action   | Instructions have been issued for intensified safety checks of the installations handling hazardous chemicals.  |
| Recommendation 3 : | A multi-disciplinary in-house safety unit is needed in every industry for effective implementation of safety policies and practices.  |
| Follow-up action   | The Government have issued rules under the Factories Act providing for appointment of in-house safety committee for effective implementation of safety policies and practices (Rule 79) in every hazardous factory which employs 250 or more workers. |

- Recommendation 4 :** Safety should be an integral part of chemical plant design engineering.
- Follow-up action** The Factories Act has been amended (new section 7B) to provide for safety as an integral part of design.
- Recommendation 5 :** Potential disaster areas in the country need to be identified and coordinated master plans prepared for dealing with emergencies in chemical plants.
- Follow-up action** Guidelines for preparation of Crisis Management Plans have been issued to the States to enable them to prepare Master Plans to deal with emergencies in chemical plants.
- Recommendation 6 :** Human habitation must be restricted in the vicinity of hazard-prone industries.
- Follow-up action** Guidelines have been issued to the States to ensure that human habitation is restricted in the vicinity of hazard-prone industries.
- Recommendation 7 :** Safety training programmes must be encouraged, improved and strengthened.
- Follow-up action** A programme to impart training to the concerned personnel has been made an integral part of the hazardous chemical management programme of the Government.
- Recommendation 8 :** Transportation and disposal of chemicals must conform to specified guidelines.
- Follow-up action** Action has been initiated to draw up the guidelines.
- Recommendation 9 :** Technical capabilities and infrastructure of Factory Inspectorates need augmentation urgently.
- Follow-up action** The States have been advised to augment the technical capabilities and infrastructure of the factory Inspectorates and the Central Government has offered financial assistance for this purpose.
- Recommendation 10 :** Diverse regulatory functions currently operating under different statutes need streamlining and coordination.
- Follow-up action** The diverse regulatory functions discharged by various agencies have been coordinated and the duties of each of the agencies have been delineated clearly.
- Recommendation 11 :** A "National Board on Industrial Safety and Hazards" may be constituted with jurisdiction over all process industries.
- Follow-up action** The proposed Environment Protection Authority will discharge the responsibilities envisaged for the suggested National Board on Industrial Safety and Hazards.
- Recommendation 12 :** Fiscal benefits are needed to encourage investment in safety.
- Follow-up action** A group has been constituted to consider the fiscal benefits needed for encouraging investment in safety.

**Employees in National Institute of Health and Family Welfare**

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

(a) how many temporary, ad-hoc and contract employees are working at the National Institute of Health and Family Welfare, New Delhi and since when; and

(b) what is the procedure of selecting the above three category of employees at the Institute ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) and (b). The information is being collected and will be laid on the Table of the House.

**Subsidy for Iodised Salt**

2552. PROF. MADHU DANDAVATE : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether for the effective implementation of National Goitre Control Programme in Maharashtra the pressing requirements are adequate health education and removal of disparity between prices of iodised and non-iodised salt; and

(b) if so, whether Union Government propose to provide the necessary subsidy to Maharashtra Government to keep the price-line of iodised salt on par with that of non-iodised salt and also provide sufficient funds for health education ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) and (b). The Present Production capacity of iodisation units is adequate to meet the requirements of iodised salt in Maharashtra. The ex-factory price of common salt and iodised salt has little impact on the retail Price of salt as major cost involved is for transport, handling and packing charges. Iodised salt would be available almost at the same wholesale price.

Since the cost of the chemical required for iodisation is being subsidised by the Government of India.

Under the National Goitre Control Programme, adequate central assistance is being provided to the State Government of Maharashtra to undertake health education activities, establishment of Goitre Control Cell and to carry out goitre surveys in endemic areas.

**Study by W.H.O. re. Cost of Teaching of MBBS and Post Graduate Doctor in India**

2553. SHRI SANAT KUMAR MANDAL : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether a W.H.O. sponsored study on the 'cost of teaching of a M.B.B.S. and Post-Graduate Doctor in India' has been recently been conducted; and

(b) if so, the important recommendations made in this study and action contemplated by Government thereon ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) No, Sir.

(b) Does not arise.

**Death of Children for Lack of Immunisation and Due to Diarrhoea**

2554. SHRI SUBHASH YADAV :  
SHRI PRAKASH CHANDRA :  
SHRI DHARAM PAL SINGH  
MALIK :

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

(a) whether more than 3 lakh children die for lack of immunisation and another three lakh die of diarrhoea in the cities every year as reported in the Indian Express dated 8 February, 1988;

(b) if so, the steps being taken to save the lives of such children; and

(c) whether medicines to save the lives of such children are not available in the country; if so, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : There is no precise estimate of children dying due to lack of immunisation or due to diarrhoea in the cities every year.

(b) The steps taken by Government of India include implementation of Universal Immunisation Programme for vaccine preventable diseases and the programme of Oral rehydration Therapy for children under 5 years for preventing deaths due to dehydration in diarrhoeal diseases, nutrition education, promotion of breast feeding and proper weaning Practices and supplementary nutrition under I.C.D.S. Programme.

(c) There is no reported shortages of vaccines under the immunization programme or Oral Rehydration Salts in the country.

#### **Ineffective Sterilisation in Haryana**

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

(a) whether the attention of Government has been drawn to a news item captioned "Sterilisation fails to stop babies" appearing in the Times of India dated 10 February, 1988 in which a couple is stated to have got a child despite sterilisation operations;

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

(c) if so, the outcome of the enquiry; and

(d) the corrective steps Government contemplate to take so as to ensure that the sterilisation operations are fool proof and no lapse is allowed ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) to (d). This Ministry has seen the report and the case in being investigated through the State authorities.

#### **Target re. Family Planning during Seventh Plan**

2556. SHRI YASHWANTRAO GADAKH PATIL : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) the birth rate and death rate per thousand achieved in 1987;

(b) how these rates compare with targets for the Seventh Plan;

(c) whether the target for the Seventh Plan is expected to be achieved at the end of the plan, and

(d) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) and (b). The latest provisional estimates of Birth and Death Rates as available from Sample Registration System of Registrar General, India relate to the year 1986 and the same are 32.4 per thousand and 11.1 per thousand respectively. Seventh Five Year Plan envisages achieving Birth rate 29.1 per thousand and Death rate 10.4 per thousand for the year 1990.

(c) and (d). To achieve goals set under Family Welfare Programme various initiatives are being taken aiming to promote larger acceptance of Contraception by target eligible couples. However, it is too early to say about the levels to be reached of Birth and Death rates by the end of Seventh Plan.

#### **Deficiency of Vitamin 'A' among Children**

2557. DR. A.K. PATIL : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government's attention has been drawn to a Press Report appearing in the Hindustan Times dated 25 December, 1987 that about 20,000 children in India become blind every year due to Vitamin 'A' deficiency; and

(b) if so, the facts thereof and the effective steps taken/proposed in this regard ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE): (a) and (b). Government is aware of the Press Report. It is stated however, that country-wide detailed study on the actual incidence of blindness due to Vitamin 'A' deficiency has not been carried out so far to give exact number of children going blind every year in the country.

There is a scheme of prophylaxis against blindness due to Vitamin 'A' deficiency under which Vitamin 'A' solution is administered to children in the age group 1-5 years. At present 60% of the Children at risk are covered. The coverage is being increased from year to year.

**Canadian Assistance for Development of Railway Technology**

2558. SHRI G.S. BASAVARAJU :  
SHRI V. KRISHNA RAO :

Will the Minister of RAILWAYS be pleased to state :

(a) whether Canada has offered high technology for the Railways during the bilateral talks held in January, 1988 between the countries;

(b) if so, the details thereof; and

(c) to what extent Canada has agreed to provide loan for expansion of Railways and transfer of high technology ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD) : (a) Yes, Sir.

(b) For the Railway Sector, Canadians indicated interest in the fields of High Horse Power Diesel Locos and Freight Operation Information System (FOIS).

(c) No proposal of loan from Canada is under consideration.

**Introduction of a Superfast Train between Sealdah and Canning Station**

2559. SHRI SANAT KUMAR MANDAL : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government are aware that there is heavy pressure of commuter traffic on the Sealdah-Canning section of the Eastern Railway;

(b) whether there is no super fast or non-stop service between these two stations; and

(c) whether there is any proposal to cover either one of the existing services into super fast or introduce one pair of super-fast train on this section ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD) : (a) Traffic is heavy only on Sealdah-Sonarpur section which is adequately catered for by EMU locals between Sealdah and Canning, Sonarpur, Baruipara, Diamond Harbour and Lakshmi-kantapur totalling 72 in Down and 69 in Up direction.

(b) and (c). Looking to the short distance of 46 Kms. and the nature of suburban traffic, introduction of superfast trains is not justified.

**Report of Study Team on West Coast Canal in Kerala**

2560. SHRI T. BASHEER : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether an expert team from the Netherlands entrusted by Government to conduct an on the spot study of the Cochin Quilon Section of West Coast Canal in Kerala has submitted its report; and

(b) if so, the action taken by Government thereon ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) and (b). The Central Government had entrusted the study of the Cochin-Quilon Section of the West Coast Canal to the expert team from Netherlands. The report submitted by the team was evaluated and the Consultants engaged in conducting the techno-economic studies on the Cochin-Quilon Section of West Coast Canal have been requested to conduct further studies along-with preparation of action plan and preparation of detailed inventory of various infrastructural facilities in the above stretch.

#### Development of Chilka Lake

2561. SHRI CHINTAMANI JENA : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) whether a comprehensive plan for development of Chilka Lake in Orissa has been framed;

(b) if so, the details thereof; and

(c) the details of central assistance to be provided for the development of Chilka Lake ?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI Z.R. ANSARI) : (a) Chilka Lake has been selected for conservation of ecosystem.

(b) and (c). Details have not yet been worked out.

#### Private Sector in Development of Inland Waterways

2562. SHRI SHANTARAM NAIK : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether there is any proposal to utilise the service of private sector in the development of inland waterways; and

(b) if so, the details thereof ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) and (b).

The Private Sector is already engaged in operation of Inland Water Transport Services for transport of goods and passengers as well as in the construction of small-and-medium sized vessels for riverine operations.

#### Findings of the Commission on Collapse of Nehru Bridge

2563. SHRI SHANTARAM NAIK : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the Raga Commission constituted to inquire into the sudden collapse of Nehru Bridge on river Mandovi in Goa has submitted its report to the State Government;

(b) if so, whether the State Government has sent a copy of the same to Union Government;

(c) if so, the details of the findings of the Commission; and

(d) the reaction of Union Government thereto ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) Yes, Sir.

(b) No, Sir.

(c) and (d) Do not arise.

#### Doubling of Delhi-Ambala Cantt. Railways Line

2564. SHRI KAMAL CHAUHARY : Will the Minister of RAILWAYS be pleased to state :

(a) whether the project of doubling the railway track between Delhi and Ambala Cantt. *via* Panipat-Karnal has been completed; and

(b) if not, by what time it is likely to be completed and opened to traffic ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD) : No, Sir.

(b) The remaining stretch of 21 km is planned to be opened to traffic in another two months time.

**Aid for Welfare of Handicapped  
from WHO**

2565. SHRI RANJITSINGH GAEKWAD : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) the details of the financial aids received from the World Health Organisation for the Welfare of handicapped mentally-retarded children, aged etc. for the year 1987; and

(b) the sector-wise net amount spent inclusive of centrally sponsored assistance for the year 1987 ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) An amount of Rs. 4,64,810/- has been received from WHO during 1987 as per details given in the Statement-I below.

(b) An amount of Rs. 10,48,62,081/- was released from April, 87 to December, 87 to various institutions organisations under various central/centrally sponsored schemes of Government of India administered by Ministry of Welfare as per details given in the Statement-II below.



**Statement I**

**Details of assistance received from the World Health Organisation for Welfare of Handicapped, mentally retarded children etc. during the year 1987.**

Sl. No.	Title and data of activity	Amount	Name of recipient Organisation
1	2	3	4
1.	Fabrication and Utilisation of Low cost aids for the disabled. January, 1987.	Rs. 44,100	National Institute of Rehabilitation Training and Research, Cuttack.
2.	Workshop for study Group for development of Kit/Manual April, 1987.	Rs. 68,430	Federation for the Welfare of Mentally Retarded, New Delhi.
3.	5 Training of Orthopaedic Surgeons, Physycial Medicine Specialists and para-medical personnel in Rehabilitation Technology April, 1987.	Rs. 1,16,700	National Institute of Rehabilitation Training and Research, Cuttack.
4.	Evaluation of Services regarding medical rehabilitation in the country Nov., 1987.	Rs. 68,500	All India Institute of Medical Sciences, New Delhi.
5.	Training of Medical Rehabilitation Peraonnel, its relavance and utility, October, 1987.	Rs. 77,800	National Institute of Rehabilitation and Training and Research, Cuttack.
6.	-do-	Rs. 52,100	All India Institute of Medical Sociences, New Delhi.
7.	Microfiche film Readers, Lamps, Lenses, in Rehabilitation Technology April, 1987.	Rs. 37,180	National Institute of Rehabilitation Training and Research Cuttack.
<b>TOTAL —</b>		<b>Rs. 4,64,810</b>	

## Statement-II

## Statement of Expenditure on Scheme for Handicapped

Sl. No.	Name of Scheme	Type of Scheme	Expenditure during the period..... April-December, 1987
1.	Assistance to voluntary organisation for the disabled.	Central	Rs. 1,97,50,944
2.	Assistance to Disabled persons for purchase/fitting of aids/appliances.	Central	Rs. 2,11,06,535
3.	Scholarship for Disabled persons	Central	Rs. 1,90,11,045
4.	Research on Technical Aids.	Central	Rs. 1,59,519
5.	Special Employment Exchange for physically handicapped.	Centrally Sponsored.	Rs. 1,88,038
6.	Grant to National Institutes	Central	Rs. 4,46,50,000
		TOTAL	Rs. 10,48,62,081

12.00 hrs.

*[English]*

SHRI SAIFUDDIN CHOWDHARY (Katwa): India has agreed to play the Davis Cup in Israel. This is most shocking for millions of people in the world at this critical juncture. *(Interruptions)*

*[Translation]*

MR. SPEAKER: You give me in writing. I will tell you after finding out the facts.

*[English]*

SHRI INDRAJIT GUPTA (Basirhat): Our government has rightly protested a few days ago against the Israeli repression going on in the occupied territories of Palestine. And now we are allowing our team to go to Israel to play there.

MR. SPEAKER: I will find out.

SHRI INDRAJIT GUPTA: I think there should be a limit to these things. What kind of a reaction will there be throughout the world? *(Interruptions)*

*[Translation]*

MR. SPEAKER: You give me in writing. I will send it to the Government. I would be able to do anything only when you give me in writing.

*[English]*

SHRI NARAYAN CHOUBEY (Midnapore) They should not go to Israel.

*(Interruptions)*

MR. SPEAKER: There are other methods also. This is not a subject for adjournment motion.

SHRI SAIFUDDIN CHOWDHARY: We have to condemn it.

SHRI S. JAIPAL REDDY: (Mahbubnagar): You can ask the government to make a statement.

SHRI INDRAJIT GUPTA: The government should re-consider it.

*(Interruptions)*

MR. SPEAKER: I will ask them.

*(Interruptions)*

SHRI DINESH GOSWAMI (Guwahati) You convey to the government the feelings of this House.

MR. SPEAKER: Papers to be laid on the Table—Shri J. Vengal Rao.

12.02 hrs.

*[English]*

## PAPERS LAID ON THE TABLE

Report of the Controller and Auditor General of India for 1986-Union Government (Commercial)—part-VII Hindustan Cables Ltd.

THE MINISTER OF STATE IN THE DEPARTMENT OF INDUSTRIAL DEVELOPMENT IN THE MINISTRY OF INDUSTRY (SHRI M. ARUNACHALAM): On behalf of Shri J. Vengal Rao, I beg to lay on the Table a copy of the Report (Hindi and English versions) of the Comptroller and Auditor General of India for the year 1986-Union Government (Commercial)-Part VII-Hindustan Cables Limited under article 151 (1) of the Constitution.

*[Placed in Library. See No. LT-5629/88]*

Notification under Major Part Trusts Act, 1963, Annual Administrative Report and Review in the working of Mormugao Part Trust for 1986-87 and statement for delay in laying these papers. etc. etc.

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): I beg to lay on the Table —

- (1) A copy each of the following Notificans (Hindi and English versions) under sub-section (4) of

section 124 of the Major Port Trusts Act, 1963 :-

- (i) G.S.R. 70(E) published in Gazette of India dated the 1st February, 1988 approving the amendment to By-Laws of the Port of Calcutta.
- (ii) G.S.R. 78(E) published in Gazette of India dated the 4th February, 1988 approving the Cochin Port Trust Employees (Family Welfare) Amendment Regulations, 1988.
- (iii) G.S.R. 81(E) published in Gazette of India dated the 8th February, 1988 approving the Cochin Port-Employee's (Welfare Fund) Amendment Regulations, 1988

[Placed in Library. See No. LT-5630/88]

- (2) (i) A copy of the Annual Administration Report (Hindi and English versions) of the Mormugao Port Trust for the year 1986-87.
- (ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Mormugao Port Trust for the year 1986-87.
- (3) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (2) above.

[Placed in Library. See No. LT-5631/88]

- (4) (i) A copy of the Annual Administration Report (Hindi and English versions) of the Calcutta Port Trust for the year 1986-87.
- (ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Calcutta Port Trust, for the year 1986-87.
- (5) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (4) above.

[Placed in Library. See No. LT-5632/88]

- (6) (i) A copy of the Annual Administration Report (Hindi and English versions) of the Paradip Port Trust for the year 1986-87.
- (ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Pradip Port Trust for the year 1986-87.
- (7) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (6) above.

[Placed in Library. See No. LT-5633/88].

- (8) (i) A copy of the Annual Administration Report (Hindi and English versions) of the Bombay Port Trust Bombay, for the year 1986-87.
- (ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Bombay Port Trust, Bombay, for the year 1986-87.
- (9) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (8) above.

[Placed in Library. See No. LT-5634/88].

- (10) (i) A copy of the Annual Accounts (Hindi and English versions) of the Bombay Port Trust, Bombay, for the year 1986-87 along with Audited Report thereon, under sub-section (2) of section 103 of the Major Port Trusts Act, 1963.
- (ii) A copy of the Review (Hindi and English versions) by the Government on the Audited Accounts of the Bombay Port Trust for the year 1986-87.
- (11) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (10) above.

[Placed in Library. See No. LT-5635/88].

- (12) A statement (Hindi and English versions) showing reasons for delay in laying the Annual Report and Audited Accounts of the Hooghly Dock and Port Engineers Limited, Calcutta for the year 1984-85.

[Placed in Library. See. No. LT-5636/88].

Notifications under Forest (Conservation) Act, 1980, and Environment (Protection) Act, 1986.

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI Z.R. ANSARI) : I beg to lay on the Table—

- (1) A copy of the Forest (Conservation) Amendment Rules, 1987 (Hindi and English versions) published in Notification No. G.S.R. 14 in Gazette of India dated the 9th January, 1988 under sub-section (2) of section 4 of the Forest (Conservation) Act, 1980.

[Placed in Library. See. No. LT-5637/88].

- (2) A copy of Notification No. S.O. 62(E) (Hindi and English versions) published in Gazette of India dated the 18th January, 1988 making certain amendments to Notification No. S.O. 83(E) dated the 16th February 1987 issued under sub-section (1) of section 10 of the Environment (Protection) Act, 1986.
- (3) A copy of Notification No. S.O. 63(E) (Hindi and English versions) published in Gazette of India dated the 18th January, 1988 making certain amendments to Notification No. S.O. 84(E) dated the 16th February, 1987 issued under sub-section (1) of section 11 of the Environment (Protection) Act, 1986.
- (4) A copy of the Environment (Protection) Fourth Amendment Rules, 1987 published in Notification No. S.O. 64(E) in Gazette of India dated the 18th January, 1988 issued under section 26 of the

Environment (Protection) Act, 1986.

- (5) A copy of Notification No. S.O. 152(E) (Hindi and English versions) published in Gazette of India dated the 10th February, 1988 delegating the power vested in the Central Government under section 5 of the Environment (Protection) Act, 1986 to the State Governments of Andhra Pradesh, Assam, Bihar, Gujarat, Haryana, Himachal Pradesh, Karnataka, Kerala, Madhya Pradesh, Mizoram, Orisa, Rajasthan Sikkim and Tamil Nadu issued under section 23 of the said Act.

[Placed in Library. See. No. LT-5638/88].

Indira Vikas Patra (Amendment) Rules, 1988.

THE MINISTER OF STATE IN THE DEPARTMENT OF ECONOMIC AFFAIRS IN THE MINISTRY OF FINANCE (SHRI EDUARDO FALEIRO) : I beg to lay on the Table a copy of the Indira Vikas Patra (Amendment) Rules, 1988 (Hindi and English versions) published in Notification No. G.S.R. 110(E) in Gazette of India dated the 1st March, 1988 under sub-section (3) of section 27 of the Government Savings Certificates Act, 1959.

[Placed in Library. See. No. LT-5639/88]

Review on the working of and Annual Report of Educational Consultants India Ltd. New Delhi for 1986-87 and Statement for delay in laying these papers, Annual Report, Annual Account and Review in the working of National Institute for Training and Industrial Engineering, Bombay for 1986-87 and Statement for delay in laying these papers etc.

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L.P. SHAHI) : 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 :

(i) Review by the Government on the working of the Educational Consultants India Limited, New Delhi for the year 1986-87,

(ii) Annual Report of the Educational Consultants India Limited, New Delhi for the year 1986-87 along with Audited Accounts and comments of the Comptroller and Auditor General thereon.

(2) A statement (Hindi and English versions) showing the reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library. See. No. LT-5640/88]

(3) (i) A copy of the Annual Report (Hindi and English versions) of the National Institute for Training in Industrial Engineering, Bombay, for the year 1986-87.

(ii) A copy of the Annual Accounts (Hindi and English versions) of the National Institute for Training in Industrial Engineering, Bombay, for the year 1986-87 together with Audit Report thereon.

(iii) A copy of the Review (Hindi and English versions) by the Government on the working of the National Institute for Training in Industrial Engineering, Bombay, for the year 1986-87.

(4) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (3) above.

[Placed in Library. See. No. LT-5641/88]

(5) A copy of the Annual Accounts (Hindi and English versions) of the Regional Institute of Technology, Jamshedpur, for the year 1986-87 together with Audit Report thereon.

[Placed in Library. See. No. LT-5642/88]

(6) (i) A copy of the Annual Report (Hindi and English versions) of the Regional Engineering College, Durgapur, for the year 1986-87.

(ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Regional Engineering College, Durgapur, for the year 1986-87.

[Placed in Library. See. No. LT-5643/88]

(7) (i) A copy of the Annual Report (Hindi and English versions) of the Karnataka Regional Engineering College, Surathkal, for the year 1986-87.

(ii) A copy of the Review (Hindi and English versions) by the Government on the working of Karnataka Regional Engineering College, Surathkal, for the year 1986-87.

[Placed in Library. See. No. LT-5644/88]

(8) A copy of the Annual Accounts (Hindi and English versions) of the Regional Engineering College Durgapur, for the year 1986-87 together with Audit Report thereon.

[Placed in Library. See. No. LT-5645/88]

(9) (i) A copy of the Annual Report (Hindi and English versions) of the Regional Engineering College, Tiruchirapalli, Tamil Nadu, for the year 1986-87.

(ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Regional Engineering College, Tiruchirapalli, Tamil Nadu, for the year 1986-87.

[Placed in Library. See. No. LT-5646/88]

(10) A copy of the Annual Accounts (Hindi and English versions) of the University of Delhi for the year 1986-87 together with Audit Report thereon.

- (11) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (10) above.

*[Placed in Library. See. No. LT-5647/88]*

- (12) (i) A copy of the Annual Report (Hindi and English versions) of the Regional Engineering College, Calicut, for the year 1986-87.

- (ii) A copy of the Review (Hindi and English versions) by the Government on the working of Regional Engineering College, Calicut, for the year 1986-87.

*[Placed in Library. See. No. LT-5648/88]*

- (13) (i) A copy of the Annual Report (Hindi and English versions) of the Regional Engineering College, Silchar, for the year 1986-87.

- (ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Regional Engineering College, Silchar, for the year 1986-87.

- (14) A copy of the Annual Accounts (Hindi and English versions) of the Regional Engineering College, Silchar, for the year 1986-87 together with Audit Report thereon.

*[Placed in Library. See. No. LT-5649/88]*

- (15) A copy of the Annual Accounts (Hindi and English versions) of the Karnataka Regional Engineering College, Surathkal, for the year 1986-87 together with Audit Report thereon.

*[Placed in Library. See. No. LT-5650/88]*

- (16) (i) A copy of the Annual Report (Hindi and English versions) of the Motilal Nehru Regional Engineering College, Allahabad, for the year 1986-87.

- (ii) A copy of the Review (Hindi and English versions) by the Government on the working of the

Motilal Nehru Regional Engineering College, Allahabad, for the year 1986-87.

*[Placed in Library. See. No. LT-5651/88]*

- (17) (i) A copy of the Annual Report (Hindi and English versions) of the Malviya Regional Engineering College, Jaipur, for the year 1986-87.

- (ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Malviya Regional Engineering College, Jaipur, for the year 1986-87.

*[Placed in Library. See No. LT-5652/88]*

- (18) A copy of the Annual Accounts (Hindi and English versions) of the Regional Engineering College, Kurukshetra, for the year 1986-87 together with Audit Report thereon.

*[Placed in Library. See. No. LT-5653/88]*

- (19) A copy of the Annual Accounts (Hindi and English versions) of the Regional Engineering College, Tiruchirapalli, Tamil Nadu, for the year 1986-87 together with Audit Report thereon.

*[Placed in Library. See. No. LT-5654/88]*

- (20) (i) A copy of the Annual Report (Hindi and English versions) of the Navodaya Vidyalaya Samiti for the year 1986-87 along with Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government on the working of Navodaya Vidyalaya Samiti for the year 1986-87.

- (21) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (2) above

*[Placed in Library. See. No. LT-5655/88]*

(22) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Museum, Calcutta, for the year 1986-87 along with Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Indian Museum, Calcutta, for the year 1986-87.

(23) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (22) above.

[Placed in Library. See. No. LT-5656/88]

(24) A copy of the Annual Accounts (Hindi and English versions) of the Visvesvaraya Regional College of Engineering Nagpur, for the year 1986-87 together with Audit Report thereon.

[Placed in Library. See. No. LT-5657/88]

(25) A copy of the Annual Accounts (Hindi and English versions) of the Sardar Vallabhbhai Regional College of Engineering and Technology, Surat for the year 1986-87 together with Audited Accounts thereon.

[Placed in Library. See. No. LT-5658/88]

(26) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Institute of Management, Ahmedabad, for the year 1986-87 along with Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Indian Institute of Management, Ahmedabad, for the year 1986-87.

(27) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (26) above.

[Placed in Library. See. No. LT-5659/88]

(28) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Council of Historical Research, New Delhi, for the year 1986-87 along with Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Indian Council of Historical Research, New Delhi for the year 1986-87.

[Placed in Library. See. No. LT-5660/88]

(29) A copy of Annual Accounts (Hindi and English versions) of the Visva-Bharti, Santiniketan, for the year 1986-87 together with Audit Report thereon.

(30) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (29) above.

[Placed in Library. See. No. LT-5661/88]

(31) (i) A copy of the Annual Report (Hindi and English versions) of Indian Institute of Management, Calcutta, for the year 1986-87 along with Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Indian Institute of Management, Calcutta for the year 1986-87.

(32) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (31) above.

[Placed in Library. See. No. LT-5662/88].

(33) A copy of the Corrigendum (Hindi and English versions) to the Annual Report @ of the University of Hyderabad, Hyderabad, for the year 1986-87.

[Placed in Library. See. No. LT-5663/88].



(34) A statement (Hindi and English versions) (a) showing reasons for delay in laying the Annual Reports of the Motilal Nahru Regional Engineering College, Allahabad, Karnataka Regional Engineering College, Surthakal, Malviya Regional College, Jaipur and Regional Engineering Colleges at Durgapur, Silchar and Calicut and Audited Accounts of the Sardar Vallabhbhai Regional College of Engineering and Technology, Surat, Karnataka Regional Engineering College, Surthakal and Visveshvaraya Regional College of Engineering, Nagpur and Regional Engineering College, Durgapur, Annual Report and Audited Accounts of the Regional Engineering College Trichy and Audited Accounts of the Regional Institute of Technology Jamshedpur and Regional Engineering College Silchar and Kurukshetra for the year 1986-87 and (b) explaining the reasons for not laying the Audited Accounts of the Regional Engineering College, Srinagar for the year 1986-87 within the stipulated period of nine months after the close of the Accounting year.

[Placed in Library. See. No. LT-5642 to 5654/88 and 5658/88]

(35) A copy of the Annual Account (Hindi and English versions) of the Malviya Regional Engineering College, Jaipur for the year 1986-87 together with Audit Report thereon.

[Placed in Library. See. No. 5664/88]

(36) (i) A copy of the Annual Report (Hindi and English versions) of the Delhi Public Library, Delhi for the year 1986-87 along with Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Delhi Public Library, Delhi for the year 1986-87.

(37) A statement (Hindi and English versions) showing reasons for delay

in laying the papers mentioned at (36) above.

[Placed in Library. See. No. LT- 5665/88]

Review on the working of and Annual Report of Indian Machines, Pharmaceutical Corporation Ltd. Mohan for 1986-87 and Statement for delay in laying these papers, Annual Report and Review in the working of Cancer Hospital and Research Institute, Gwalior for 1986-87 and Statement for delay in laying these papers etc.

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : 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 :

(i) Review by the Government on the working of the Indian Medicines, Pharmaceutical Corporation Limited, Mohan, for the year 1986-87.

(ii) Annual Report of the Indian Medicines Pharmaceutical Corporation Limited, Mohan, for the year 1986-87 along with Audited Accounts and the comments of the Comptroller and Auditor General thereon.

(2) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library. See. No. LT-5666/88].

(3) (i) A copy of the Annual Report (Hindi and English versions) of the Cancer Hospital and Research Institute, Gwalior, for the year 1986-87 along with Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government on the working of Cancer Hospital and Research Institute, Gwalior, for the year 1986-87.

(4) A statement (Hindi and English versions) showing reasons for delay

in laying the papers mentioned at (3) above.

*[Placed in Library. See. No. LT-5667/88]*

(5) (i) A copy of the Annual Report (Hindi and English versions) of the Kidwai Memorial Institute of Oncology, for the year 1985-86 along with Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Kidwai Memorial Institute of Oncology, for the year, 1985-86.

(6) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (5) above.

*[Placed in Library. See. No. LT-5668/88]*

(7) A statement (Hindi and English versions) explaining the reasons for not laying the Annual Report and Audited Accounts of the Central Research Institute for Yoga, New Delhi, for the year 1986-87 within the stipulated period of nine months after the close of the Accounting year.

*[Placed in Library. See. No. LT-5669/88]*

(8) A statement (Hindi and English versions) explaining the reasons for not laying the Annual Report and Audited Accounts of the Vishwayatan Yogashram, New Delhi, for the year 1986-87 within the stipulated period of nine months after the close of the Accounting year.

*[Placed in Library. See. No. LT-5670/88]*

(9) A statement (Hindi and English versions) explaining the reasons for not laying the Annual Report and Audited Accounts of the Central Council for Research in Yoga and Naturopathy, New Delhi, for the year 1986-87 within the stipulated period of nine months after the close of the Accounting year.

*[Placed in Library. See. No. LT-5671/88]*

Notification under Motor Vehicles Act, 1939

**THE DEPUTY MINISTER IN THE**

MINISTRY OF SURFACE TRANSPORT (SHRI P. NAMGYAL) : I beg to lay on the Table a copy of Notification No. G.S.R. 53 (E) (Hindi and English versions) published in Gazette of India dated the 25th January, 1988 regarding amendment to overall Dimensions of Transport Vehicles and Tyre Rules under sub-section (4) of section 133 of the Motor Vehicles Act, 1939.

*[Placed in Library. See. No. LT-5672/88]*

MR. SPEAKER : The House will now take up Matters under Rule 377.

12.03 hrs.

#### MATTERS UNDER RULE 377

*[Translation]*

(i) Need to start work on the coal based Fertilizer Plant in Bilaspur (M.P.)

DR. PRABHAT KUMAR MISHRA (Janjgir) : Mr. Speaker. Sir, I would like to raise the following matter under Rule 377 :

The demand of Urea Fertilizer is increasing day by day in our country. We have to import Urea Fertilizer costing lakhs of rupees from other countries. A coal based Urea Fertilizer Plant was inaugurated by Late Prime Minister, Smt. Indira Gandhi, at the Korba Industrial Town of Bilaspur District in Madhya Pradesh. After incurring an expenditure of crores of rupees on this plant, the work has been discontinued now. Now it has been informed that the coal based Plant will not be beneficial. That is why the work has been closed. I would like to know from the Government that when the work on a coal based Plant in Ramagundapuram is in progress, why the work at the Plant at Korba has been stopped. There is a huge demand of fertilizer in our country. Therefore, the work on Urea Fertilizer Plant at Korba must be started immediately. In this way, the investment done on this Plant would be utilised and the tribals would also get employment. On the one hand, the Urea Fertilizer factories in private sector are being run in this very district while on the other, the Government is facing difficulties in running the Fertilizer Plant even after incurring an expenditure of crores of rupees. I urge upon the Government that keeping in view the demand of fertilizers in the country, opportunities of

employment for the tribal areas and the huge investment made in this plant, the Government should take steps to see that the work on Fertilizer Plant at Korba starts immediately where coal is also available in large quantity.

[*English*]

(ii) Need to settle the dispute between the management and labour of the Metal Box Company, Calcutta and to reopen the Company.

**KUMARI MAMATA BANERJEE**  
(Jadavpur) : The Metal Box Company is a well established company situated in Calcutta. But this company is closed for the last 2-1/2 months. The management of this company has stated that the company will be re-opened if the workers agree to a 25 per cent wage cut. It is an unreasonable and inconsiderate attitude of the management. I, therefore, request the hon. Minister of Labour to direct the management to hold talks with the recognised union of the company immediately and to reopen the company.

[*Translation*]

(iii) Demand for setting up industries in Chambal region of Madhya Pradesh.

**SHRI KAMMODILAL JATAV**  
(Morena) : Mr. Speaker, Sir, the youths in Chambal division of Madhya Pradesh have no work to do now-a-days because neither any small scale or big industry has been set up there nor have the people there adequate agricultural land to maintain themselves and their families. Millions of hectares of ravine land is still lying useless and in millions of hectares, stone is available in hilly areas which can be utilized for manufacture of cement. The stone available is adequate to feed several cement plants.

I, therefore, request the Government to set up a Paper Mill at any place near Morena and a Cement Industry at Vijayapur or Karhal so that people of the Chambal division may get employment.

[*English*]

(iv) Demand for T.V. Relay Centres in Balasore district of Orissa.

**SHRI CHINTAMANI JENA**  
(Balasore) : It is a welcome policy of the Union Government to cover more areas

under the TV network specially backward and hilly areas and the interior most parts of the country. But only a few TV relay centres have been set up in the State of Orissa, particularly in Balasore district which is located in the extreme north of the State and border of West Bengal. After persuasion Balasore has been included in the Seventh Plan period for establishment of a TV relay centre but its execution has not materialised yet.

Realising the constrains of resources with the Information and Broadcasting Ministry, and considering the genuine necessity of covering the district with TV network specially when, the country's prestigious National Test Range project is being executed by the Defence Ministry in the district and inordinate delay in execution of the TV relay centre at Balasore, the State Government on their own, has decided to borrow three TV towers from the Defence establishment to be set up one each at Balasore, Baliapal and Bhadra of Balasore district with the intention to instal three small power TV relay centres to cover the entire district and portions of Mayurbhanj and Koonjhar districts, which are not covered by the TV relay centres already installed. Government of Orissa have requested the I and B Ministry agree to the proposals.

I, therefore, urge upon the Ministry of Information and Broadcasting to take immediate action to instal these small TV relay centres in Balasore district.

[*Translation*]

(v) Need to set up new Sugar Mills in U.P. and other parts of the country.

**SHRI AKHTAR HASAN (Kairana)** : Mr. Speaker, Sir, I would like to draw the attention of the Government towards rapidly decreasing importance of Sugarcane in Uttar Pradesh. Due to insufficient number of sugar mills and recession in Khandsari Industry, the farmers have to sell their sugarcane at the rate of Rs. 16 per quintal. According to the report of Uttar Pradesh Krishi Utpadan Mandi, the capacity of the mills to purchase sugarcane is 35% to 40% and this too from those farmers who have filledup hands with sugar mills. That is why the sugar mills purchase only very little quantity of sugarcane and the rest is

to be sold to Gur and Khandsari manufacturing units. The number of these units is also decreasing continuously. Therefore, the owners of these units are buying sugarcane from farmers at the rate of 16 to 18 rupees a quintal while the mill rate is Rs. 27.

The farmers of Uttar Pradesh produce only sugarcane on most of their agricultural land and their living depends upon this crop. I would like to draw the attention of the Government to the fact that the sugar mills get these bonds filled only from 20 to 25% of farmers and lift only 40 to 45% of their sugarcane. This problem is not confined to my constituency Kairana alone but it exists in entire of Uttar Pradesh and North India.

I, therefore, request the Government to take necessary steps to set up new sugar mills in all such areas.

[*English*]

(vi) Demand for increasing the pension of retired Army Officers of the former Indian State Forces.

SHRI JUJHAR SINGH (Jhalawar) : Thousands of Officers and Jawans had been recruited during and before the Second World War (1939-45) in the Indian State Forces and most of them had participated in war efforts inside the country and outside on the battle-fields of middle East, Burma, and Far East. A big percentage of these Officers and Jawans had to be prematurely retired on the Indian-State Rates of Pension Rules (which differed from State to State) although these soldiers were getting the Indian Army rate of salaries for number of years that they were in service during war period and upto the date of their compulsory retirement from the Armed Forces in early 50s.

12.11 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*]

The cause of retirement of these Officers and Jawans was that all of them could not have been absorbed in the Indian Army Service after the merger of Indian State Forces into the Indian Army after independence.

The pension paid to such Officer on State Rules is so low that it is not only inadequate to make their two ends meet but it also affects their status as former Army Officers. Revisions of Pension Rules from time to time have not taken care of this neglected section of Ex-soldiers.

In view of these facts, I urge upon the Ministry of Defence to raise the rates of pension of these retired Army Officers of the Former Indian State Forces equal to the Indian Army Officers retired during that period of service.

(vii) Demand for early clearance to the projects submitted by West Bengal Government.

SHRI BASUDEB ACHARIA (Bankura) : Sir, the fate of three major projects of West Bengal *viz.*, Haldia Petrochemical Complex, Bakreswar Thermal Project Plant and Teesta Barrage project has been uncertain for periods ranging from 3 to 10 years. These Projects have potential of transforming West Bengal into one of the most advanced States of the Union and open new horizons for agricultural development in the State. But sanction to Haldia and Bakreswar projects has been delayed and financial assistance to the ongoing Teesta Project refused. The letter of intent for the Haldia Petrochemical Complex was issued in November 1977. The State Government submitted a detailed project report to the Centre in May 1980 for a joint-sector venture with the Centre but after a period of more than three years, the Centre decided in July 1984 not to participate in the project. The State Government in May 1985 decided on a joint-sector venture. Since then, after various revisions the I.D.B.I. and other agencies have given their technical and financial viability clearance to the project. But Union Government has not cleared so far the proposal which has the potential to transform the south-western part of rural Bengal into another industrial complex, like Durgapur-Asansol.

The Bakreswar Thermal Power Project, already cleared by the Central Electricity Authority in May 1985, was opted for a joint venture between the State Government and a foreign collaborator by the State

Government. The project is now being delayed on the plea that the project should be a central project and the State Government would receive only 25 per cent of the power to be generated at the plant which would not be sufficient for the State. Things have stopped moving at the Centre even though the Prime Minister gave assurance to clear the project, in its original form in September 1986, in two months.

During the past four years, the State Government has spent over Rs. 245 crores on the Teesta project while the Centre's contribution was only Rs. 5 crores. Despite repeated requests the Centre has not provided any special assistance to the irrigation project.

I, therefore, request the Prime Minister to give clearance to these projects without delay.

(viii) Need to ensure free movement of vehicles on National Highway No. 31A connecting Darjeeling with Sikkim.

**SHRIMATI D.K. BHANDARI (Sikkim) :** The disturbed conditions in Darjeeling have had serious effect on Sikkim. Sikkim's only link with the rest of the country is National Highway No. 31A which passes through Darjeeling District of West Bengal. This link has been disrupted and Sikkim has virtually remained cut off. During the last few days, between Rangpo the border town in Sikkim and Siliguri in Darjeeling District, Sikkim Government vehicles carrying essential supplies on this National Highway have been attacked by unknown miscreants. Some of the occupants in the vehicles received bullet injuries. Very recently one petrol tanker was set on fire and another heavily damaged. Occupants of these vehicles were severely beaten. Some are reported missing. A few days ago Sikkim Government vehicles carrying food supplies to Sikkim were stopped at Kalimpong and drivers were manhandled and beaten by some members of the para-military forces. Some of the seriously injured had to be hospitalised. The Chief Minister of Sikkim has apprised the Prime Minister and the Union Home Minister about these incidents. Because of non-availability of essential items prices have risen in Sikkim. The State's economy is

under severe strain. This being the situation, the Union Government is requested to intervene immediately and keep the Highway open under Military protection so that traffic could move unhindered.

12.14 hrs.

**RAILWAYS BUDGET, 1988-89 —  
GENERAL DISCUSSION—(Contd.)**

[*English*]

**MR. DEPUTY SPEAKER :** Now, we take up further discussion on the Budget (Railways).

[*Translation*]

**SHRIMATI MADHUREE SINGH (Purnea) :** Mr. Deputy Speaker, Sir, I am very much grateful to you for providing me an opportunity to speak on the Railway Budget.

In the face of so many odds, a lot of improvement has been effected in the Indian Railways Service and I congratulate the hon. Minister of Railways for putting the Railways Service on a proper track. But, I also have certain complaints against the Ministry of Railways and it is my duty to refer to those complaints at this occasion.

My birth place as well as my constituency is in North Bihar. North Bihar is a big part of Bihar state and the population of this area is more than that of several states such as Orissa, Kerala, Punjab and Haryana. The population of North Bihar has become just double in the last four decades but no attention has been given towards the extension in Railway Services for this area. I am really sorry to find that even today no attention is being given to this area. The main line of North-Eastern Railway which goes upto North-East areas via North Bihar, was converted from narrow gauge to broad gauge a few years ago. All of us had thought that the introduction of the broad gauge line would result in the industrial and economic development of North Bihar speedily. But, the results are quite

contrary to the expectations. This is the only Railway Line of North Bihar which has been converted from narrow gauge to broad gauge. This line runs along the Ganges and most part of North Bihar falls at the Northern side of this line, where there are only narrow gauge lines. Industrial development of the area for the last so many years has remained stationery because of power shortage and non-availability of minerals as well as the difficulties faced in carrying coal, iron, copper, cement and other industrial goods, for the development programmes, from South to North Bihar. There is only one Railway bridge over Ganga in Bihar which is near Mokama. This is the only line through which the industrial goods can be transported from South Bihar to North Bihar. There is only one broad gauge line and rest are narrow gauge lines. Earlier also, there were some difficulties in transportation of industrial good to those cities, industrial areas and factories which were situated on the North side of the line but now such difficulties have increased because previously the arrangements of loading the goods from broad gauge line to narrow gauge line was at the Barouni junction. But, now the main line has been converted into broad gauge line but there are no arrangements for transshipment at the broad gauge line and the narrow gauge line junctions. We have to face a lot of difficulties in sending the materials by trains to those areas and it also causes delay and wastages. For example, I would like to mention the difficulties regarding railway traffic of my own constituency Purnea.

When the meter gauge line was there, the wagons of coal and other industrial materials used to reach directly from Barauni junction not only to Purnea but also to other places such as Jogmani, Sahrasa etc. Now it is not possible because the line from Barouni to Katihar has been converted into broad gauge but the line from Katihar to Purnea remained the old narrow gauge line. Purnea is a border area. It is the biggest district of Bihar and its population is more than all other districts of Northern Bihar. Previously, there was no development of this area due

to the shortage of power but for the last several days almost 65 megawatt of power is being supplied from Bhutan. There is no shortage of power now and we could make proper use of the power available only then, when there is rapid industrialisation of this area. But, at the time when the power is available the problem of Railway Transport has come in our way. The distance between Katihar to Purnea is only 32 kilometers. Now, it is necessary to convert the narrow gauge line between these two places into the broad gauge line. If the broad gauge line runs upto Purnea and the arrangements for transshipment to the trains of narrow gauge line is made then it will be convenient to send the minerals and other industrial goods from Purnea to Sahrasa, Jogmani and other places. It would have been better to extend this broad gauge line upto Jogmani instead of Purnea but I know that there is shortage of funds in the country and perhaps it would be more convenient to extend this broad gauge line from Purnea to Jogmani in the second phase.

Every year, the Railway lines are very badly effected by floods in Northern Bihar. Arrangements should be made to avoid the recurrence of losses and the money saved this way should be utilised in extending broad gauge lines.

I shall be grateful if the hon. Minister of Railways gives his attention towards my submissions and takes necessary steps after discussing the matter with his technical advisors.

[English]

PROF. NARAIN CHAND PARASHAR (Hamirpur) : Sir, I support the Demands presented to this House and the various measures taken by the Railway Minister in the Railway Budget for 1988-89.

Sir, the Minister has done a good job and he has been able to show improvement in various directions. The increased efficiency in freight loading and also in passenger traffic has given a good picture of the Railways under him.

The Minister has been taking credit for the improvement in the crucial physical

ratio of net tonne kilometres per wagon per day. In 1985-86 it was 1,296, now it has reached 1,420, whereas the target for the terminal year of the Seventh Plan was 1350. So, this is one good indicator of the good work which the Minister has been able to achieve with a team of his officers. But unfortunately, the costs have risen and a significant amount has been added to the expenditure side by the Fourth Pay Commission. As a result, we have the spectacle of deterioration of the operating ratio which was 92.2 per cent in 1986-87 and which worsened to 92.5 per cent in 1987-88. It may be 92.8 per cent in the next year, thus deteriorating further. So, this is a time to ponder as to what is ailing the Railways where the expenditure is mounting, in spite of the internal generation of resources by the Ministry. Whereas it was 25 per cent in Fifth plan, it came up to 42 per cent in the Sixth plan, and now it is coming up to 50 per cent. It may be about 65 per cent by the end of the Seventh Plan. It is a good indicator also of the financial help and the capacity of the Railway administration to lessen the burden on General Revenues.

All these are welcome features and the new stress on technological upgradation and modernisation is welcome. There is increased stress on the renewal of the track and also of the over-aged rolling stock. These are good pointers. But one area of neglect is the low emphasis on the new railway lines. To concede that the railway is a system working for the economic development of the country and not a system which is also catering to the national integration by linking the various parts of the country is to my mind not a very healthy sign. Sir, China has added a significant chunk of the new track and we have not matched even with China. Our present addition of new track in kilometres every year is very dismal and disappointing. I do not know how far the low priority to the new railway line conversion projects, etc. would continue because the people in the far flung areas also expect to be connected through the railway network of the country and the Railways are expected to give attention in this direction also. Late Shri L.N. Misra used to say that national integration would be a reality when a person sits in the train in Kohima and gets down in Delhi without setting his foot down anywhere *en route*. So,

that dream is still to be realised, I plead with the Railway Minister, who is not present at the moment, here, although today is his birth-day, to at least give this gift to the nation.

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD) : I am here.

PROF. NARAIN CHAND PARASHAR : You are here. You can convey my greetings to him and you can also deliver the goods, of course, in coordination with him. But the most important thing that I was referring to is that many on-going projects which were started years ago, some times decades ago, are still waiting to be completed and unless the Railways increase their allocation to the new railway lines and conversion projects, it would not be possible to complete them. The late Prime Minister, Shrimati Indira Gandhi, the Transport Minister and the Railway Minister under her and thereafter laid the foundation stone for a number of railway lines and the Railway Convention Committee has brought it to the notice of the Ministry whose reports were presented to this House last year, that a number of these projects are still in the initial stages. So, adequate priority should be given to them and at least you should see that most of these projects are which are on way projects completed in the Seventh Plan, because if you are not able to construct even five kilometres and also new railway line in any state which has not been constructed since independence, then it is a very poor performance. In particular, I would refer to the North-Western parts of the country. When the Railway Convention Committee visited Chandigarh and met the Punjab Government Ministers about four years ago and asked them whether any track has been laid in Punjab for the last one decade or so, you were unable to get any positive answer because nothing has been done there. So, two or three railway lines—Nangal-Talwandi and Udampur-Jammu and Kashmir—are there to be taken up and completed. There are a few other proposals which had been surveyed, like the work of Berhampur-Bilaspur and Rampur-Mandi Railway link at the cost of State Government of Himachal Pradesh and there was also a demand of the Haryana Government to link Jagadari with Chandigarh and also

a long-standing demand of putting Chandigarh on the main railway route, all these are still pending and they have to be expedited and they have to be completed well in time. I would plead with the hon. Railway Minister to please re-order your priorities. This technological upgradation is good, modernisation is good, rehabilitation and renewal of track is good. But people expect much more than this because this you can do where the system is existing. But what about those States which are not still existent on the railway map of the country, which you have not touched. So, please have this in your mind when you think of the Railway as existing in the whole country for the economic development, it is all right that the Railways would add their share to it. But the increasing competition by the Road transport will also be there and the increasing cost of locomotive power, diesel and all that would also have to be taken into account.

I would also plead for one concession, at least. This increase of railway platform ticket from Re. 1 to Rs. 1.50 is beyond anybody's understanding. It is because it will ultimately go to Rs. 2. Somebody may not have the change and so he will have to pay Rs. 2, or they would say, you go without it or something of that type. You have taxed not only the passengers but also those who come to see them off or go to receive them. Let us spare at least those people, the relatives and friends who go to see off the passengers. Therefore, it should be reduced to Re. 1 and paise 50 should be removed.

You have also done a good thing by offering some concessions to the national awardees getting bravery award etc. I would plead with you that all national awardees—some may be brave, other may be scholar, and somebody may be a good teacher—should be given the concession. National awards are instituted for excellence in the particular fields in which a particular person is working. So if somebody is not brave because he is not fighting but doing some job, showing excellence in other field that awardee should also be recognised. I therefore plead that all national awardees, of all types, whosoever is awarded at the national level, should be considered for concession. Similarly, gallantry award

winners and their widows—those who died for the sake of the nation—should also be eligible for this award concession.

I would plead about one or two trains which are so important. You have started very good train, called superfast from Ludhiana to Delhi. If the idea is to have a superfast train, it should be by the shortest route *via* Karnal and Panipat and not a longer route *via* Suhranpur, which is taking 60 kms more. This you can compensate by starting it from Jullunder which is a point for 2 or 3 States, which can benefit Jammu and Kashmir, Himachal Pradesh and Northern Punjab. Ludhiana is in the heart of Punjab. But it does not touch the other States. If the train is started from Jullunder, it will reach Delhi within the same duration of time, *via* DUK.

Some of the trains have been discontinued, I do not know what is the reason. There used to be a train Kalka-Amritsar which has been discontinued much to the inconvenience to the people of Punjab, Himachal Pradesh and Haryana. Its timings were first changed and later, it was discontinued on account of low passenger traffic. If it is restored to the original timing, the train would be self-supporting and beneficial to the people. Similarly, from Chandigarh there used to be Ranchi Express. Now, you have diverted or divided it into two parts and the result is, people are facing inconvenience. I would plead that all these trains which have recently been discontinued should be restored. Similarly two trains from Hoshiarpur to Jullunder and back used to give connection to Jammu Tawi Mail. Therefore, I request that the trains, one starting from Jullunder at 5.20 a.m. and the other starting from Hoshiarpur at 7.25 p.m. in the evening should be restored.

I would come to one other point. You are starting construction of model stations and you have taken up 67 stations. But in the Kangra Valley railway sector, not a single station has been taken up for construction as a model station. You may consider the case of Guler, which is an important station, name after a very famous Hindi writer, Chandradhar Sharma Guleri who wrote the famous story *Us Ne Kaha*



*Tha*, which became a film also. If that station becomes a model station, it would be very helpful to the people.

The Nangal-Talwara railwayline in Himachal Pradesh for which foundation-stone was laid by late Shri L.N. Mishra on the 22nd of December, 1974 at Amb, about 14 years back, should be expedited and completed up to Una by the end of this year and up to Amb, the site of the foundation-stone by the end of the 7th Plan and joined the main system at Mukerian on Jullunder-Pathankot section. Similarly, I also plead that Jammu-Udhampur railway line, for which foundation-stone was laid by Shrimati Indira Gandhi should be expedited well in time and steps should be taken to extend it to Srinagar as and when possible to see that Srinagar should be linked to Delhi directly by rail and also various other parts of Himachal Pradesh. All the left-out areas of the country should be integrated in the railway network.

I would plead for one important railway line for which late Shri L.N. Mishra used to plead, *i.e.* conversion of Darbhanga Samastipur. Similarly the construction of Rajghir-Patna rail link and Jagadhiri-Paonta and Paonta-Dehradun in U.P. may be sanctioned and taken up for construction. Small new works like missing links and railway bridges in Bihar and U.P. may also be expedited.

I would plead that the railway finances are quite healthy, in the sense that internal generation of resources is remarkable and also the plan for upgradation and also for modernisation is quite laudable.

But the one important aspect which is neglected at the moment is the linking of the left out areas of the country, completing all the on going new railway lines and commercial projects like Mysore to Bangalore which is still pending. They should be completed on a priority basis as a corporate plan for adding 5,000 KM of track by the turn of the century as recommended by the Railway Reforms Committee should be adhered to. You have already scaled it down to 3,000. Within these 3,000, please complete all the on going projects before you take up any new projects.

With these words I thank the Minister for Railways for initiating new railway lines in this Budget and also for giving some new directions to the railway finances.

I would plead with him that none deserves the first priority as the neglected areas of the nation and the on-going projects deserve the top-most priority.

SHRI DINESH GOSWAMI (Guwahati) : Mr. Deputy Speaker, the railway Minister is not here. Let me begin by wishing him a very very happy birthday. I hope I can convey the feeling of the House, that he may have scores of prosperous years ahead of him and he will continue to look as youthful and as fresh as he is looking today.

For want of time, I am not going to speak on the general aspect of the Railway Budget but I will deal with some problems of my own constituency. The Railway Minister has been able to impart some sense of urgency in the Railway Department for which he deserves compliment.

On thing I must speak in his favour that whenever we have written letters to him raising certain points, he has been very prompt in replying to those letters. It is something which I do not find with many of the Ministers. Whether our problems are solved or not, is a different matter. But at least, he gives an impression that he is looking into the matter and has taken interest in the matter and I will urge upon the other Ministers also, to follow the example. At least, so far as I am concerned I have this pleasant experience with the Railway Minister.

I will plead along with the other Members about the revocation of the increase in second class fare.

I also find that Mr. Narain Chand Parashar has made a very pertinent point that this increase from Re. 1 to Rs. 1.50 in the fare of the platform ticket would lead to problems. Firstly, more and more people would be going without payment of tickets and secondly, almost invariably the reply would come that 50 paise is not available. Therefore, one shall have to pay Rs. 2. I believe that the Railway Minister

should also consider the revocation of the increase of the platform ticket fare.

So far as the other problems are concerned, every Member in this House asked for new lines. But there are certain areas that if these areas are to be economically developed, the infrastructural facilities must be improved and one such area is the North Eastern region.

We pleaded for long for a broad gauge line up to Dibrugarh. North-Eastern region has now been acknowledged as one of the backward regions which needs encouragement from all concerned. Unless the railway facility of this region is improved, there cannot be any industrial or economic development of this region. We have got a metre gauge line up to Dibrugarh but unfortunately metre gauge line was constructed by the Britishers, not keeping in view the interest of the people, but keeping in view their own interest. They constructed the line only to those areas through which the tea gardens lie and not to the towns which are inhabited by the people. We have pleaded, therefore, that a broad gauge line should be constructed touching the most important towns like Nowgong, Jorhat, Sibsagar and also the famous Kaziranga Sanctuary. I am told that there was a survey long back. Earlier Railway Minister promised that adequate steps would be taken, to proceed with the line. But nothing has been done. I hope that some positive reply would come.

There is a very emotive issue of the people of Assam regarding the Railway Division in Rangia. There was an agitation for a Division and it was announced on the platform of the All India Congress Committee a few years back that a Division would be established and on the basis of that assurance, the people withdrew the agitation. But subsequently in spite of the fact that there is an agitation in which all the parties including the ruling party had joined, the Division has not been established. Now this has unfortunately created a situation in which the people have lost confidence in the Government because they feel that if a Government in the highest political platform gives an assurance and it does not carry it out, then whom can they trust. Recently, there were programmes of Railway Bandh

in this issue. You can appreciate how much the people have to suffer for these programmes. I think establishment of this division is not impossible. It does not really lead to very serious financial strain on the Railways for the establishment of a division for which there was a commitment by the Government, by the Railway Minister at a political platform as well as in the Parliament. Therefore, I will plead with and urge upon the Government to establish this division.

There has been another irritant. There has been pay cut for the Railway employees, who had been victimised during the Assam Movement and the Pay cut has affected the employees as well as the retired employees. We have pleaded with the Government, for revocation of the pay out I will urge upon the Government that this question of pay cut should immediately be tackled and if this is not done, then the employees remain a visible symbol of the failure of the Assam Accord. There has been a demand for the diversion of the Railway track outside Guwahati. Guwahati has been one of the most congested cities in India now. I come from Guwahati. I know that when I have to go from one area to another, there are roads where I am stranded for hours because the trains pass through and there is no possibility, no scope even for railway over-bridges. Therefore, we pleaded with the Railway Administration that the line should be diverted outside. I know that recently in Guwahati in a Press Conference, the Railway authorities have told that it is not possible. I will still plead in this forum that this should be very seriously considered. Today, for one who has to travel from Delhi to Guwahati or come from Guwahati to Delhi, it takes 37 hours. I believe it is high time that for development of the region and for the better communication facilities, we should have a Rajadhani type of train in the North Eastern Region, the North-East Express has been introduced and the official time of this train is 37 hours. But normally this train is late, by few hours. I feel that a Rajadhani type of train can cut this time by at least 7-8 hours. I will urge upon the Railway Ministry, to consider a Rajadhani Type of train with minimum number of stoppages direct from Delhi to Guwahati and from Guwahati to Delhi.

Sir, now the Railways give transport subsidy for people carrying goods to North-Eastern Regions. But the subsidy is, I think, given from Calcutta. But most of the goods are carried today not from Calcutta but from Patna. There has been a demand from the entrepreneurs from Assam that transport subsidy should be given from Patna. I know this is not something which this Ministry—the Railway Ministry—can decide. But I will ask the Railway Ministry to initiate the process with other Ministry by which consideration may be given for granting subsidy from Patna. Unfortunately, we in the North-Eastern Region, whenever we have to travel from Guwahati to Delhi or from Delhi to Guwahati, we travel woefully as second-class citizens because of the dilapidated coaches. This is not only our experience. This is the experience of everyone who travel in Uttar Pradesh and Bihar. There are occasions when I have seen for myself that when there are rains, rain waters have submerged the coaches. I had occasions to write to the hon. Railway Minister on this score. There are occasions when the First-Class coaches and A.C. Coaches are cancelled at the last moment. I myself while travelling the last time when I travelled, I was informed at the station that the first class coach in which my reservation was there was cancelled and everybody was put in a second-class compartment. It creates a lot of problem. I do not know why in an important train like the Tinsukia Mail or the North-East Express, there cannot be an additional first-class bogie which can be kept for such contingencies. I will ask the Railway Minister to see that this type of cancellation of the first-class and A.C. coaches are not resorted to and punctuality is give prime consideration in the North-Eastern trains. I have been approached to convey to the Railway Minister about one thing. There was a train from Dehradun to Benares which has been cancelled recently with the result that a heavy blackmarketing is going on at Dehradun. I believe that this train, if it has been cancelled, should be reintroduced and the cancellation orders should be revoked. I am happy that computerisation for reservation has started at Delhi and some other places. It has done away with black-marketing to a great extent. I would plead to the Railway Ministry to introduce

computerisation in all the major cities of this country. Thank you, Mr. Deputy-Speaker.

THE MINISTER OF STATE IN THE  
MINISTRY OF PARLIAMENTARY  
AFFAIRS (SHRIMATI SHEILA DIKSHIT) :  
I would like to propose that we forego  
Lunch Hour because there is a long list of  
speakers.

*(Interruptions)*

SHRI BASUDEB ACHARIA  
(Bankura) : Yesterday it was decided  
that after the discussion on Railway Budget,  
we would forego.

*(Interruptions)*

SHRIMATI SHEILA DIKSHIT : Yes,  
we decided that yesterday. But it is a  
proposal I am giving. It is something  
which I would like you to do because there  
are Members from various parties who  
would like to speak.

SOME HON. MEMBERS : O.K.  
SHRIMATI SHEILA DIKSHIT : I  
hope we proceed.

*(Interruptions)*

*[Translation]*

SHRI RAJ KUMAR RAI (Ghosi) :  
I should also be given a chance to speak.  
If in somebody's view I am found at fault,  
then the people from our area should not  
be held responsible for it, Could you please  
tell the hon. Minister of Parliamentary  
Affairs that I should be given an opportu-  
nity to speak. I request you...

*[English]*

MR. DEPUTY SPEAKER : Please  
order. You take your seat. If time per-  
mits, I will call you.

*(Interruptions)*

MR. DEPUTY SPEAKER : I told you  
that if time permits. I would call you.  
There are 544 Members who are having  
problems relating to their constituency.  
What can I do for that? You have to res-  
trict. If you want me to allow all the 544  
Members to speak on the Floor of the

House, it is not possible. As far as possible, I will try to accommodate. (*Interruptions*) I request you to take five or six minutes to tell about the problem of your constituency. But when I call you and if you take half-an-hour, what can I do? If all of you cooperate, I will permit.

(*Interruptions*)

MR. DEPUTY SPEAKER : Do not waste time.

[*Translation*]

SHRI RAJ KUMAR RAI : We have requested the Railway Minister several times\*\*.

[*Englsh*]

MR. DEPUTY SPEAKER : Nothing will go on record. I won't allow.

SHRI GOPESHWAR (Jamshedpur) : I rise to speak on the Budget proposals of the Railway Minister. It is a balanced Budget, It has taken care of many things as far as possible. But I would like to mention certain points.

The basic idea, certain concepts have not been changed. For example, the system of ancillary labour like casual labour, the porters and others who are always connected with the railways, there is no relief, there is no mention even about them. It is an unfortunate situation for the persons who are engaged in the railways.

In the proposal, you will find that there are lakhs of workers working as casual workers for thirty to forty years. There are more than two hundred thousand porters in the country who have got no benefit. The only one benefit that they have got is a red shirt which they do not get practically every year. This is a very unfortunate situation. Even in other places like dock-yards, such category of people has been given certain benefits. In the case of railways the interest of casual labourers, porters, in the railway system, should be taken care of.

The other thing which is lacking in the Budget is that there is no employment potential. Railway is a core industry. It is a basic factor in the national economy. There is no element of any increase in employment generation by the Railways. This is not a helpful situation. Railways used to have a lot of employment potential, but this budget has not given any scope for any further improvement.

I think the increase in the fares was absolutely avoidable. If you streamline your administration and management, this could be avoided and this should have been avoidable. The increase in the rate of platform tickets puts burden on the common man and the common man should not be charged more. It was only 4 annas; now it has become Rs. 1.50. This is too much and should be changed as also the fares in all classes, particularly I cannot support the increase of fare at least in the case of II Class and long distance trains. I would request the Railway Minister to reconsider this aspect.

I understand that the Railways are proposing to import a lot of wheels and axles. I don't understand why the Steel Industry in India is not being given this assignment of not importing but producing the requirement of the railways. The railway sleepers and axles importing from outside means hundreds of crores of rupees. Why should we not generate them? If you have an import generating system, then you will never have any scope for development. The price which you will pay to outsiders; the same price can be paid here and our industries can be asked to cater to your needs.

The other aspect that I would like to talk about is the employees of the railways. You have a system of Joint Consultative Machinery. It has been a very effective machinery. It has been working well with representatives of most of the unions. But of late, the importance of this mechanism has been rather neglected. This is creating stress and strain on the employees. There is a resentment growing among them. I would suggest that the Railway Minister should intervene and take personal interest, so that the JCM works properly, meets periodically and tries to understand the

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\*\*Not recorded.

problems of the employees, and impress upon them the difficulties of the railways and at the same time see that the railways continue to improve their working.

My area is in the south-eastern railway. South eastern railways caters the transport needs of the steel industry, the coal industry and the mining industry. Probably the freight charges earned are the highest. But the south-eastern railway has not been given the same proportion of attention and the same proportion of activities. If I see the proposals, I find that the south-eastern railway has been neglected. This is not advisable.

I appreciate provision of putting one ceiling fan in six thousand single unit quarters of the South Eastern Railway employees. It is a good idea. But at the same time I would stress on the expansion of the area. In Tatanagar the yards are choking. There is a provision for Bhilai; but there is nothing in Tatanagar. Tatanagar railway station and railway yards and for that matter the passenger services require a lot of improvement.

Previously the whole of the North-Eastern Railway was on the metre-gauge. Now the main line is in the broad-gauge and the other lines are in metre-gauge. With the result there is complete confusion. Saharsa railway junction is the most important junction in the northern region. It has not been given proper attention. I would request the Railway Minister to look into it.

Lastly, I would stress again that the Railways should come out with certain very basic proposals about the casual labour, about railway porters and also about the generation of employment.

**SHRI SOMNATH RATH (Aska) :** Sir, I rise to support the Railway Budget. The Railway Minister has cogent reasons as to why there should be increase in the railway fares and platform tickets. It is to provide better amenities to the passengers, the railway workers and improvement in technology in the railway tracks to avoid accidents. Funds are necessary to meet these pressing requirements. Unless the amenities to the passengers are enhanced and steps taken to meet the

situation it will be subject to comments later.

Now I want to invite the attention of the hon. Minister through you for certain matters and hope positive action will be taken by the Minister and also he will reply in the House about the same. During the British regime there was one railway line from Calcutta to Madras and while running that line a portion of that railway line had to run through the outskirts of Ganjam district in Orissa. There is another district Phulbani which is not having one inch of railway line till today. In the House it has been stated the policy of the Government is to see that un-developed areas should develop by having railway lines for better communication and transport. There is sufficient infra-structure both in Ganjam and Phulbani districts.

Though the late Prime Minister, Shri-mati Indira Gandhi and our beloved Prime Minister, Shri Rajiv Gandhi assured us at Aska in Ganjam district to extend the railway line from Berhampur inside Ganjam district upto Phulbani district yet nothing has been done so far. In the guide books and literature published by the then Bengal-Nagpur railway and now South-Eastern railway it has shown in the map that a survey has been made to extend the railway line from Berhampur to the then Raisselkonda and now Bhanjnar, I find no steps have been taken. There is no reason why this undeveloped area should not develop more so because now a port has come up at Gopalpur on sea near Berhampur railway station. So it is essential that the Ganjam district, Phulbani district and other districts which are the hinterland of this port gets connected with the railways.

There is a demand since long to convert the small gauge to meter-gauge railway line running from Polasa to Nowpada via Parlakhemndi. Members from both sides of the House have been urging for the same but as yet no action has been taken. More than 2 lakh workers from southern Orissa are working at Surat and Ahmedabad in textile mills. They have demanded to run a train from Surat to Orissa. No action has been taken but I suggest that at least two bogies can be attached at Surat in the Navjivan Express train upto Vijayawada

and from Vijayawada it can be attached to Konark Express running to Orissa. These small matters can be done if not a train at present. I do not think there will be any difficulty in attaching two bogies at Surat meant for Orissa.

13.00 hrs.

A major portion of the South-Eastern Railway lines runs through Orissa. A demand was raised in the Orissa Assembly to have the headquarters of this railway zone in Orissa. If it is not possible at this juncture, why not have a branch office at Orissa? What prevents the Government to meet this just demand of the public which was raised in the State Assembly also? You can have a branch office of the South-Eastern Railway in Orissa to satisfy the legitimate demand of the people of Orissa.

I am sure that action on the points raised by me will be taken by the hon. Minister and also replied to in the House.

**SHRI CHANDRA KISHORE PATHAK** (Saharsa) : Hon. Deputy Speaker, Sir, I support the Railway Budget. There could not have been a better budget considering the present state of the Indian economy. But there should be no increase in the rail fare for Second-class. Otherwise the economic condition of the poor will deteriorate further and they will face a lot of difficulties. With these words I would like to draw the attention of the hon. Railway Minister to my Constituency.

It is not understood as to why the backward areas have been neglected once again in this budget. Provisions have been made and a large amount of funds have been earmarked for inter connecting big cities, connecting Calcutta with Delhi and Punjab etc. But the backward areas have not been given due importance. It is an accepted fact that denying of railway traffic facilities in the backward areas retards the development process of those areas. Not only in the industrial sector but in every other sector the railways play a key role. Mobility is essential to progress. What is the state of affairs in my constituency? When I visit my constituency people start questioning and put forward a number of grievances. I tell them to contact M.L.A.'s

for redressal of their grievances and that the State Government is responsible for solving their problems. But when questions, directly connected with Central Government e.g. railways, tele-communication, industry etc. are asked I find no answer to them.

Saharsa is our divisional headquarters. But it takes 24 hours to cover the distance the 150 Kilometres to reach Patna, the capital city. This is the state of affairs in an era where science has enabled man to reach from one end to the other end of the world within 24 hours. And what is this train like? The coaches of this train were made by an erstwhile English company during the time of British rule.

At that time we used to say that B.N.W.R stood for B-Behuda, N-Nalayak and W-Wahiyat Railway. The same coaches are being used even today. Passengers travelling in the train feel as though any moment a coach can jump the rails. Those rattling coaches may cause to abortion to a pregnant woman. There is hardly any place in the train which can be called suitable for sitting. During rains the travellers stand with around umbrellas over their heads. The leaking roof makes the floor of the coach slushy in no time. So there is no question of cleanliness. These are the type of coaches being run in my area but the hon. Railway Minister does not seem to care. Perhaps Shri Scindia has decided that the Congress (I) Members of Parliament elected from that area should not be returned to this Parliament again. He seems to have taken a decision along these lines because in every Railway Budget we see that area being overlooked.

If Shri Scindia thinks that we people are in the wrong, I am ready to accept it. But Shri Scindia should not ignore our area. He should pay his attention towards this backward area. Our area is backward but for this people of our area not at fault. I hope that the hon. Minister will attend to the needs of our area.

Forty years ago the Nirmali Bhaptiyahi railway line in our area was washed away when river Kosi was flooded, that railway line has not been re-laid till today. Our

divisional headquarters are located at a distance of only 7-8 kilometres. But, in the absence of a railway line we have to cover a distance of 150 kilometres to reach that place. This is the situation existing in our area. So I urge you to re-lay the damaged railway line at the earliest. When the late Shri L.N. Mishra was Railway Minister he had arranged to carry out a survey of this line. If a Minister belonging to a particular State is shifted from his post, the work started by him in that state is consigned to the waste-paper basket. This is what is happening in North Bihar. I would urge the hon. Railway Minister to be liberal in his policy-making. One's vision of India must not be limited to Calcutta, Bombay, Delhi, Ahmedabad and Madras. India is a very big country. Hence, its each part deserves equal attention. (*Interruptions*)

Only Madhya Pradesh is not Hindustan. Bihar and Uttar Pradesh are also integral parts of India? If there is no Bihar or Uttar Pradesh then we should turn a blind eye to hon. Members of this House elected from those areas. I once again request the hon. Railway Minister to give this matter due consideration.

With these words I support this budget. I shall again request the hon. Railway Minister to be liberal in his policy and to keep in mind the welfare of my backward area of Saharsa.

**SHRI VIJAY KUMAR MISHRA (Darbhanga):** Mr. Deputy Speaker Sir, I want to express my views on the Railway Budget. First of all I shall urge the hon. Railway Minister to consider what our colleague Shri Pathak has said. For the past 3-4 years Bihar has been ignored in the Railway Budget. There are no plans in the Railway budget to construct a new railway line in Bihar. The same rule applies to trains also. The Government only changes the names of the trains deceiving people into thinking that new trains have been introduced. This kind of deception will not work with our countrymen.

I would like to request the hon. Minister not to over look Bihar. From an international view point the state of Bihar gets

added importance because it shares its border with Nepal. If the people of Nepal want to come to Bihar they have to travel by rail. It takes 18 hours for people to reach Samastipur from Delhi. But, to reach Madhubani from Samastipur it takes 10-12 hours. So I want that the broad gauge railway line between Delhi and Samastipur should not be terminated at Samastipur, but it should be extended upto the border of Nepal. This will also enable India to further strengthen its friendly relations with Nepal. Even otherwise the Government does not have an established means of travelling between the two countries. The Government has not introduced any water-ways for travel purposes. Therefore, establishment of a railway link will help in maintaining a better contact with Nepal.

It has been seen that when one party goes out of power and another steps in its place, all work started by the former is forgotten by the latter and loose ends remain untied. No further work has been undertaken after what Late Shri Mishra and Pandey did for the people of Bihar.

There was a scheme to build a bridge near Betia and Motihari in Bihar which was also assured by Shrimati Indira Gandhi during assembly elections of 1974. This decision was taken in view of providing facility to the people of Nepal by linking North Bihar from Gorakhpur in Uttar Pradesh. But it has not been completed yet. When Shri Kapur was contesting by-election to the Parliament from Madhubani, the Chief Minister of Bihar had laid the foundation stone of the railway line from Samastipur to Saharsa assuring that it would be completed. If this type of laying of foundation stones is done in view of catching votes it should be specifically stated that there will be no work on this project after voting is over. This should not be done. We will have to see as to why the work on the railway line is not being undertaken.

I would urge upon you that the plans regarding development oriented works and laying of railway lines should be drawn keeping in view the size of the population of states.

Nation would not progress if you think that the progress of Delhi, is the progress of the nation. You cannot neglect Bihar and Uttar Pradesh in this regard. I would like to thank Shri N.C. Parashar who referred to broad gauge line from Samastipur to Darbhanga. This scheme was sanctioned during the tenure of late Shri Lalit Narayan Mishra and work on it was started when late Shri Kedar Pandey became Minister for Railway but the work was stopped after him. I would urge upon you to start this work. As Shri Pathak has pointed out, you have not acquire land at many places where railway land is available. You should connect Saharasa, Motihari and Nimarari by a railway line. Shri Pathak has pointed out that there was a railway line during British period. Today, if you have to go to Saharasa from Nimarari you will have to go *via* Nepal but people residing near the Nepal border will be well informed of a recent rule of Nepal according to which it is not easy to come from Nepal by motor car or taxi except by train. You will have to waste 20 hrs. to cover the distance of 4-5 districts in this regard. Therefore, I demand you to pay attention to it.

I would like to draw the attention of Minister for Railways towards the hike in second class fares as proposed in the Budget for railways, which, although may add to its revenue but, it would affect common people adversely. No one would object if you increase the fares of first class and air conditioned coaches because passengers in these classes are either rich people or free railway pass holders. While in second class common people travel who have to spend their own hard earned money by selling their crop products. Therefore, I would urge upon you to provide some facilities to the farmers which are provided to other common people of the country. I would also like to urge upon you that freight on foodgrains, transported by farmers outside the Bihar should be reduced.

I thank for the opportunity you have given me to speak.

\*SHRIMATI [KESHARBAI KSHIR-

\*The speech was originally delivered in Marathi.

SAGAR (Beed) : Mr. Deputy Speaker, Sir, I rise to welcome and support the Railway Budget for the year 1988-89. I would like to thank and congratulate the hon. Minister for formulating the budget keeping in view the needs of the common man. Hon. Minister has been guided by the principle of economy in formulating this budget with foresight and responsibility. By presenting a well-balanced budget he has proved a Marathi saying which means that though the person is short statured, yet his achievements are great. Hon. Minister has made laudable reference to Hon. Prime Minister in his budget speech under whose inspiration the railways have undertaken the work of modernisation with great zeal. Today the country is progressing under the dynamic leadership of our Prime Minister. The Central departments are functioning efficiently under his dynamic leadership.

The special feature of this year's railway budget is that the railways will earn a net profit of Rs. 142 crores after meeting total expenditure. Other features of the budget which are equally heartening are :

1. Brave children, teachers, sportsmen, workers who receive national awards on republic day have been offered concession in second class fares for to and fro journey.

2. Concession in fares for widows of policemen who have died in encounters with terrorists and extremists.

3. 8 new trains have been introduced.

4. Frequency of 36 trains has been increased.

5. 22 new suburban trains have been started in Bombay.

6. Wooden sleepers are going to be replaced by concrete sleepers. The budget provision for this has been raised from Rs. 20 lakhs to Rs. 37 lakhs.

In freight traffic Indian railways are leading the world. In freight carriage Indian railways have set new records.

Computerised reservation has led to savings of several lakhs of man days. Com-



puterised reservation facility which was available only in Bombay and Delhi so far is now extended to other major cities of our country.

A new Directorate to look into the grievances of passengers has been set up.

A new equipment has been installed in the trains for ensuring better safety of travelling public.

The railways have undertaken the programme of plantation of trees and contributed their best for plantation and preservation of trees.

The Railway administration has always adopted generous and sympathetic attitude towards the welfare of railwaymen. They have been paid bonus and many facilities are provided to them in the sphere of health and education.

The railwaymen have achieved great distinction in the field of sports. They have bagged 16 national and 3 Arjun Awards.

I now request the hon. Minister to kindly consider giving some concessions to 2nd class passengers who are mostly poor people, workers, farmers etc. They cannot afford to pay increased fares. Therefore, I request that the hike in 2nd class fares should be reduced to a minimum limit or as far as possible it should be totally withdrawn.

50% of our population consists of women. But women find it difficult to get accommodation in our trains. As women travel along with children they find it very hard to get reservation before 15 days or 1 month of the journey. Therefore, I request that at least 6 to 12 extra bogies should be attached to every train which should be reserved only for ladies.

As far as catering is concerned no doubt, there is some improvement in catering services in Rajdhani Express. However, there is lot of scope for further improvement in catering services. More tasty food should be served. Menu should be changed periodically so that passengers like the quality of food.

Recently when I travelled in Rajdhani Express I found that new plastic glasses are supplied. They are attractive. But they are to be thrown after use. Every passenger requires 7-8 glasses every day. Thousands of rupees are spent on purchase of these glasses. Since we have adopted the measures of economy, I feel that we should restore to old system of steel thalis and glasses. The newly introduced casseroles are attractive, but very costly and the food also does not remain very tasty. Therefore, it is better to serve food in thalis. Women should be given the responsibility to oversee catering services in railways. Management of canteen stalls should also be given to needy women. Women organisations and unemployed youth can also be given the responsibility to run these canteen stalls on railway stations.

Now, I would like to speak a word about my constituency. Beed is one of the most backward districts of Maharashtra. Just now an hon. Member made an observation that hon. Railway Minister has paid attention only to Madhya Pradesh. But I don't agree with this view because Ahmednagar-Beed-Parali railway line in backward district of Beed is selected for conducting survey this year and necessary budgetary provision has been made for that purpose. Thousands of unemployed persons would get work there and new industries would come up after the railway line is laid. It is in keeping with the policy of the Government that backward areas should be given priority in the matter of development. I therefore thank the hon. Prime Minister and Railway Minister for taking up this railway line for survey which will go a long way in ensuring the development of that area.

As there is no over bridge at Parali railway station it is causing many accidents and many people have lost their lives so far in the accidents at the level crossing. I had raised this point in the Railway Committee. I request that over bridge at Parali railway station should be constructed as early as possible.

This year's railway budget provides a meagre sum of Rs. 5 crores for Manmad-Adilabad-Parali broad gauge railway line. If such a meagre sum is allocated, the railway line will not be completed even in 10 to 15

years. The sentiments of the people of Marathwada over this issue are very strong. Keeping it in view I request that the allocation for this line may be increased to at least 25 crores of rupees.

Jhelum Express is the only train between Poone and Jammu Tavi and it is very crowded. Reservations are not available for 15 days. One more Jhelum Express train should be introduced which should leave Ahmednagar at 6 AM for Jammu Tavi. If starting another train is not possible, I request that 12 more bogies should be attached to the existing trains.

I thank the hon. Railway Minister and Prime Minister for sanctioning new railway line for my district. With these words I heartily support the railway budget.

SHRI R.P. SUMAN (Akbarpur) : Mr. Deputy Speaker, Sir, I am grateful to you for allowing me to speak on Railway Budget. I would like to congratulate to the hon. Minister of State, the Deputy Minister, and all the employees in the Ministry of Railway not only for their efforts for improving Railways but also for their success in improving Railways

There is not only hike in the fares but certain relief measures are also there for brave boys, high level players and for the families of braves having heroic end, on whom the country takes pride in this Nehru century year. I would like to know reasons for which our freedom fighters have been deprived of this facility. I am sorry to say that we have forgotten our freedom fighters, the nation's pride by the virtue and courage of whom we are celebrating this 40th anniversary of our independence. I would request to provide first class pass for life long to these freedom fighters and after their death this facility should be provided to their spouse so that we may express our gratitude to the services rendered by them to the nation. Many of our friends have invited the attention of the hon. Minister for Railway to the hike in second class railway fair. Passengers of second class are mainly poor labourers and this hike would effect them adversely. So, I would request from the Government to withdraw this proposal immediatly.

I would like to draw your attention towards the hike in first class fare which have surpassed the fare charges of an aeroplane. I hope the Minister for Railway, while repl-ying to the discussion, would also state whether he also proposes to provide aeroplane facilities while proposing hike in the first class railway fare more than to the fare of aeroplane. I have come to the conclusion that fare for railway is more to the fare for aeroplane, for example fare to the Nagpur in railways is Rs. 890 and in aeroplane is Rs. 800, fare to the Bangalore in railways is Rs. 1540 and is aeroplane the fare is Rs. 1500 likewise fare to the Jaipur in the railways is Rs. 299 and is aeroplane is Rs. 255. Therefore, the fare in railways is more to that of aeroplane. Have you provided aeroplane like facilities in the railways? If not, would you consider providing such facilities? If not, whether you would reduce fare for the first class in railways so that it may be less to the fare for aeroplane?

Now I would like to say few things about my constituency. You have declared in the House for a new train from Varanasi to Bombay. You have been very kind earlier also for introducing trains to the Bombay from Varanasi, Lucknow and Gorakhpur. I would like to know the reason why the districts of Barabanki, Faizabad, Sultanpur, Pratapgarh, Jaunpur, Azamgarh and Basti have been deprived of this facility while millions of the people of this region are residing at Bombay. We have had discussions about it in the House but you have not provided this facility to them. I urge upon to the hon. Minister for Railway to change the route of the new train, to be introduced in the near future from Varanasi to Bombay *via* Allahabad to Varanasi to Bombay Jaunpur, *via* Ayodhya, Faizabad and Allahabad, This change will also be beneficial to the people of these districts. I hope hon. Minister for railways would be kind enough to change the route of this train.

Sir, earlier there was a train from Buxar to Delhi but it is not understood as to why this was made to be terminated at Bareilly. I request from the Minister of Railways that this train be restored up to Delhi so that people of Buxar may get a train for

Delhi. It doesn't involve big expenditure because there is already a train from Buxar to Bareilly. This very train may be extended up to Delhi which would be highly beneficial to thousands of the people. There is a train Ganga-Jamuna from Varanasi to Delhi. I request to change its route *via* Barabanki, Faizabad and Jaunpur so that passengers from these districts may avail the facility of coming and going to Varanasi and Delhi.

Hon. Sir, my constituency is Akbarpur. Tanda is only 12 km away from Akbarpur and there is a train service also to cover this distance. This train may take two-three rounds, I again urge, as I had done earlier also, that this train should be extended upto the Faizabad. It would be beneficial not only to whole of the region but to Railways also. Running of train to cover the distance of 19 km. only is not economically viable for the Railways.

Sir, there is a long outstanding demand for a railway bridge in Ayodhya. The matter has been raised here in this House and in consultative committee also. I would like to know whether the problem of track in the Ayodhya in this regard has been solved or not. Hon. Deputy Minister in the Ministry of Railways is aware of the fact that there is a railway line. If a railway bridge is constructed parallel to Tanda-Kalawari Ghat, bridge then we may have a link with the entire country *via* Gorakhpur, Basti, Tanda, Akbarpur, Allahabad. I hope this suggestion would be considered. Gosayeganj, Akbarpur and Malipur are such stations from where a large number of passengers go to Delhi, Calcutta, Bombay and to other important cities of the country. There is a Tanda industrial township from where Gamchhas and Lungis (clothes) are exported abroad *via* Calcutta. Therefore, there should be facilities of godowns and reservations on this station so that weavers may get those facilities which are not available at present. I request you to make arrangements for this facility.

Sir, Akbarpur should be included in the list of ideal stations. Once again I request that this station should be included in the list of ideal towns.

With these words, I welcome this Railway Budget.

**SHRI NANDLAL CHOUDHARY** (Sagar): Hon. Deputy Speaker, Sir, I convey my heart-felt congratulations to the hon. Rail Minister. Mr. Scindia for presenting the Budget, for functioning in a planned way for the planned development and for providing various facilities for the passengers. He deserves to be congratulated for introducing many a new trains and for providing a boost to the passengers and the goods traffic, Again he is worthy of congratulations because it is only during his tenure that we have been awarded contracts by foreign countries for laying of railway lines and for constructing the bridges which have brought foreign exchange for us. He has performed several such works in his Ministry.

Besides this, I request to the hon. Minister to withdraw the increase effected in the rates of plat-farm-tickets, second-class and monthly tickets. The public will get relief from it

Similarly there is a need to remove the ban imposed for many years on New Recruitments in the Railway Department. If this ban is removed, it can provide employment to many poor, harijans and Adivasis. We can save a big amount of money by recruiting the staff to strictly stop the without ticket-journeys and the theft of coal in Railway Department and then there will be no need to increase the fare and freight.

Mr. Deputy Speaker, Sir, there is a need to pay attention towards the imbalancing Railway facilities. It creates imbalance in the Industrial development. The places which are not provided with railway facilities become the centres of poverty and Industrial backwardness.

There is long outstanding demand for a railway line to Khajuraho *via* Narsinghpur, Kareli, Devra and Sagar. It needs attention to be paid by the Government.

A similar demand related to the religious place Allahabad has also been outstanding

for the last many a years. People go there for the immersion of the ashes and for 'Mundan' ceremony but no facility of direct train to Allahabad is provided. People go to Katni *via* Bina but there they don't get accommodation in trains to Allahabad. Therefore an express train to Allahabad be started from Bina-Katni Section. If this is not possible then at least a bogie be connected in this train to provide relief to the passengers.

Similarly there is scarcity of drinking water at Sagar Railway Station and it poses a serious problem, specially in summer season. The problem can be solved by constructing a pipeline and connecting it with the river flowing at a distance of 15 kilometers near Lidhora. Attention must be paid towards it. There was a stoppage for Utkal Express at Khurai Station before the election but now the facility of this stoppage has been discontinued. The people of Khurai demand that Utkal Express must be stopped at Khurai at least for two minutes. Similarly there was a stop for Janta Express at Mandi Bamora but now the facility of this stoppage has also been discontinued. People will be grateful if there is a stoppage of Punjab Mail or Lucknow Bombay Express at Khurai.

There is no shed at platform No. 2 of Sagar Station. I request the hon. Minister to provide facilities of reservation, waiting room and ticket window on the platform towards the city.

An overbridge is needed near Kalpana-Bhavan in Sagar city. The traffic is blocked for hours so the over bridge is urgently needed. I don't understand why the bridge is not constructed there. In the same way, the demand for an over bridge has been long outstanding on Bina Railway crossing near Jhansi Gate. Bina-Itarsi Express train becomes late. It should, therefore, be made a circular train to avoid delay. The train should be provided a diesel Engine so that the passengers may go everywhere as the circle is complete. There is shuttle service between Damoh and Guna, It has 4,5 bogies only. We want that there should be at least 10 bogies in this train. The Katni-Bina passenger train should be

restored upto Bhopal. The passengers of small stations will be getting this facility to reach Bhopal. Sagar is divisional head-quarter. People frequently go to Bhopal from here. But, there is no direct train for Bhopal, I will be highly grateful if the passenger train terminated at Bina and the express train running between Bilaspur, Katni, Sagar and Bina be extended upto Bhopal. Similarly, route of the Bombay-Varanasi Express to be started from May, be made *via* Bina and Katni. It's a matter of happiness that the trains have been provided on other routes. But, I am sorry to say that no train has been provided on Sagar, Bina and Katni route. We are demanding a train on this route since long. If Bombay Varanasi express is made to run *via* Bina, Katni and Sagar people of this area would be facilitated as they will be getting a new-train. I request you to provide a big industry pertaining to railways in Sagar District. With these words, I conclude.

[English]

DR. DATTA SAMANT (Bombay South Central) : Sir, out of the proposed rise of Rs. 640 crores in the Railway Budget, the hon. Minister with his sweet talks, is going to collect about sixty per cent from the passengers of Bombay and Bombay Suburbs. Sir, out of 306 crore passengers in the country, about 140 crore passengers are from Bombay, *i.e.* forty per cent of the total passengers of this country. They travel from Bombay to Bombay suburbs and also through trains. Whatever revenue you get out of the rise of Rs. 4 to Rs. 8 in season tickets, about seventy per cent will come from the Bombay passengers. The distance between two stations in Bombay is two or three or four Kilo metres. The distance between Bombay VT and Masajet is only three kilo metres. Now, for three kilo metres, you are raising the rate by eight annas. So, the minimum ticket will be one rupee and fifty paise. I feel that even one rupee is more. If the distance between two stations is ten to fifteen kilo metres and if you charge one rupee it is okay. Further, the daily travelling passengers are more in Bombay. Therefore, this burden is going to be borne by the Bombay

city and Bombay suburb passengers.

Sir, in this Budget the platform ticket has been raised to Rs. 1.50. Here also, the additional taxation will be borne by the Bombay people and it would be about seventy percent.

As far as goods and freights are concerned, the transportation of goods from Bombay to all the cities is more. Therefore, the Bombay and Bombay suburban people are bearing a lot of burden here also. In spite of all these things, the hon. Minister is saying that the Railways are incurring loss to the extent of Rs. nine crores and thirty lakhs in Bombay city and Bombay Suburbs alone. Sir, I am asking a categorical question—the hon. Minister is not here—Can you tell me how the Bombay and Bombay Suburban traffic is going to be in loss? On the contrary, the Railways are getting more money from Bombay and its suburbs. Out of a total revenue of rupees twenty four hundred crores, Railways are getting about Rupees fifteen to sixteen hundred crores revenue from Bombay and its suburbs. The Railways are getting revenue to the extent of Rs. ten to fifteen hundred crores out of freight or goods which go away from Bombay.

I would like to make certain suggestions as far as Bombay and Bombay Suburbs are concerned.

Instead of nine rakes, 12 rakes is their need. When I raised this issue in the House, the hon. Minister had said that it was very difficult to extend the platform by one hundred feet. If the Government cannot do it, I can get it done through my Union. So, please do it. There is no additional expenditure in this and only the signal poles have to be put up a little away. All these old stations were constructed by the Britishers. Therefore, it is very essential to widen the platform.

Sir, it is also necessary to keep two electric indicators in each station. Even for such a small thing, nobody bother.

Dadar should be made as a terminal station. All such small matters are not

being attended to and the Bombay passengers are facing these hardships for the last several years.

For Kurla Terminal, the expenditure is hardly Rupees ten lakhs. Sir, for Mankhurd-Belapur Railway, Railways is bearing Rupees eighty crores expenditure. Out of the Central Government's share of Rs. 40 crores, you have just made Rs. 3 crores contribution.

Sir, the Konkan Railway is very important. Even in Maharashtra, the two districts, Sindu Durga and Ratnagiri; are without railways. The Railway line from Roha to Mangalore is the need of the country, for which only survey is completed and I do not think the Government is going to propose any plan for this. About six thousand passengers are passing through that way everyday. Therefore, the Konkan Railway is very important.

For Marathawada Railway, you have given just five crores of rupees. I think, for this also, more money is required.

Now, I would like to go into the general working of the Railways. The expenditure of Railways during the first, second and third Five Year plans was eleven per cent; fifteen per cent; and fifteen per cent respectively and the expenditure of Railways has fallen down considerably from fifteen per cent during the Third Plan to 5-6 per cent in the Seventh Plan. This shows that practically there is no development in the Railways. The railway lines available in the country during 1984-85; 1985-86 and 1986-87 were 61,850 KMs; and 61,836 KMs. and 61,813 KMs respectively. It remains the same for the last four years. This shows that we are just stagnant there. We are not going to progress any more. Between 1980 and 1986, we have not even completed 200 kms railway in the country. This reflects the progress of railways.

Sir, the number of wagoons also remain the same for the last four years and in fact, it is going down. You have just changed the ordinary wagoons to electric wagoons. In 1984-85, the number of wagoons was

3,65,392; in 1985-86 it was 3,59,617 and in 1986-87 it was 3,54,018. If you take into consideration all these things, we are just remaining stagnant during the last ten years. About ninety three per cent of our expenses are incurred for Railway Management instead of using it for the development purposes.

The Railway Minister has said that Railways have got more money by way of goods traffic. This is because of the movement of foodgrains, which fetched about Rs. 200 crores. Again, the petrol and diesel prices have gone up.

One important thing that I would like to submit, is about the railway workmen. The number of workmen in the Railway sector during 1984-85; 1985-86 and 1986-87 was 16.03 lakh; 16.13 lakh and 16.12 lakh. For the last five years, the Railways' permanent work force remains the same. This shows how stagnant we are. The route mileage is the same; the number of wagons is the same and other things are also the same. In 8 or 9 years we have not added anything. At present about 2 lakh workers are on contract basis. It is the responsibility of the Railways to create employment potential and absorb them as regular workers. Because of the Fourth Pay Commission, you have given them certain raise. But in place of the workmen, who are either retiring or resigning, you are not taking new persons. For locomotive staff there is a 10-hour duty. And the staff is supposed to do extra work or to remain on duty for extra hours. And because of this, accidents take place. There was an accident taken place where the engine driver was on duty for 20 hours continuously. I am sure, the Railway Minister is going to consider such type of things and bring about some improvement.

As far as Bombay railway is concerned, I want the Railway Minister to give us details. He should not say that they are running into losses there.

[Translation]

PROF. CHANDRA BHANU DEVI (Balija) : Mr. Deputy Speaker, Sir, I am grateful to you for providing me an opportunity to present my views about the

Railway Budget in the House. I welcome the Rail Budget of 1988-89 presented by hon. Rail Minister.

If we see the Rail Budget for the year 1988-89, it becomes clear that the budget is a highly balanced one and has been presented keeping in view all type of problems. Due to the rise in Coal and Iron rates the increase in railway freight was natural. The additional resources were needed to lay railway lines and to provide more facilities to the passengers. It is, therefore, the hon. Rail Minister has increased the rates of fare and the freight. There is an increase of nine per cent in freight and an increase of fifty paise in fare charge upto ten kilometer in second class and three rupees on journey beyond 10 kms. The problem can not be solved simply by saying that the freight and fares have been increased, we should look into the causes of increase. The fares have been increased keeping in view of all the prevailing problems. But, hon. Rail Minister has been kind enough as he has not increased the freight on fertilisers, grains, pulses, Salt, foodgrains and Gur. Keeping in view the interests of the farmers, villagers and other weaker sections. This exemption has been extended to animal and fodder also.

The hon. Rail Minister has declared a concession of fifty per cent in fares for Arjun-award-winners. A concession of seventy five per cent in fares has also been announced for the industrial workers who got Prime minister's shram award for productivity and innovation. A free Rail journey facility has also been provided upto the age of 18 years for those children who got National Bravery Award. The teachers receiving Arjun award have been granted a concession of fifty per cent in fares. A very appreciable step has been taken in the form of granting a concession of fifteen per cent in Second-class-fares to the widows of youth died while facing the extremists and tourists.

Public reaction against the increase of fares in Railway Budget is natural but it was necessary. It will affect the prices also. Although the rates of fare and freight have been increased yet the income

from the increase in fares and freight is very small in view of the estimated expenditure of Railways. Seeing the increase in average Annual Index of raw material cost, the increase in passengers fare is only 4.5 per cent.

The increase in Second-Class fare has become a serious problem for the people of weaker and poorer sections. As you know that generally the poor people and the people of weaker sections and the backward classes travel in second-class. Therefore, the increase on IInd class fares needs reconsideration. The members have shown a sharp reaction against it in the House. I will request the hon. Rail Minister to reconsider it. It makes no difference if fares for higher classes are increased since the people from affluent class travel in these classes and these people can very well afford the increase.

In order to ensure that the railway facilities reach all and sundry, the Ministry of Railways will introduce 8 new trains on various routes. The weekly frequency of 6 trains has been increased. I especially welcome the introduction of an express train to be run daily between Samastipur and Jaynagar among the new services to be introduced. This will accelerate the process of development in my area. Special attention has been paid towards the safety and security of the passengers. There has been a fall in the rate of railway accidents and progressive developments have been made in the matter of providing facilities to the railway passengers. The decision taken by the hon. Minister of Railways to reduce laying of wooden planks below the railway tracks is a welcome step in the direction of protecting the forests and environment. I also welcome the various steps taken by the hon. Minister of Railways for increasing the efficiency in the Railways.

But I fail to understand as to why the hon. Minister neglected the State of Bihar while presenting the Budget.

Begusarai occupies an important place in the industrial field. Among other things, an oil refinery, a Fertiliser Plant and a Thermal Power Station is also located there. I would like to make a few submissions to the hon. Minister about the development

of my Parliamentary constituency, Balia which falls in Begusarai district. Hasanpur should be linked with Barauni Junction by a new railway line. With the completion of this work, not only the aspirations of the former Railway Minister, late Lalit Babu will be fulfilled, but it will also help in bringing this area which has been neglected for countries on the path of development.

Keeping in view, the convenience of the people, new halts may please be provided near Nawada between Barauni Junction and Bachwara Junction. During the last Budget also I had made a request to the hon. Minister that new halts should be provided near the Jito mine between Barauni and Begusarai. I am repeating the same request today. Arrangements may please be made to provide a halt to Up and Down Katihar-Danapur trains at Lakhminia station. The present time schedule fixed for the arrival of Katihar-Danapur train at Barauni does not suit the people. It also causes losses to the Ministry of Railways. I, therefore, request that previous arrival and departure time schedule may be restored. Arrangements may also be made to provide a halt to Kanpur Express and Mourya Express at Bachwara so that the common man could be benefited. A provision may be made to open the 10th zonal office of the Railways at Barauni Junction keeping in view the industrial importance around it. Earlier also, I had made these demands to the hon. Minister a number of times, I am not only hopeful but also fully confident that concrete steps will be taken in this regard to fulfill the aspirations of the people. N.E. Express train running between Delhi and Gauhati should be provided a halt at Begusarai.

Finally, I once again thank the hon. Minister of Railways for presenting a very balanced Budget for 1988-89 which I support once again.

**SHRI BALASAHEB VIKHE PATIL** (Kopergaon): Mr. Deputy Speaker, Sir, I rise to support the Railway Budget. First of all I tender good wishes on my own behalf and on behalf of all in the House to the hon. Minister on his birth day today and wish him a very bright future. I would also like to congratulate and thank

him for making all out efforts with a view to ensuring better performance in the Railways and making a lot of improvements in it. He has achieved a number of targets of the Seventh Plan within its first two to three years. He works throughout day and night and has advised his staff to follow suit. He has been following the ideals of the Prime Minister who works throughout day and night.

Every hon. Member in the House has demanded to make improvements in the railway facilities in their respective areas. Everybody wants better railway services to be made available in his area. For example, demands have been made for express trains in place of passenger trains and for superfast trains in place of express trains. It is not possible to meet all these demands. As such there seems to be no alternative but to mobilise more funds for the purpose. In the circumstances, I congratulate the hon. Minister of Railways for the courage he has shown and the steps he has taken in the national interest and the manner in which he has increased the number of the trains. While referring to the hike made in the rate of the platform ticket, I would like to say that there has been nothing wrong in it. People in large numbers throng the stations to see off just one passenger. When we require additional funds, we will have to resort to a hike.

Just now one of my friends said that there has been no extension in the railways in his area during the last 20 years. It may be due to paucity of funds or due to rise in the demand for railways. Due to some political compulsions, a number of railway projects are taken up at a time in certain areas. It is quite but natural that the works get delayed due to all these reasons.

A sum of Rs. 20 crores had been allocated for the construction of staff quarters during the Sixth plan and subsequently an addition of Rs. 47 crores was made to it. It is a good thing. The railway staff will have to be provided facilities so that a good relation is maintained with them. It is due to this that there has been improvement everywhere in the railways. At the time of natural calamities, the railways accelerate their activities and put up more work. All

this could be possible only when the staff members cooperate. At the time of Pakistani aggression also, the railways did a very good job in the aid of the defence department. Similarly they swung into action during the present drought situation and transported foodgrains, water, diesel, petrol etc. to needy regions within a very short period of one month. In order to meet this demand, they increased their goods traffic by 200 per cent.

The good performances of the railways has proved that the hon. Minister, the staff members and the officers have stood the test of the time. They have proved that they will never be found wanting at the time when there is a need to do more work.

The financial performance in the Budget has been satisfactory and more funds have been mobilized in the public interest. It does not matter if the facilities varied from place to place. But expansion of railway to backward areas is very essential. There is a need to provide a little more facilities to areas having density of traffic. The Railway Budget should be a surplus one and the present Budget has been prepared on these lines.

I do not want to go into other aspects and statistical details. But I must say that we require further expansion. The railway network needs to be expanded in backward areas. The narrow gauge lines need to be converted into meter gauge and meter gauge lines into broad gauge lines. In such a situation, economic viability cannot be maintained. Now-a-days, we run trains both for commercial transactions and public conveniences. There is nothing wrong in the hon. Minister wishing to commercialise the railways. It is necessary for the electrification of the railway network. Without the railways, it is difficult to achieve progress in other fields. We have made improvements in the railways. Coal locomotives have been replaced by diesel locomotives. Railway tracks have been electrified and electric engines have been pressed into service. But expansion is not taking place. During the last 25 years, the investment in the railways has yielded an income of 11 per cent as against the expenditure of 11.8 per cent. We require more funds and the



hon. Minister has done a right thing in this direction. I fail to understand as to why people feel distressed when the rate of platform ticket has been raised to Rs. 1.50. They have to think about the crowd gathering at the railway stations. Some serious steps will have to be taken boldly. There can be no progress without that. He had given some concessions to the farmers in the form of concessional freight charges on foodgrains, pulses and similar other commodities. These concession will continue to be available during 1988-89. However, the prices go on rising with the presentation of the budget even if no fresh levies are imposed. This has become a practice with the traders in India.

There is black money worth Rs. 40 crores in this country. We want to set up some industries in the backward areas. If private entrepreneurs are in a position to run railway lines for the industrial sector, they could be given some incentives. But railway line is a must for the industrial infrastructure. How to raise funds for this purpose? We set up a corporation and raised Rs. 730 crores last year and it is proposed to raise another Rs. 800 crores next year by raising loans from the open market. We should utilise this money on the expansion of the railways and prepare a scheme accordingly so that this black money could be brought into circulation.

With the progress in the railways, railway crossings and over-bridges have become more essential these days. The number of accidents have come down which is a remarkable achievement. But we should pay attention towards rail-road crossings and over-bridges.

He has worked for the energy conservation. The more they conserve energy in the Railways. The more will be the saving.

There has been no improvements in the catering services. Stale food is still being served in the trains. Who knows if any adulteration is being made in the food stuff. Nobody likes to take this food. The cold drinks being served in trains bound for Bombay and Gujarat are bottled at Ulhas Nagar and sometimes even insects have

been found in the bottles of cold drinks. The catering staff should be warned and further improvements made in the service.

There is only one first class coach in the Panchwati train which starts from Manmad. One more first class coach should be added to that train. Besides, three additional second class coaches should be attached to that train. During the last year's Budget, I had made a demand that local services should be made available from Manmad to Nasik and Igatpuri. If it is done, it will be more convenient to the people travelling from Karjat to Bombay by local trains. The Poona-Delhi-Jammu-Tavi Express train is always over-crowded. I want a new train to be started on the Poona-New Delhi line and Jhelum Express to be provided with additional coaches because the number of coaches it has at present are not adequate.

14.00 hrs.

One more point which I want to submit is that more attention should be paid to the metre gauge railway line between Aurangabad and Nanded. Besides, Maharashtra Government wants to issue some Railway bonds soon. I want to urge the hon. Minister to grant permission in this matter. If you accept something in principle, it should equally apply to all places.

Manmad—Dond is an important link line. There is a heavy rail traffic on that line. You should find out some alternative for reducing the traffic. That is why the Manmad-Dond line should have a double line.

The concessions given to the war-widows are welcome. I want to request you to provide the same to their children as well. At the same time, the accredited journalists should be given 50 per cent concession in fares. All the Government accredited Journalists in big cities are given, this facility but the Government accredited journalists at the district level and at the village level are not provided with this concession. We want that they should also be given 50 per cent concession in railway tickets so that they could go to every corner of the country and see the development taking place there.

Finally, I want to submit that the improvement taking place in the Railways is a very good step. Such improvements should take place in Nasik, Manmad and Bombay lines as well. The demand which I had made earlier also for a change in the timings of the Panchvati Express and to advance its departure by half an hour should be fulfilled now.

With these words I support the Budget.  
**SHRI HAFIZ MOHD. SIDDIQ**  
 (Moradabad) : Mr Deputy Speaker, Sir, I am grateful to you for giving me an opportunity to speak on the Budget.

14.02 hrs.

[**SHRI SOMNATH RATH** *in the Chair*]

At the same time, I thank the hon. Minister also for giving me time to make my submission. Many hon. Members have expressed their views on the Railway Budget. I support their views. The Budget presented by the hon. Minister of State for Railways is a very good Budget. There can be no doubt about the fact that the officers and employees of our Railways have done good work all over the country. We cannot find a similar example anywhere else. When we see the trains running in time we feel happy and it creates a sense of satisfaction in the people of the whole country as well. As the development of the country is linked with the railways, therefore, it is essential to pay more attention to them.

The most important requirement today is to provide railway facilities in the backward areas and to gear up the railway system wherever it is in poor shape.

It has been seen that those who travel by II class have to face a number of difficulties. It is essential to pay special attention towards the passengers who travel by II class. It is true that the Railway employees and officers work very hard but nevertheless we must pay attention in that direction.

On going through the Railway Budget, I find that 23 new projects have been included in it. The hon. Minister has done

very good work by including these project. Had our left-over works were not included in it, they would never have been completed. I want to congratulate our engineers for setting a record in regard to constructing bridges over every river and canal that falls on railway route, They deserve congratulations also because they have taken up the work relating to construction of another "2.3 km long rail and road bridge by employing the most modern 'cable stayed' bridge technology for a 650 metre span." It is a matter of great happiness for us that after evolving a new technology, we are working on that and it is the greatest achievement of our Railways. Today we see that the Railway system is functioning smoothly and this is what is needed for our country at the present juncture. At the same time, I would like to submit a few points about my constituency also.

My constituency, Moradabad, is a division of the Railway Department but some trains which are badly needed are not available from there. For example, the Delhi-Moradabad train was extended upto Bareilly and when the need arose, It was extended first upto Sitapur and then even further. As a result, the passengers who board this train at Moradabad for going to Delhi have to face a lot of difficulties. I want that a new train should be introduced between Moradabad and Delhi so that the people of that area are provided with this facility.

Besides, Chandausi which falls in my constituency has a big grain market. But there is not a single train on that line. There is no train for Delhi, Aligarh or Luncknow via Chandausi. I want to request the hon. Minister of state for Railways through you to provide a train on this line so that the people of the area may benefit. Once railway facilities are made available there, it will naturally result in the development of that market and the area as a whole.

There is also a need for an express train between Agra and Moradabad. Moradabad is an industrial centre and is famous for manufacture of utensils. These utensils attract foreign buyers who come here to buy these utensils which have an export market also.

I think that if this train is started, it will be very convenient for the people of this area.

A passenger train was plying between Dehradun and Lucknow which has since been withdrawn and, therefore, it has become necessary to start a train between Moradabad and Lucknow. But since it will not solve the problems of the Dehradun-Moradabad passengers, hence that passenger train should be restored.

Apart from this, the reduction in freight in the case of foodgrain and fertilisers is a welcome step and is essential for the country today. If this concession is extended to fertiliser made of horns, it will be very beneficial for the people who are associated with this trade.

Earlier, an express train used to run daily between Delhi and Gauhati but now it runs only on alternate day. It has created considerable difficulty for the passengers on this line. There cannot be any problem in running this train as was the case in the past. Further, a duplicate express train was provided between Howrah and Amritsar but it has since been withdrawn due to some reason. The people from Gorakhpur and Bihar who go to Punjab for work have to face an extremely tough time going there. The trains are over-crowded and many of them have to travel on the roof tops, which results in frequent accidents claiming at least 4 or 5 lives daily. Therefore, if that train is restored it will become convenient for the people and they will be able to make their journey to Punjab comfortably. Hence, it is necessary to pay attention in this direction.

C.P.W.I. is a department under which people are recruited on daily wage basis to work on the railway lines. There are thousands of such workers. The problem with them is that even those who have worked there for 3 to 5 years have not been regularised or made permanent so far. They are thrown out of service even though they are provided with pass books by the authorities. If steps are taken to provide them opportunities of permanent employment, it will be most welcome.

Similarly, the hike in the rates of tea and eatables in the Railways is not justified. It should be reduced.

With these words, I support the Railway Budget and thank you for giving me time to speak.

**\*SHRI P. APPALANARASIMHAM** (Anakapalli) : Mr. Chairman, Sir, people of the country had high expectations about the Railway budget. But it is most unfortunate that this Budget has belied all their hopes and aspirations. Everyone in this country is thoroughly disappointed with this budget. Not only it flattened all their hopes, what is more is that an additional burden has been imposed on them through increase both in fares and freight charges. Both upper class and the second class passengers are affected by this ruthless budget. Even the rate of platform tickets has gone up steeply. Parcel rates have been increased to such an extent that it is now difficult to send parcels to such short distances as 25 Kms or 30 Kms.

Sir, it is strange that the development activities have now been relegated to a backseat in this budget. There are not many proposals of electrification, track conversion or at least improvement of passenger amenities. Many backward States have been completely neglected. As for Andhra Pradesh it has once again been neglected.

Sir, the condition of the trains in Andhra Pradesh is far from satisfactory. The bogies are not in good condition. Leave alone the conditions of ordinary trains which are running in various routes in the State, the condition of even the prestigious trains like Bokaro Express and East Coast Express are far from satisfactory. The bogies of both upper class and lower class in these trains are in a dilapidated condition. Passenger amenities are almost nil. Hence I request the hon. Minister to take steps immediately to improve the facilities on these trains and see that only good bogies are attached to these trains.

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**\*The speech was originally delivered in Telugu.**

Sir, it is strange that the Government had taken the decision to cancel the Puri-Renigunta Express, Tirumala Express and Howrah Madras Expresses which run through the Waltair-Vijaywada Division. Sir, Anakapalli is an important station on this route. Nearly 5000 workers who work in the steel plant go to Visakhapatnam everyday from here. The decision of the Government to stop running the above mentioned express trains has hit them very badly. Now an agitation is going on there by the commuters for the past 10 days. Rail Roko and Rasta Roko agitations are going on there now. I don't know whether this fact has come to the notice of the Government or not. Hence I request the hon. Minister to abandon the idea to cancel the running of these three important trains. Otherwise I am afraid the situation may get out of hand. I once again appeal to the Government to revise the decision to cancel these trains from 1st April

Sir, over-bridges near Anakapalli and Pendurthi have been sanctioned. I welcome it. Fly over at Pendurthi was sanctioned last year and the fly over at Anakapalli has been sanctioned this year. I take this opportunity to request you to take up construction work at once and see that they are completed early. A fly over at Enaman-chali is also very necessary and it should also be accorded sanction immediately.

Tuni-Waltair is a high density route. People in large numbers travel by the trains on this route. I have been requesting the Government constantly to run shuttle trains on this route for reducing the overcrowd. In fact, I expected the announcement of shuttle trains between Tuni and Waltair in this budget. But I am disappointed and so are the people there. Hence I appeal that steps be taken to run shuttle trains between Tuni and Waltair, and also from Vijayanagaram to Waltair. It will help in reducing the overcrowding on this high density traffic routes.

Sir, the land of farmers has been acquired some time back, while laying the new railway line to Visakhapatnam Steel Plant. But adequate justice has not been done in the payment of compensation to them. There were some flaws in fixing the compensation

and these should be rectified now. I request that the market rate should be taken into account while fixing the compensation. I hope the Minister would take steps in this regard. Similarly, steps should also be taken to provide employment to all the displaced farmers in the Visakhapatnam Steel Plant. I request the hon. Minister to issue a direction to the authorities at Steel Plant in this regard.

Sir, Godavari Express is always over crowded and hence needs more bogies. But instead of running the train with more bogies in order to ease the ever increasing density of passengers, it is now being run with lesser number of bogies. We the Members of Parliament had brought this to the notice of the hon. Minister 3 month ago in a letter and requested him to increase the number of bogies of this train. The hon. Minister was kind enough to reply that more bogies would be provided on this train when bogies are available. I don't know when the bogies would be available and when they would be available to this train. The passengers are subjected to a lot of inconvenience due to over crowding and hence I request that steps be taken at once to make available at least 2 ordinary second class and one air conditioned second class bogie for this train.

Sir, a marathon debate is going on in this House on the Railway budget. Hon. Members who have preceded me made valuable contribution by pointing the defects in the Budget. They had given valuable suggestions to remove the drawbacks in this Budget. I hope, the hon. Minister would in his reply not only correct those shortcomings but also come out with some new proposals which would benefit the common man.

Sir, with these words I thank you for giving me this opportunity to speak and conclude my speech.

SHRI K. N. PRADHAN (Bhopal) : Mr. Chairman, Sir, first of all I want to thank you for including my name among the speakers at the last minute, but for that I would have missed an opportunity to express my views on the Railway Budget. For this, I am grateful to you,

First of all, I want to congratulate the hon. Railway Minister for giving an attractive and lively image to the Railways. Anyone can do the work but work is said to be well done only when the masses praise it. It is a matter of great pride that the common man in our country has expressed his satisfaction over the development of the Indian Railways. This is the biggest compliment that the Railways can receive.

The matter of accidents was raised here. I feel that any kind of accident is an unfortunate occurrence. Even though we are a developing nation, the rate of railway accidents in our country is low in comparison to that of developed countries. As to the late running of train services, I can say that we have made a significant improvement. The main reason behind trains running late these days is the renewal of tracks and replacement of sleepers due to which trains have to be slowed down. The biggest contribution of the railways is towards strengthening the spirit of national integration. The recent step to connect the North and the South through daily trains like Tamil Nadu Express, Kerala Express, A.P. Express and Karnataka Express is a commendable one. It has contributed to the unity of the country. The pace of development in the Railways should be increased to the maximum. It is true that aeroplanes are a faster mode of transport. When we go to an airport, we can see how the West has influenced the Indian *milieu*. The scene changes when we go to railway stations, stand on railway platforms or travel by trains. People from all parts of India—North-West, East-South—can be seen there. In their midst we feel a sense of belonging, as if all of us are of one family. The Railways have performed yeoman service to the nation by creating such sentiments among the people.

I take this opportunity to say that several Members have spoken about Madhya Pradesh. Madhya Pradesh, being situated in the centre, can be called the heart of the county. Most of the trains running from North to South or from West to East have to pass through Madhya Pradesh. Considering the area of Madhya Pradesh, very little work has been done in the last 40 years regarding construction of main lines, routing of trains etc. It is hard

to find as big an area without a rail link in any other State as is in Madhya Pradesh. Thousands of people in that area have never seen a train in their life time. By introducing one or two trains or setting up a station or two, we cannot say that a lot of work is being done in the State. To say so, will not be doing justice to Madhya Pradesh.

Similarly, the Railways have done a lot of work in the past two or three years. Trying to take stock of each item will be a time-consuming process.

I shall only say that the Railways deserve to be congratulated for implementing the report of the Fourth Pay Commission and releasing bonus for its employees. Is it proper to heap criticism on the Railways, or its proposal to hike fares? I do not think it is justified, as the Railways have to operate in the face of increased expenditure towards modernisation, expansion of the railway network and electrification, increase in the price of coal and cuts effected by the Planning Commission. It is true that our country is poor. To alleviate the sufferings of the poor, the hon. Railway Minister could think of providing concessions in second class fare upto a distance of 150 kilometres. I support the increase in charges for railway platform tickets. If this could help in checking the crowding of platforms, the Railways must go ahead with the proposal. The charges for platform tickets can definitely be increased.

Respected Shri Vohra, who is present in the House was the Chief Minister of Madhya Pradesh when the Bhopal Gas disaster occurred. He had said that there were many women in Bhopal who were in need of a livelihood. Work-sheds have been set up but no work has been generated through them. We were grateful to the Central Railway authorities for having given the contract for sewing uniforms for its employees, to the Madhya Pradesh Government. But we want the Railway Board to consider giving us most of its work relating to making uniforms for all zonal railways. This will be a good humanitarian effort. The tremendous sense of responsibility and sacrifice displayed by railway employees during the gas disaster is highly praiseworthy. But employees and their families

in our area have lost a great deal of health and stamina due to the gas leak. The hon. Railway Minister may please look into this. If hospitals lack any facilities, steps should be taken to make them adequate. The amenities provided in the affected colonies of that area should also be improved.

Bhopal is the capital of Madhya Pradesh. Trains running between Delhi and Southern cities like Trivandrum, Madras and Bangalore pass through Bhopal. A unit of Bharat Heavy Electricals Limited (B.H.E.L.) is located in Bhopal. More than 2 lakh South Indians work and live there. Sometimes during the year they get a chance to visit their home-towns to meet relatives and friends. If they are not able to reserve accommodation from Bhopal, they have to put up with a lot of trouble. Therefore, I request that the reservation quota be increased on all relevant trains.

Sir, the Narmada Project has brought Gujarat and Madhya Pradesh closer. An increasing need is being felt to connect Bhopal to Ahmedabad by a direct train. Madhya Pradesh is concerned with the entire area between Bhopal and Bombay. But no super-fast train has been introduced there. As of now, it takes 15 to 18 hours to reach Bombay. A super-fast train would prove beneficial.

Malwa Express should stop at Bairagarh. All trains should stop at Habibganj. This is a very old demand of ours. A lot of population is concentrated around Habibganj. An overbridge should be constructed in Sehore and Habibganj.

Sir, there is an important point relating to our Defence Forces. At many places, I have seen jawans of the services having reservation problems while travelling to and from their homes. Arrangements should be made to make reservations easily available to jawans.

The Railways are scaling greater heights due to the hard work and dedication of its employees. This has been possible under the able leadership of the hon. Railway Minister and guidance of the Railway Board. For this, I congratulate the hon. Railway Minister and support the Railway Budget,

**SHRI RAM PYARE PANIKA** (Robertsganj) : Mr. Chairman, Sir, first of all I thank the hon. Railway Minister and lakhs of Railway employees, who constitute the entire Indian Railway system, for their excellent achievements. In the past two or three years the Railways have improved on all fronts.

Sir, looking into the history of the Indian Railways, we find that in 1853 only 35 kilometres of Railway line existed in the country. The tremendous pace of development has seen the country's rail network expand to a phenomenal 61,813 kilometres. This achievement assumes greater importance considering the fact that India is smarting under the effects of the worst-ever drought of this century. The railways have contributed to the flexibility of our economy. A grave situation arose in the country this year because of floods and drought. The railways helped millions of our distressed countrymen by reaching them foodgrains and other essential items. For this I thank the railways once again.

In 1950-51 the total freight movement was 73 million tonnes which subsequently rose to 93 million tonnes. This figure further increased and reached 278 million tonnes. Today the total freight movement in the Indian Railway stands at 307 million tonnes. The railways have grown despite difficult circumstances and it has fulfilled its social obligation. It has participated in India's progress. There has been a growth in passenger movement also. This year the railways have carried 3 lakh 580 million passengers. This shows an all-round development of the railways. Hon. Members from both sides have appreciated the performance of the railways. And why not. A good performance deserves praise from all quarters.

Mr Chairman, Sir, I would like to draw your attention to the tribal areas in Madhya Pradesh, Orissa, Uttar Pradesh, Karnataka, Andhra Pradesh and also in your State. Looking at the railway map, one can see that there are very few railway lines in these areas. I urge the Planning Commission, the hon. Planning Minister and the Hon. Prime Minister to consider a paradoxical situation where in railways having contributed to the might of our

economy remain oblivious to the needs of tribal areas. Allocation to the tribal sector was 11.05% in the First Five-Year Plan, 15.43% in the Second Five Year Plan, 15.45% in the Third Five-Year Plans. Thereafter, it declined to 5.97% and subsequently it further fell to 5.23%. With the efforts of our Railway Minister this figure has now increased to around 7%. But this is not sufficient. For the country to progress rapidly, this core sector needs an allocation of at least 12% to 15%. The allocation must be increased in the Seventh Five-Year Plan, two years of which have already passed. Something must be done in the coming years towards this end.

Mr. Chairman, Sir, there has been a marked improvement from the point of view of safety as the number of accidents have come down. The greatest benefit arising out of all this is that the services provided by the railways have not flagged despite being handicapped with outdated rolling stock and tracks and a lack of funds for their renewal. This points to our capability. The railways must be complimented for making rapid strides in electrification of the routes and dieselisation of services.

There are about 18-20 lakh people employed to haul steam-locomotives owned by the railways. Although they work through contractors, their work is of a perennial nature. So I request that these people should be absorbed else where.

An atmosphere of contentment prevails in the Department with the implementation of Fourth Pay Commission Report. The most prominent step has been the linking of bonus with productivity. This has been done to ensure that productivity does not suffer. For this, the hon. Railway Minister and entire family of railway employees deserve to be praised.

As to the question of laying new lines, I have mentioned that Madhya Pradesh is the largest State in the country. Incidentally the hon. Railway Minister too hails from that State. It does not make any difference if some people accuse the hon. Railway Minister of having a soft spot for Madhya Pradesh. It is very big State having a network of 5,500 kms. of

railway lines. The approximate length of railway track in Uttar Pradesh is nine thousand kms. I want to say that you should start more trains in the densely populated areas. You should construct more railway lines to remove the regional imbalances and to develop the sparsely populated backward areas. The Government is providing enough funds under the schemes like NREP and RLEGP. I certainly want Planning Commission to provide some money but the amount fixed for developmental schemes should have some share for railway lines alongwith that of roads. I urge the Central Government to provide money from these schemes. The density of population in Uttar Pradesh is maximum. The Tata-Amritsar Express which used to run with a view to linking Calcutta with Bihar, has since been withdrawn. The people of Mirzapur and Bihar are suffering due to this. It should be restored forth with. I know its constraints. I am not making such demand that requires much expenditure. The Allahabad-Chunar Train should be extended upto Banaras. The Mirzapur-Chunar-Chaupan passenger train should be extened upto Shaktinagar. I am grateful to you for introducing a useful train from Chaupan to Katni, which has been quite beneficial for the labourers. I want that two three-tier bogies—one for Bombay and the other for Madras—should be added to it. Two big Thermal Power Stations of the country are located in Singrauli and Obra. People from all over the country are working there and they face a lot of inconvenience while travelling. I do not want you to incur a heavy expenditure. An addition of just two more coaches will solve the problem. The train which starts from Chaupan never runs on time. Employees are careless due to the backwardness of the area. Moreover T.T's never do proper checking. Strictness should be observed in checking. Instead of DRM office, an ADRM office should be opened at Chaupan which has on such office. Earlier it was demanded that a Divisional Office should be opened at Chaupan but the issue became disputed because some persons wanted it to be opened at Barwadih. Infra-structure has already been laid there and you have already acquired land and built quarters. So I want that ADRM's should be converted into DRM office and the section

between Barwadih and Chunar should be made a division for the purpose of railway development. The idea of extending it to Katni has been under consideration for quite sometime. When Shri Chaudhary was the Minister, he offered to locate it either at Chaupan or at Barwadih, but finally decided to do it in Chaupan. I request the hon. Minister to kindly open the divisional office at Chaupan. Singrauli coal field is an important area. The capacity of production in its Thermal Power Station is 10 thousand MW. Fast trains as means of transportation should be made available there. The trains from Shaktinagar to Banaras and from Allahabad to Banaras are needed to be extended. I would also give a separate written suggestion regarding this to the hon. Minister. Hon. Minister, Shri Vora who is present here, knows the area very well. The air-strip in Mayoarpur which is ready and has been found to be suitable after the Vayudoot experiment, should be made operational as soon as possible. The experiment has been done. You should make the arrangement for Vayudoot service. The morale of the Railway Department is high today. It does not matter whether we belong to this area or that. The way the Railways have fulfilled its responsibility and helped the people despite drought and flood, their effort is commendable. I hope that the Ministry of Railways would get a right direction under the able leadership of the hon. Minister. We shall try to provide maximum funds to the Railway Department even at the cost of taking cudgels with the Prime Minister and the Planning Commission, so that the Railways could develop further to become stronger.

**THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD :** Mr. Chairman, Sir, before I say something, I must express my thanks to the hon. Members numbering about 48, who participated in the discussion on Railway Budget. I shall cover only some points in my reply. My senior colleague, Shri Scindia, is present here and he will cover all broader issues while replying to the discussion on General Railway Budget in detail. Shri D.N. Reddy participated in the very beginning of this discussion in the House. I think all the Members who participated in this discussion, presented their

views with constructive suggestions. Present has been seen in view of the past in the Budget presented in the House. We have to move forward on way towards future by striking a balance between the past experience and the present needs. The most important aspect of the present budget is that the national unity and integrity has been kept in view and the targets which were fixed taking into consideration our past performance have been achieved. I am sorry to point out that same hon. Members whom I listened to very attentively are not present in the House. Some persons have viewed the Budget from parochial outlook and have called it as discriminatory. They have said that differential treatment has been given to Northern and Southern parts of the country. But I want to say strongly that it has been the policy of the Congress Party to promote National Unity and not to destroy it. This is what we have kept in view while presenting this Budget. When the opposition Members talk of imbalance in the budget, they must consider other aspects of the Budget also. For instance they must keep in view the facilities being provided to the passengers and the past of the Railway; what contribution did the Railway make in India before independence and how much progress and expansion has been achieved after independence. We find that before independence, only upper class people could travel by train. The poor were not allowed to travel in trains. After independence there was a change in our approach and now the situation has totally changed. A large number of poor peoples, people belonging to lower classes, labourers farmers etc. travel by trains today. All this has been possible due to the policies and ideology of the Congress Party for this party has always tried to encourage socialism. We have always carried the poor with us and have tried to encourage them in the race of development. It is for this reason that expected improvements have been brought about in the Railways in the pre-independence era—whether it is the number of sheds constructed on the Railways stations, or the steps taken to beautify the platforms, whether it is the arrangement for providing drinking water, fans and waiting rooms, or the number of second class coaches in the passenger trains, we have moved forward in every sphere,



Mr. Chairman, Sir, my senior colleague is present in the House. Though it is he who would reply to the discussion on the Railway Budget in detail, yet I would like to inform the House that the allocation made for the passenger amenities was only Rs. 5 crores during the Sixth Five Year Plan which was increased to Rs. 17 crores in 1987-88 and now it has been further increased to Rs. 18 crores in 1988-89. When we review the figures, we find that we have paid proper attention towards improving the passengers amenities and additional provision has been made every year for this purpose. You may consider the budgetary provisions at any point of time, you would find a progressive increase in the allocation, which is an indication of the progress of Railways and for that matter the progress of the country.

As I stated earlier, I would like to draw your attention to a few points which were raised in the House. Our hon. Colleague Shri Basudeb Acharia, who incidentally is not present in the House, demanded that preference be given to electrification in the Railways. I want to inform him that in the matter of electrification, we have surpassed our target. We could not achieve in the past nine years what we have achieved in the first three years of the Seventh Five Year Plan. This shows how far we have moved in the field of electrification. Our target for the Seventh Five Year Plan was to electrify 3400 kms. of track out of which 670 km. track has been electrified during the current year, and a total of 1700 kms. of track has been electrified during the last three years and it is hoped that the rest of the target will be achieved during the remaining period of the Seventh Plan. With electrification the speed of the trains will increase and it will be possible to carry the passengers and the commodities to their destinations speedily.

While referring to railway accidents, the hon. Members Shri N. Dennis mentioned that the compensation being given to the dependents of the persons killed in railway accident is totally inadequate. If we go in depth, we shall find that there are two aspects in this regard. One aspect deals with giving immediate relief which is also called ex-gratia payment. The second aspect is

compensation. Ex-gratia payment is made immediately. Five thousand rupees are paid if any person dies in a Rail accident. In case of grievous injury, an ex-gratia payment of Rs. one thousand to two thousand is made and in case of minor injury a payment of Rs. 250 is made to the individual. Besides, in the case of death an amount of Rs. one lakh is paid to the family through the Claims Commissioner and in case of grivious or serious injury, a compensation amount of Rs. 20 thousand to one lakh is paid through the Cailms Commissioner.

Sir, we pay attention to other points also in the same manner. Shri Basudeb Acharia has drawn the attention of the Government towards the railway tracks and have said that these are very old and worm out and hence need renewal. In this regard, I would like to submit that our senior colleague who is present in the House, has fixed a target for the renewal of 19 thousand kilometers of Railway track during the Seventh Five Year Plan. Out of this, we have renewed 7556 kms, of railway duing the first two years of the current Five Year Plan. There is a proposal to replace another 4200 kms of railway track in the next year of the current plan. We hope that during the remaining three years of the Seventh Five Year Plan we would be able to achieve an average of 3900 kms. in the matter of renewal of railway track. Therefore, our target is to renew the remaining railway track by 1995 so that we may be able to ensure safety and punctuality in the running of trains.

Sir, hon. Member from Madhya Pradesh Shri Ajay Musbran raised the question of ticketless travel. In this connection, I would like to say that we conduct surprise and special checkings in coordination with the State Governments to track down the ticketless travellers. During the course of these special checkings, we apprehended 33 lakh ticketless travellers in the first nine months of 1987-88. The corresponding figure during the first nine months of 1988-89 was 49 lakhs. An amount of Rs. 10.13 crores was realised as fine upto December 1986. The corresponding figure upto December, 1987 was Rs. 11.69 crores. We have utilised this amount as revenue in the Railway Budget and have spent it on

other items. Similarly educative programmes are also run by the staff of the Ministry of Railways (Railway Board) so that the number of ticketless travellers could be reduced.

Shri Basudeb Acharia had raised many questions but he is not present in the House to listen to the reply to his points. He has gone somewhere. He alongwith Shri Janak Raj Gupta and many other hon. Members has raised the question of increase in Second Class fare. The Railway Ministry is busy to do its work with full speed and complete devotion. A new coach factory is under construction at Kapurthala from which second class coaches would start rolling out by the end of this March. This would enable us to arrange more and more coaches for the second class [Passengers.

Our hon. Members Shri Lachhni Ram, Shri Kammodilal Jatav, Shri Ram Bhagat Paswan and Shri R.P. Suman have raised some questions regarding non filling of reserved quota for Harijans in the Railway Ministry which is running the largest industry in the Public Sector which is the main source of economic, social and political progress and is instrumental in all round development of the country. I want to tell these hon. Members through this august House in clear words that the policy of our leader, Shri Rajiv Gandhi is to pay more and more attention towards Harijans, and filling up their reserved quota. Our hon. Colleagues have done a lot of work in this field. I would like to tell that the policy of the Congress party and the Congress Government is to ensure justice to the Harijans, Girijans and weaker sections under the 20 point programme. I would also like to say that under the leadership of Shri Rajiv Gandhi we want the Harijans Girijans, weaker sections and the exploited class to march forward. History stands testimony that Congress Party is the only party which has worked for the welfare and upliftment of Harijans in the post-independance era.

Shri Basudeb Acharia about whom I was talking a few minutes back has come in the House, I want to make clear that since I am a Hindi speaking person, my senior colleague will reply to various points in detail tomorrow.

10/3/88  
I would like to say that other hon. friends should also participate in the discussion and express their views. Sir, I express my thanks to those hon. Members who have participated in this important discussion. At the same time, I also want to thank you for giving me an opportunity to speak on this subject.

[English]

SHRI SHARAD DIGHE (Bombay North Central): I rise to welcome the Railway Budget which has been presented by the Railway Minister to this House, and I congratulated the Railway Minister for a very good performance of the Railways during the last four years. Within this short, limited time, and after the spirited speech of the Deputy Minister, it is not really necessary to repeat the good performance of the Railways during the last year, which has been mentioned in this Budget. I will give only some good points about the performance, and then I will make 2 or 3 suggestions. I will make a demand on behalf of the Bombay commuters, *i.e.* to give up the increase at least in the season tickets.

The best productivity indicator of freight operation is also shown here. From the figures, it is a very good performance. In 1985-86 from 1296(BG) it has been increased in 1986-87 to 1420 (BG) *i.e.* a 10% improvement, whereas the target was only 1350(BG) for the whole of the 7th five year Plan.

Railways have also joined the rest of the nation in the drought management effort. For that also, we must congratulate this Department for having joined, supported and complemented the efforts of the Government, as far as this region is concerned.

One of the most important things which struck me was the energy conservation steps. Measures have been taken regarding fuel consumption, as also that of diesel and electricity. As shown in the figures, the cost it has dropped from 16% in 1986 to 15.32% in 1986-87. This is a very laudable thing which the Railways have achieved.

Further on, I must also say that passenger traffic has also shown a significant

increase, there are 64 new trains, and the frequency of eight trains has also been increased. In addition to 36 new suburban trains in Bombay in 1987-88, another 22 suburban trains are decided to be added.

As far as Bombay is concerned, I must also mention that it has been decided to establish the new passenger terminal at Kurla and Bandra, and a ceremony was also performed by the Minister at Kurla inaugurating this passenger terminal, though he forgot to invite me at that time.

Technology upgradation is also very laudable, so that the radio link between the train and the traffic Control room and between the driver and the guard, if they are established, sophisticated safety devices also can be used.

Accidents have gone down from 1.30 train accidents per million kms. in 1985-86 to 1.13 in 1986-87, and a further improvement of 7% has also been achieved in 1987-88.

Now Mankhurd Belapur link is also under progress; and I hope that with the cooperation of the State Government, Mankhurd Belapur link will also be completed as early as possible.

The Budget proposes an increase in freight trade and fares, as also in Parcel and luggage rates, to net Rs. 622 crores and showed a surplus of Rs. 28 crores. Here, no doubt as far as goods traffic is concerned, a flat increase of 6% has been shown. But as far as the increase in Second Class passenger fares are concerned, they spread over all the categories.

15.00 hrs.

I must point out here that really the second class passengers will bear the brunt of Rs. 369.34 crores; Rs 369.34 crores are to be taken more from the second class passengers during 1988-89. And the increase in the second class passenger fare—though it is in all categories—will show that the gross revenue earnings from the passenger traffic during 1988-89 will be Rs. 2446 crores; that is almost 90 per cent or say Rs. 2162.60 crores will come from the

second class passengers. As compared to this, the earning from the first class passengers will be Rs. 248.68 crores, AC-19.32 crores, AC Chair Car—Rs. 15.49 crores. So, the brunt would be borne by the second class passengers. Though it is a small burden I cannot describe it as a very mild burden, as far as second class passengers are concerned.

From the point of view of suburban city like Bombay, I may point out that season tickets at least should be exempted from this like for this reason that the Bombay commuters travel from a long distance of their residence to the place of work by way of only compulsion; they do not enjoy that trip every day; but with great reluctance, they travel by trains because the housing facilities are not provided by the government, and we have not been able to make any impact, as far as the housing policy is concerned. They have necessarily to stay at a long distance from day to day. People used to get houses formerly at Jogesewari and Andheri. Now they have to go far away; they even go upto Palghat some people even come from Pune to Bombay regularly every day for work. Therefore, it is only by way of compulsion that they come. Therefore, you should not add to the burden and reduce their wage packet by increasing the fare of second class season tickets. Therefore, I would urge upon the Minister to reconsider this and give relief for the second class passengers of short distance and second class season ticket passengers, as far as suburban trains are concerned. If that is given, then I will not have much complaint about the hike, as far as this is concerned.

Though we have been considering giving full dividend from this budget, So also in last year's budget I have been told that there are arrears of dividend outstanding of Rs. 429 crores since 1985, and that has been continuing. So, same steps will have to be taken also to see that the old arrears of dividend are also wiped out because that will affect the railway's finance also. Secondly I find that reliance is more placed on borrowed fund from the market and that is also heavy. For development of railways, naturally, we have to borrow funds from the market also. But there should not be

greater emphasis on this. We find that for 1987-88, the annual plan was increased from a budgeted level that is from Rs. 2,980 crores to Rs. 3,400 crores. of this, 65 per cent represents extra budgetary resources and it includes Rs. 720 crores of borrowings through the Indian Railways Finance Corporation which issues 9 per cent tax free bonds. So, this aspect also will have to be considered to put the railway on the sound financial position.

Then the borrowing ratio of the railway is, I should say, increasing.

Now, from 92.2 per cent in 1986-87 it has gone up to 92.5 per cent in 1987-88 and it is estimated at 92.8 for the coming year and the operating ratio was 90.6 per cent in 1985-86. This aspect also may have to be considered by the Railway and for that purpose we may also consider the staff cost, which accounts for over about 35 per cent of the working expenses. And, this figure is steadily increasing year by year, perhaps indicating the over-manning and mismanagement as far as the staff is concerned.

With these few suggestions I repeat my demand for giving up increases as far as the season tickets on the suburban trains are concerned and short distance second class passenger fares.

**SHRI SOMNATH CHATTERJEE :**  
(Bolpur) Mention about Kanchenjunga express.

**SHRI JAGANNATH PATNAIK**  
(Kalabandi) : Mr. Chairman, I rise to support the Railway Budget. The Indian Railways have played and are playing a vital role in the socio-economic life of our country and they rightly deserve to be proud of what they have achieved during 1987-88.

The Indian Railways is not only the principal mode of transport but this is the national lifeline in regard to passengers and freight traffic. Not only is this a single unifying factor, but it is also the largest basic infrastructure for our developing country for providing progressive and socialist economy. It is the prime concern of the Government of India. And, in order to

achieve our goal of eradication of regional imbalances it is a prime factor which the Railways should look into.

I would like to draw the attention of the Railway Minister to the facts, how we the people of Orissa are ashamed to see our position in the Railway map of the country which creates a sense of anger and anguish in the minds of the people. If sufficient attention could have been given, then the existing natural resources there could have been an infrastructure for the healthy, economic and industrial growth of the State. But unfortunately proper and due attention has not been paid for a long period.

15.08. hrs.

[SHRI SHARAD DIGHE *in the Chair*]

Before coming to some of the basic problems of my State, I just want to quote from the Railway Reforms Committee's observation :

“The entire planning effort needs to be revamped and re-organised with an integrated approach in a systematic manner.”

So far as my State of Orissa is concerned, I want to justify how the people are feeling, their anger and anguish. For example, for the railway line from Sambalpur to Talcher for a distance of just 72 kilometres the budget estimate is Rs. 100 crores but during the last three years only Rs. 12 crores and 25 lakhs was spent. Also, the allocation for Sambalpur division is also very meagre. In order to repair the railway bridges there is a provision of Rs. 80 crores and 85 lakhs but the share of Orissa is only Rs. 90 lakhs which is very meagre.

Like that, there are many demands for Railway lines, connecting Kesingha, Titlagarh and Raigarh and only two railway bridges have been provided and the construction cost estimated is Rs. 4 crores and 25 lakhs, out of which only Rs. 5 lakhs is the amount spent so far. This is most unfortunate.

Then Jakhpure-Banaspani rail link was sanctioned about a decade ago, but it is yet to be completed. The second phase

from Devitani to Keonjhar is yet to be linked.

Then, Paradeep port has to be linked. Now Government is actively considering this, and just like South Korea it wants to develop this part with the help of Hundai Corporation which will finance this project, and in return buy 400 million tonnes of iron ore. This project should therefore be given priority.

There was a survey of Khurda-Bolangir railway line but unfortunately now it is said that it is not economically viable. I would urge upon the hon. Members who speak here to press for another survey, engineering and economic survey because this will not only help our national integration but it will also help the economic upliftment of the most backward part of the State of Orissa, the district of Phulbani which is not covered by even one inch of the railway line. That will be a very important line and so it should be given top priority.

The railway lines—Malkaragiri to Jey-pore; Banaigarh to Raipur and Langigarh to Ambaguda—are very important from the point of view of mineral resources and upliftment of the most tribal belt. So, it has to be given due importance.

Sir, you have provided sixty crores of rupees to convert metre gauge to broad gauge. There is a long-standing genuine demand for the conversion of the following railway lines to broad gauge.

Rupsa to Bangiripori and  
Nuapada to Junpur

No allocation has been made for it. I appeal that this should be taken up immediately.

The present system should be strengthened sufficiently to increase speed, efficiency and utility.

Sir, there is a resolution in the Orissa Legislative Assembly for shifting the headquarters of SE Railway to Orissa. The C.E. and other Senior staff officers are staying far away from the State. So, due importance should be given to it.

I thank the Railway Minister for the introduction of Lingaraj Express Train from Bhubaneswar to Sambalpur. There is an apprehension that you are going to discontinue the link express which is the only link for the most backward areas of Andhra Pradesh and Madhya Pradesh. If you discontinue the link express, it will create a great sense of anger and anguish in the mind of the people. If there is an argument that it is not economical, I strongly challenge that it is economical as there is heavy rush for this link express. Even the MPs find it difficult to get a seat in the link express without prior intimation. If there is leakage, it is because of corruption, for which strict vigilance should be taken. Therefore, it cannot be mentioned as uneconomical. With a little effort, a great national interest can be served by providing facilities to most of the areas by inter linking southern part with eastern part by extending Samaleswari Howrah express train upto Rayagada and also Jharasuguda Titagarh express train upto Rayagada.

We are being deprived of railway link facilities with many important areas of the country. At least reservation facilities should be given in the stations like Kesingha, Titagarh, Kotavanji, for Sarnath Express; Howrah Ahmedabad Express; and Howrah Bombay Express from Raipur.

Regarding lease of railway land, you should take a practical approach. For example in Kesingha, Railway station of Kalahandi District, there is a proposal for building 'sufabh souchalaya' for the benefit of the railway passengers and the local NAC is having two lakhs of rupees for this purpose. But, they were not given permission for the same by the railway authorities. I request that permission for the same should be given immediately.

Sir, in the Railways, industrial relations is very good, but more attention should be given for providing amenities to the staff like staff quarters, central schools, medical facilities, sports facilities, central health measures.

There should be more rationalisation with regard to expenditure on petrol, diesel, TA and DA. Strict vigilance should be

undertaken to check the coal theft and also for illegal sale of scrap materials, so that the Railways can save crores of rupees.

Lastly, keeping in view our advancement towards 21st century after 12 years, Railways should keep in mind that we are going to establish a socialistic democratic society where the basic concept is to give maximum opportunities and facilities to the poorest of the poor. Railways should take care of this.

[Translation]

\*SHRI G.S. BASAVARAJU (Tumkur) : Mr. Chairman, Sir, I rise to support the railway budget for the year 1988-89. Our country has the longest railway route in the world. In spite of this the railway budget has been well planned and prepared with great care. Hence I wholeheartedly welcome this budget.

I do not see any reason for the increase in the fare of 2nd class. This is really a burden on the common people. Therefore I urge upon the hon. Minister not to increase the fare for the 2nd class journey and thus help the poor farmers, labourers etc.

The platform ticket rate has been increased from Re 1 to Rs. 1.50 paise. This increase will also affect the common people. Moreover, it will pose problem to get 'change'. Hence it is requested that the hon. Minister may please consider sympathetically not to raise the rate of platform ticket.

In this budget very few new railway lines have been provided for. Perhaps on account of severe drought throughout the country more new lines have not been sanctioned.

The farmers, labourers and other working class have got sufficient benefit from this budget.

I regret to say that the trains are not maintaining proper timings. There are several trains which come late regularly. The delay in the arrival of these trains vary

from 6 to 10 hours. When Shri K. Hannumanthyya was the Railway Minister the trains were arriving on time. Explanations were asked from the concerned persons even if the train arrived just 5 minutes late. I urge upon the hon. Minister to follow this method of punctuality and to see that the trains arrive on time.

Today morning, during Question Hour the hon. Minister gave answers to the questions raised by my friends regarding the establishment of South-Eastern railway zone. I was disappointed by the answers of the hon. Minister.

For the last 4 decades we have got sanctioned only one line between Hassan and Mangalore. Other than this Karnataka State did not get even a single inch of new railway line. From Karnataka Shri H.C. Dassappa, Shri Punacha, Shri K. Hannumanthayya, Shri T A Pai and Shri Jaffer Shariff were the Railway Ministers. In spite of this my State has been neglected very much by the Railway Ministry. Some portion of the railway line of Karnataka come under the Hyderabad division. Some other portions of Karnataka railway lines are included in the Madras division. This is creating a lot of inconvenience to the commuters of Karnataka. Main railway officials including the station masters working in the stations of Karnataka do not know the local language i.e. Kannada. For every small matter we have to correspond with the officials of Madras.

As stated by my friend during the question hour today an agitation has been started all over Karnataka to protest against the negligence shown by the Ministry to this State. Establishment of a South-Eastern Railway zone in Bangalore is a long pending demand of the people of Karnataka. The total cost of establishing this zone is not much. It may cost about one crore rupees. Hence the zone should be established in Bangalore immediately. The zone should include areas of Mysore, Hubly and other nearby areas.

Bangalore-Miraj line conversion work is hanging for the last 15 years. There is no progress in the Harihar-Kottur line and Satyamangla-Chamraja nagar line. Konkan railway has also not seen the light of the

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\*The speech was originally delivered in Kannada.

day. Conversion of Hospet-Karwar line appears to be a dream. This is the 4th railway budget where we are repeating our demands. Last year only 3 crores of rupees were sanctioned for the conversion of Mysore-Bangalore line. This year it is rupees 6.84 crores, Chitradurga-Rayadurga line has got .28 crores of rupees more than last year. Similarly for the electrification of Jolarpet-Bangalore line an amount of 4.37 crores has been allocated. Last year it was .50 crores of rupees only. The slight increase in the allocation of funds as indicated above will not help in the fast development of railway facility in my State. Hence I demand the hon. Minister to increase the allocation substantially.

The hon. Minister has to take stringent measures to stop thefts in trains. Various items worth more than 2 thousand crores are stolen every year and the railway police are unable to stop this. In fact in some of the cases they are also involved.

Sanitation is in a poor condition in our stations. The situation is deplorable in the New Delhi railway station. Toilets and bath rooms in New Delhi station are very dirty and it is dangerous to the health also. Therefore, I request the hon. Minister to look into this matter seriously and to take appropriate measures to keep the toilets and bath rooms in the stations and in the trains clean and tidy.

I request the hon. Minister to invite MPs atleast once in a year to the Committee so that constructive suggestions can be obtained from them.

Once again I demand that the South Eastern Railway zone should be established in Bangalore at the earliest. If this is not done I am sure that the Members of Parliament will be attacked by the people of Karnataka who are already on an agitation of RAIL ROKO.

I hope the hon. Minister will take appropriate steps to improve railway facility in Karnataka.

Sir, I thank you for giving me the opportunity to speak and with these words I conclude my speech.

[English]

SHRI ANANDA PATHAK (Darjeeling):  
Mr. Chairman, Sir, I heard with rapt attention the speech of our Deputy Minister. He presented a very rosy and flowery picture of the performance of Railways. But I cannot support his arguments because this Budget has proposed to increase the freight charges as well as the passenger fares, on the plea of mobilisation of resources. This increase would hard hit the common people who have already been over-burdened by the recent price hike of petrol, coal, postal and tele communications. Consequently, the price of everything would go up now. The unprecedented drought situation in the country has already broken the backbone of the common people. So, there is no justification in the proposal for increasing the fare and freight charges by the Railways.

Whenever we approach the Railway Ministry for new projects or for early completion of the on-going projects, the Railway Ministry says that there are no funds at their disposal. If so, why are the Railway Ministry not approaching the planning Commission for higher allocation of funds to complete the on-going projects as well as to start new projects? That is not clear and it has not been replied to. Sir, I have given some cut-motions to highlight some of the problems of the people of North Bengal. There is no direct train for the people of North Bengal, Sikkim and neighbouring areas to Delhi. They have to depend on the meagre quota allotted in the trains originating from Assam. Sometimes the people of those areas may get or not get seat in the trains because the quota is very limited and many people are not able to get into these trains for want of reservation. Therefore, there is an urgent need for having a direct train for the people of North Bengal to Delhi and other big cities of the country.

Sir, the Calcutta bound Darjeeling Mail is always over-crowded and there is persistent demand for providing an alternative train. One train was introduced, that is, the Kunchanjunga Express. But it is not running daily.

**SHRI SOMNATH CHATTERJEE :** It should run daily.

**SHRI ANANDA PATHAK :** Now, it is running intermittently. Therefor, I insist that it should run daily.

Sir, the condition of coaches in the 1st Class and second-class in most of the trains is deplorable, unhygienic and unsafe. The grievances should be redressed. Sir, late running of these trains are another problem. Action should be taken to ensure their punctuality.

Another point is that the catering arrangement in the trains and at the Stations is not satisfactory at all as most of the caterings are arranged by the contractors. Therefore, there is persistent demand for departmentalisation of catering system. Moreover, there is no security of service, minimum wages and other facilities for the employees engaged by the contractors. This situation should be changed.

Next, due to withdrawal of almost all the metre-gauge trains, the Siliguri Junction now looks like a desert. The porters, vendors, catering employees and other concerned are facing insurmountable difficulties. Sir, the Railway gate crossing at the heart of the busiest Siliguri Town which is the gateway of entire North-east region, Sikkim Bhutan and also of Nepal is always creating serious traffic jam for hours together. There is persistent demand for its diversion from Rangapani.

The people of Jalpaiguri are also facing inconvenience due to inadequate facilities of railway service. West Dinajpur is almost cut off from the Railway communication system. There is persistent demand for providing a new line from Malda to Balurghat which is the district headquarters of West Dinajpur via Hilli and Tapan.

Sir, before I conclude, I urge upon the Government to look into the grievances and difficulties of the people of the region and also regularise the services of casual labourers and other temporary employees engaged in the Railways. I hope the hon. Minister would kindly consider the points

highlighted by me and announce his favourable decisions while replying to the debate.

[Translation]

**SHRI KAMLA PRASAD SINGH (Jaunpur) :** Mr. Chairman, Sir, wholeheartedly welcome the Railway Budget presented by the hon. Minister of Railways, Shri Madhavrao Scindia. This budget is certainly in the interest of the public because it has taken care of the interest of all sections of the people, whether they are farmers, labourers, villagers of the urban people. I, therefore, heartily congratulate him for presenting such a budget.

Sir, the freight charges have no doubt been increased in the Budget but relief has been given particularly to weaker sections and villagers. Fertilizers, foodgrains, oil, salt, edible oils, gur and fodder have been exempted from freight hike. This step is highly laudable. The new steps proposed to be taken in this Budget are indeed praiseworthy. New trains, inter-city trains have been proposed to be introduced and thus a number of our problems will be solved, but it does not mean that all of our problems have been removed. Therefore, I would take only two minutes in apprising Shri Scindia of the problem of my area. With regard to the train which has been introduced from Varanasi to Bombay, I want to point out that about 30 lakh north Indians live in Bombay most of whom belong to Varanasi and nearby districts. These districts include Varanasi, Jaunpur, Azamgarh, Ghazipur, Faizabad, Sultanpur, and Pratapgarh. Sir, therefore, I would like to request the Government through you that the train running between Varanasi to Bombay should be run via Jaunpur, Faizabad, Sultanpur and Allahabad so as to benefit the people of these districts. All north Indians of these districts are living there and they have to face a lot of difficulties while coming to their native places. Therefore, I believe that we would consider ourselves unfortunate, if we could not get our miseries and difficulties redressed even after having such a competent Minister. Therefore, I am fully confident that the hon. Minister will give his full attention towards our problems.



Sir, Jaunpur is a Backward District. But it is a historical district too. Many freedom fighters of this district have sacrificed their blossoming youths for the nation and have even gone to the gallows. They have contributed a lot in the freedom movement. Sir, we have certain problems which need your special attention. There is a city station named Jaunpur. There is only one platform at this station. The Government has introduced a new train named Varuna Express on this line which runs from Varanasi to Lucknow. Another train 'Himgiri' also runs on this line and yet another train named Ganga-Yamuna also passes from there thrice a week. In this connection, I have always been demanding that there should be a double platform on that station. There is no godown at this station to keep the goods. A godown should, therefore, be constructed there. There is no waiting room, toilet and drinking water facility there. Jaunpur city station is a station from where several trains pass but there is no facility worth the name. Therefore, there is a need to give attention towards these things.

Sir, as my friend Shri R. P. Suman has just now stated and so far as my information goes, you have been kind enough to extend the passes of freedom fighters for some more time. I request you to get these passes extended further for more time. I hope that the hon. Minister will give his full attention towards Jaunpur city station and will definitely do something for it.

Sir, the same is the condition of Bhandari Junction which is facing many problems. I have also given in writing about the problems of that junction several times and I would like to point out here also that there is no waiting room at that station. Similarly, there is no facility of drinking water. Therefore, it is necessary to make arrangement for providing these facilities. You have been very kind for providing an overbridge linking four platforms, but in the absence of a shed, a great deal of inconvenience will be caused during summer, rainy season and winter. I hope you will arrange to get a shed constructed over it. I would like to invite you for the inauguration of this overbridge at Jaunpur. I came to know that some officer was going to inaugu-

rate it, but I want you to inaugurate this over-bridge.

SEVERAL HON. MEMBERS : We shall also accompany you.

SHRI KAMLA PRASAD SINGH : I invite all of you.

You have been kind to introduce a new train for which I thank you on behalf of the people of our district. Sarayu-Yamuna train runs thrice a week. Most of the difficulties would be solved if you could increase the frequency of this train which runs from Varanasi to Delhi from thrice a week to daily. Besides, many of the problems of the passengers will be solved if its departure timing is changed from morning, as is the case at present, to evening and is converted into a super fast train.

Some one had written me a letter saying that newly introduced inter-state Varuna Express was incurring loss. I had replied to that letter after making enquiry from the station but I did not get any further response. It is not only earning good income but is also highly beneficial to the people belonging to the districts of Varanasi, Jaunpur, Sultanpur and cities like Jagadishpur. Certainly, it is beneficial. I would like to thank you for providing airconditioned chair car in this train but it still needs a pantry car because it leaves Varanasi in the morning and reaches Delhi at 10 P.M.

Earlier also I had mention about the lax security arrangements in the trains and I repeat it again. Sometime ago I were travelling with Shri Nageshwar Dwivedi, a former Member of Parliament in a second class compartment. His briefcase was stolen from the station probably, with the connivance of the attendant present there. I had written to you about it. I wrote to you again when I was a Member of the Railway Convention Committee. Although I was assured that action was being taken but no action has been taken so far.

I would like to congratulate the Minister of State for Railways for bringing about a remarkable improvement in catering services in the Railways. I would also congratulate

the hon. Deputy Minister of Railways, who is also the President of the Pradesh Congress Committee, for it. Further I would request him to pay attention to solving the problems of the State so far as they relate to the railways.

With these words I heartily welcome the Railway Budget. At the same time, I also congratulate the hon. Railway Minister.

**SHRI SHAMINDER SINGH (Faridkot):**  
Mr. Chairman, Sir, I travel by train quite frequently. Today I noticed so much vigour and enthusiasm in the speech of hon. Deputy Minister for Railways that I have seldom noticed such vigour even in the railway engine. I would like to congratulate the Deputy Minister for Railways for this and would request him to endeavour to infuse the same vigour in the railway engines as well.

There is no doubt that the hon. Minister of Railways has presented the Railway Budget in a very attractive way. I hope he will keep it up in future also. I am rather surprised at the attractiveness of the Budget. The railway fare was increased only a few days back and now he has presented a smartly executed Budget. He has proposed an increase in the rate of platform tickets and a number of other services. I am afraid lest he should come out with a Supplementary Budget after sometime. If it happens, it would adversely affect the people.

It is claimed that our Railways have the largest network in the world having the longest track. The Government quite often claim that it has laid new track at so many places, but why do not they pay attention towards renewal of thousand miles of tracks which is quite old and worn out. Why do the Government concentrates its efforts only on the region located on the right side of Delhi. I suppose, after Madhya Pradesh it would be the turn of Uttar Pradesh. May I know why no attention is being paid to the region left of Delhi which has a large population? why does not the Government pay attention to the highly disturbed State of Punjab? Earlier buses were plying twenty hours a day.

But now buses in Punjab operate only for 8 hours a day and no bus operates

during night. Why have you reduced the number of trains which were running in 1980-1982? Why are you reducing the number of trains instead of increasing it? You claim that the Ministry of Railways is providing very efficient service to the people. But I am of the view that it is providing facilities only to the passengers who travel by air-conditioned chair car and first class. Has the hon. Minister ever visited the railway stations to see things for himself? You have not provided any facility in the Budget to the poor who have to sleep on chilling floors during winter. Similarly, they can be seen sleeping in the sun and on hot floors during summer. If you could pay attention to these poor, only then we can believe that you have any consideration for the people of India.

15 per cent of the total Budget was allocated to the Railways in first and second Five Year Plans but now this has come down to 5-7 per cent of the the total Budget allocations. One of my colleagues is telling that it has been reduced to only 6.8 per cent of the total Budget allocation. this year. Why are you reducing allocation of funds to the Railways? How will you manage to provide facilities in the face of paucity of funds? Proposed new trains should be introduced in the areas where very few train are being run at present.

One of the new policies formulated by the Government is to link all remote areas with the head quarters shortly. But nothing of this sort is being done. For example, not a single inch of railway track has been laid between Ludhiana and Chandigarh—a distance of 100 kilometres—during the last 30 years. I do not know whether this Policy is applicable to Punjab or not or you knowingly ignore Punjab. Similarly, there are a few other points which I want to bring to your notice. If you happen to visit a railway stations in Punjab during the harvest season and count the number of poor labourers travelling on the roof tops or handing to the gates of the trains, you could have an idea as to the number of additional trains needed to be run on these lines. I would like to draw you attention especially towards one or two trains. A passenger train which used to run from Lahore to Delhi and later on from Fazilka to Delhi in the pre-independence period

has since been cancelled. A meter gauge railway line was laid 130 years back from Fazilka an important sub-division of Ferozepur district on the Pakistan border which passes through Mukhtasar sub-division and Kotakapura of Faridkot district enroute Bhatinda. It still continues to be meter gauge line. Repeated assurances were given to convert it into broad gauge and survey for this purpose was also carried out but no further progress has been made in this regard. I reiterate my earlier submission that attention of the Ministry of Railways should not be confined only to Madhya Pradesh or Uttar Pradesh. Please also pay attention to other States also.

With these words I cannot but oppose the Railway Budget presented by the hon. Minister. It is not a good Budget.

**SHRI RAJ KUMAR RAI (Ghosi) :** ...  
(Interruptions)\*\*

[English]

**MR. CHAIRMAN :** I have not given him permission. Nothing will go on record.

(Interruptions)

**SHRI SURESH KURUP (Kottayam) :**  
Why are you not allowing him ?

(Interruptions)

**SHRI NIRMAL KHATTRI (Faizabad) :**  
Hon. Chairman, Sir, I express my thanks for giving me an opportunity to participate in the debate on Railway Budget.

**SHRI RAJ KUMAR RAI :** .....  
(Interruptions)\*\*

[English]

**MR. CHAIRMAN :** Unless your name comes from the Party whip, I cannot allow you.

[Translation]

**SHRI NIRMAL KHATTRI :** Mr. Chairman, Sir, I express thanks to you for

allowing me to participate in the debate on the Railway Budget.

Shri Scindia has presented the Budget befitting his personality. The Budget presented by him is a reflection of his sincerity and efficient work culture developed in the Ministry of Railways after he took over the charge. (Interruptions)

[English]

**SHRI BASUDEB ACHARIA (Bankura) :** Give him three minutes time, Sir,

(Interruptions)\*\*

**MR. CHAIRMAN :** He is speaking without my permission, nothing goes on record.

[Translation]

**SHRI NIRMAL KHATTRI :** Now we have Shri Mahavir Prasad as a Deputy to Shri Scindia to manage the affairs of Railways. He is to Scindia what Hanuman was to Rama. I am confident that in unison, this pair will add to the efficiency of the Ministry (Interruptions)\*\*

At the outset, I would like to congratulate the Minister of Railways for introducing a new train named "Saryu-Yamuna Express" on the demand of people of the eastern region. It has met a long standing demand of the people of this region. I would also like to express my thanks to the hon. Minister of Railways on behalf of the people of Faizabad for increasing the frequency of the Ludhiana-Dhanbad Express which runs via Delhi and Faizabad, from 4 days a week to daily. (Interruptions)\*\*

[English]

**MR. CHAIRMAN :** I can not allow you unless your name comes from the party whip.

[Translation]

**SHRI NIRMAL KHATTRI :** We would like to felicitate the hon. Minister for the achievements like the increase in freight

haulage, fall in the number of accidents, improvement in the catering facility, increase in production in the coach factory, which have been reflected in the Budget.

(Interruptions)

[English]

MR. CHAIRMAN : I can not allow you.

[Translation]

SHRI NIRMAL KHATTRI : I also thank the hon. Minister for exempting essential commodities from the freight hike so to protect the poor from extra burden.

(Interruptions)

[English]

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRIMATI SHEILA DIKSHIT) : I request you to kindly request the Member who is making so much noise to come through his party, to whichever party he belongs. His name has to come through the party. He has not applied to any party. Therefore, there is no point.

[Translation]

SHRI NIRMAL KHATTRI : Why are you wasting your own time as well as ours ? You have not approached you party.

SHRI RAJ KUMAR RAI : I have requested you, Sir, to give me time to speak. I again request you for allowing me to speak.

[English]

MR. CHAIRMAN : Please resume your seat now. You can approach your whip if you want to speak.

(Interruptions)

[Translation]

SHRI NIRMAL KHATTRI : I congratulate the hon. Minister of Railways for not increasing the freight charges in respect of essential commodities. But, I think, it will be in the interest of the poor people,

if the increase in second class fares is reviewed whether it is for short or long distance; passenger or express trains.

So far as the hike in platform ticket is concerned, I have my own opinion about it. There is no harm if you get some additional revenue by increasing its price. There is no need to accompany the passengers inside the station to see them off. People can bid them farewell outside the station. There is no harm if the price of platform ticket is raised from Rs 1 to Rs. 1.50 or even more. But I would like you to reconsider reduction in the increased fares of second class and express trains.

I appreciate the Ministry of Railways for its readiness in meeting the challenge of unprecedented drought in the country. It has ensured massive and timely movement of foodgrains and other essential commodities to the drought affected areas. Two trains the Doon Express and the Sealdah Express used to lift fish and fresh vegetables from Radioli station in my constituency for Howrah and Dehradun. But this has been stopped now. I would, therefore, request that the loading at this station should be resumed.

I welcome your announcement of introducing eight new trains in this Budget. I take this opportunity to raise our old demand of linking Ayodhya to Rameshwaram. We have been raising this demand of linking North to South time and again and therefore it should be accepted. This trains should be introduced immediately and an announcement to this effect should be made along with other trains. I also welcome the announcement of 23 new over-bridges in this Budget. There has been a long standing demand for an over-bridge on the railway crossing behind Government Inter College in my constituency Faizabad. I would urge the Government to approve this over-bridge in this Budget. I appreciate your efforts of bridging the mighty Brahmaputra river and congratulate you for it. I would urge you to construct a railway bridge on a much smaller but religiously and historically important river, named the Saryu which flows in Ayodhya in my constituency. It is not only the demand of the people of Faizabad alone, but of the entire eastern region. There is

a proposal of linking Gorakhpur, Basti, Gonda and Bahraich with Faizabad, Sultanpur and Allahabad. I would request the Ministry of Railways to review it and include it in this Budget. I also welcome the announcement regarding fare concessions to the recipients of the Prime Minister's Shram Award; to the children who have won the National Bravery Award; to the teachers who have won the National Award for exemplary service in the cause of education and to the Arjuna Award winners in this Budget. Besides, I will also request you to renew the railway passes of the freedom-fighters which had been issued to them for one year on the recommendation of the Home Ministry as the same have since expired. I would urge the Government to extend the facility which has been withdrawn. Railway pass facility to the freedom-fighters is too small a reward for the sacrifices they have made. The Ministry of Railways should have atleast thought for once how they could give them more facilities so that they may lead a better life but in spite of Home Ministry's recommendations, they forgot it. The hon. Minister could have taken a decision in this regard and instructed the Ministry accordingly.

16.00. hrs.

[SHRI VAKKOM PURUSHOTHAMAN  
in the Chair]

As concessions have been announced regarding many things, like-wise early decision should be taken in this matter. Apart from this there are a few other things related to my constituency to which I would like to draw your attention. There is a proposal to introduce a train between Varanasi and Bombay. Shri Kamla Prasad Singh and many other members have requested to run this train via Jaunpur, Ayodhya, Faizabad, Sultanpur, Pratapgarh and Allahabad. This backward area, is not linked to any place in South India. The expansion plan of Faizabad railway station was approved; funds were allocated and sent to Lucknow but in spite of repeated reminders and meetings with the officials at different levels, during the last one year, no work worth the name has started there. On the one hand there is the question of paucity of funds and on the other we have to run from pillar to post to get a clearance

for a project. But here is an example where funds are available and the scheme is approved yet the work has not started. I would, therefore, urge the hon. Minister to visit Faizabad and issue instructions to start the work there. The Ministry should realize your strength the—strength of Mahavir (Hanuman). The Dhanbad-Ludhiana Express and Saryu Express are run by steam engine. Instead of that, diesel engine should be attached to them. You should pay attention to it. Time and again we have requested to raise the platforms of Masodha, Baragaon, Bilharghat, Alnabhari, Malethukanak, Khajurhat and Sohwal stations in Faizabad district. Attention should be paid in this direction. I have given many suggestions about Saryu-Yamunu Express which was introduced on our request. Attention must be paid to these suggestions so that the people are benefited. With these words, I welcome the Railway Budget presented by the hon. Minister of Railways and appreciate the railway employees for making concerted efforts to boost the image of the Railways.

SHRI SULTAN SALAHUDDIN  
OWAISI (Hyderabad) : Mr. Chairman, Sir there are many good proposals in the Railway Budget which has been presented. But the poor people are very much worried about the increased train fares. If you make tall claims about socialism and sharing the sufferings of the poor people you should not have raised the fares of second class at least. You should also pay attention to the facilities that are being provided to the people. I want to submit a few points about my constituency Hyderabad. The railway station which was built during the Nizam's time, is in the same condition and it has not been renovated. Similarly, there is not even a single over-bridge in Zakharabad Junction in Hyderabad. People have to wait for hours and as a result of this people are fed up. If an over-bridge is not immediately constructed there the people will themselves uproot the track, because there is limit to everything. Generally there are traffic jams for four hours and more. You have not built an over-bridge here in spite of repeated reminders. You can yourself imagine the type of facilities that are being provided to the people. Multilingual sign boards displaying the names of the stations

are there at various stations. I would suggest that Urdu should be added in these sign boards. You have made tall claims in your Budget Speech that reservation in jobs has been made for schedule castes, but I want to ask you that how many muslims are there in the railway today, and has their number increased or decreased since Independence. The President's Address highlights the 15 point programme and speaks of safeguarding the interests of minority. I would like to ask here how many muslims are employed in the railways? You may be aware that it is almost negligible today. But even then you have not done anything about it. By merely talking about the 15 point programme or the minority, you cannot survive for long because those days are gone. Large number of tourists from Andhra Pradesh visit Agra and Delhi, but the A.P. Express does not stop at Agra, thereby causing them great inconvenience. The train should be stopped at Agra so that the people of Hyderabad who travel for 48 hours in this train are able to alight conveniently. You should pay attention to this area in South India which is being totally neglected. Sir, I am totally against the wisutilisation of funds by the State Government which had been allocated for railway over-bridges. But this does not mean that you should punish the people of this area for the State Government's fault. The Centre should ensure that the State Government does not create hurdles in the construction of an overbridge or in the progress of railways. Why should we suffer? We are totally against it. You should fully agree with us in this regard. The Centre should take strong action against the State Government, which is hindering and not doing the work of the people, and provide facilities to them. I am grateful that you have given me an opportunity to speak.

**SHRI KAILASH YADAV (Jalesar) :**  
Mr. Chairman, Sir, I thank you for giving me an opportunity to speak on the Railway Budget. I rise to support the Railway Budget presented by the hon. Minister of Railways, Shri Scindia. Keeping in view the prevailing conditions, he has presented a very good Railway Budget. Many new trains have been introduced; distance and speed of many trains has been increased. Schemes for improvement of railways and

employee facilities have also been launched. I will give only a few suggestions as the time at my disposal is short. I want that you should reconsider and the increased second class fares and try to reduce them, otherwise common people will suffer. Secondly, you have withdrawn the passes of freedom-fighters. They may live for another 4 or 6 years. Therefore, I think it is not good to withdraw the passes, which had been issued to them earlier. They should be again issued these passes. Speed of some trains should be increased. A high-speed train from Delhi to Agra was given a trial on the Kanpur track. It should be immediately introduced. My constituency is surrounded by four districts Etah, Mathura, Mainpuri and Agra. Four Railways—the Central Railway, the Western Railway, the Northern Railway and the North-Eastern Railway pass through it.

Although, I have been writing to the concerned railway officials and the Ministry of Railways from time to time but I have not received any satisfactory reply from them so far, nor any action has been taken in this regard. I have been informed that 75 k.m. stretch of Etah-Tundla section is uneconomical. I have challenged the railway authorities that if they follow my suggestions, this uneconomical track can earn profit. But instead of paying attention to my suggestions they give vague replies which are not based on facts. The Allahabad office of D.R.M. and the local railway authorities have pushed the Tundla station to such a State that it appears they want to close it down. Sir, that track was laid in 1958. If this 75 k.m. section is closed down or otherwise disturbed, it will not only create hardships for the people of that region but also spoil the image of our party. I, therefore, want that the railway administration should pay proper attention to it and bring about improvement in the running of trains. There has been a long standing demand for last 20 years that this track should be extended upto Farrukhabad and Kasganj. This will help in covering the loss to a great extent. I suggest that the track should be strengthened by laying stone rubble under it, no matter what it may cost. This will not only improve the speed of the trains but also benefit indirectly. In view of the long standing

demand of the people of Etah, the track should be extended upto Farrukhabad and Kasganj.

I had written to the Railway Minister last year and had also met him personally to request that a retiring room and a new platform should be constructed at Tundla railway station and Tundla Junction should be declared 'Model Station'. The hon. Minister had given me some assurance too, but I regret to say that no action has been taken so far in this connection. Tundla is very big railway station. The passengers catch trains from there for many places like Agra, Ferozabad, Etah, Mathura, Mainpuri, Howrah, Jaipur, and Delhi, but due to limited quota of reserved seats, they face many hardships. Besides, there are restrictions of minimum travel of 200 k.m. or 400 k.m. on some trains from Tundla. This also causes great hardships to the passengers. Although nine mail and express trains pass through Tundla but due to this restriction, the passengers cannot travel by these trains. Secondly, the number of berths is also less. The people of this region are, therefore, very much agitated due to these hardships, and their condition is miserable. Only two trains stop at the industrial city of Ferozabad which has a population of 4 to 5 lakhs. I would like to submit that two to three more trains should be made to stop there. The Magadh and Nilanchal Express trains used to stop there earlier. I have come to know that the railway authorities propose to do away with this stoppage w.e.f. 1st April. This will make the situation very critical and will create resentment among the people. Before the situation becomes explosive, I want that besides the stoppage of these two trains, arrangements should also be made to stop Gomati, Prayagraj, Saryu and N.E. trains for two to three minutes at the station. The reason is that there is huge pressure of adjoining cities on Tundla Junction. I would also like that there should be no restriction on travelling from there to Delhi. The Assam Mail and Upper India, by-pass big cities like Tundla, Jalesar Road and Ferozabad and this has created problems for the passengers. I was assured by hon. Minister that he will reconsider this decision, but he did not, and this has caused

great disappointment among the people of this area.

In the end, I would like to submit that an over bridge should be constructed at Jalesar Road Station on Mathura-Etah section. There has been a long standing need for it. In the absence of an over-bridge, the traffic remains suspended for almost the whole day. Besides, keeping in view, of the requirements of this area, arrangements should be made to introduce another Vaishali Express so that people are benefited. With these words, I feel that expeditious action would be taken to solve the problems to which I have drawn the hon. Minister's attention. I welcome and support this Budget.

[English]

SHRI MULLAPPALLY RAMACHANDRAN (Cannonore): I rise to support the Railway Budget for the year 1988-89. This year's Budget no doubt has certain commendable features and I compliment the hon. Minister for the exemption granted to essential commodities. The present Budget aims at massive resource mobilisation and the main thrust of the Budget is on modernisation and rehabilitation. The new levies, I understand, are expected to fetch an amount of Rs. 622 crores. I am very happy to comment that these levies are not inflationary in character since essential commodities have been left out. However, I have one suggestion to make and that is to request the hon. Minister to exempt handloom goods from the increased levy in view of the pathetic condition of the handloom industries these days.

I congratulate the Indian Railways for their record performance in the freight traffic, and also for the substantial decrease in the number of accidents. The decision to set up a Directorate of Passenger Amenities is a step in the right direction in fulfilling the passenger requirements.

However, a close study of the Budget will reveal that there is a grave regional disparity in allocating funds to different States. For example, the State of Kerala has been absolutely ignored by the Railway

Administration while preparing this year's Budget also. There is absolutely no development projects in Kerala, nor are there any new trains introduced from the State. A mere sum of Rs. 15 crores has been allocated to this State, as against a total Plan outlay of Rs. 3850 crores. Out of 77,254 track Kms. in the country, Kerala has only 921 Kms. It is pertinent to note that not only are there no proposals for more tracks either by way of new tracks or of doubling of the tracks, but the funds allocated for the on-going projects are also negligibly poor, or they are substantially very low. For instance, we have the construction of the Guruvayoor-Trichur line. The total estimated cost is Rs. 17.4 crores, but only Rs. 2 crores have been provided by the Ministry. So also, for the Ernakulam Alleppey line which is a prestigious railway track in Kerala, only Rs. 7.87 crores have been allocated, as against a requirement of Rs. 11.83 crores. This line should have been completed by now, and the delay in timely completion of this project, I am sure, will result in unavoidable cost escalation.

I draw the kind attention of the hon. Minister to the fact that Kerala is the only State in the South which does not have even a single Railway undertaking or installation unit. Here, I would like to mention that in my State, there are more than 28 lakh educated youngsters who have registered their names in various employment exchanges. This unemployment problem in Kerala...

MR. CHAIRMAN : Mr. Minister, please listen to him.

SHRI MULLAPPALLY RAMACHANDRAN : I ask the Railway Minister to remember that Railways being the largest public utility service, they can do much in alleviating this burning problem, which the unemployed youth face there. So, this is my humble request .

MR. CHAIRMAN : That may not be done, but at least the Minister may kindly note this.

SHRI MULLAPPALLY RAMACHANDRAN : I again request that earnest

and sincere efforts must be made to set up some Railway factory in Kerala.

Ever since independence, the Malabar region in Kerala has been subjected to continuous neglect by the Railway Administration, whether it be in track renovation or passenger amenities or modernisation. It is relevant to note that the Malabar region of Kerala consists of six major and densely populated districts, out of the 14 districts of Kerala, with a substantial number of its working population working in Gulf countries, as also in metropolitan cities like Bombay, Calcutta, Madras and Delhi, and for that matter in every city of our country.

The railway track from Mangalore to Madras is one of the oldest railway tracks in India. I am sorry to say that there has never been any development on the track from Mangalore to Shoranur since the starting of the railway line. I would tell the hon. Minister that it has been the long-cherished dream of the people of this area to have a double line from Shoranur to Mangalore. Every time we make this proposal to the Ministry, the Ministry turns down the proposal saying that it is not economically feasible. I would like to ask the Deputy Minister of Railways just to tell me on what ground this particular line is found to be not economically feasible. From the point of view of passenger traffic, any statistics will go to show that this is one of the most profitable rail tracks in India. Along with a high rate of literacy, the passengers of Kerala have developed a passenger culture; and I would like to bring to the kind notice of the hon. Minister that ticketless passengers are comparatively less in my State.

The railways being the largest public utility services in the country, it has certain social obligations. It cannot think in terms of profit and loss alone. The requirements of the travelling public must stand uppermost in the minds of the planners. Every step must be taken to double the line.

We have a separate railway division at Palghat and the Minister should come forward to assess the progress made on the route



from Palghat to Mangalore compare the same with the developments made on the line from Palghat to Tamilnadu in the same division. This will reveal the extent of regional imbalances even within the same railway division.

I request the hon. Minister to take urgent steps to initiate work on the proposed Kuttippuram Guruvayur line.

The Konkan railway from Mangalore to Bombay has also been long pending and the construction work on the broad-gauge track between Mangalore and Udipi should be expedited in consonance with the recommendations of the National Transport Policy Committee.

The Tellicherry-Mysore line which will reduce the running distance between Delhi and Kerala by 400 and odd kms also requires urgent consideration. Since 1901 several surveys have been conducted by the railway on the feasibility of this line and I understand that financial constraints of the railway administration was the only impediment preventing the favourable consideration of this project. However serious and immediate attention of the hon. minister is drawn to this significant project.

Summer season is fast approaching and while introducing the Summer Specials the travel requirements of the passengers of north Kerala should receive the Ministry's special attention.

In Kerala, we normally have torrential rains for almost 4 to 6 months every year and it is a pity that dilapidated and leaking coaches are still in use in this region in large numbers. These coaches must be replaced at the earliest.

The Venad Express now running between Trivandrum and Shoranur should be extended upto Mangalore keeping in view the increasing number of passengers in this area.

I am happy to know that the Himasagar Express, which had been terminated by the Ministry, has been restored. I congratulate the Minister for taking such action.

Likewise the Ernakulam-Cannanore Executive Express which was a boon to the office travelling public of Malabar has been withdrawn and no alternative arrangements have been made. This train also should be restored without further delay. It caters to the needs of the Malabar area. The people of Malabar area, irrespective of political affiliation, are on an agitational path.

Sir, 15 years back in 1972, the then hon. Railway Minister, Shri T. A. Pai, had introduced a new train by name Jayanti-Janatha Express from Mangalore to Nizamuddin in commemoration of India's 25th anniversary of Independence. The decision to start this train was the consequence of the various representations and the persistent demands of the MPs from Kerala and Karnataka. Surprisingly this train has been renamed as Mangalore Express by the administration without taking into account the significance of the original name. But, unfortunately, the people sitting in the Railway Ministry do not know the significance of the name of the train and thus changed it to Mangala Express. To our surprise without any rhyme or reason this train has been terminated. It is my request that, whatever may be the reason put forward by the railway, we cannot understand why such a prestigious train had been terminated by the railway. I would like to bring to your kind notice that there was a lot of protest from the people of Malabar with regard to the withdrawal of the train. It will not be out of place here to mention that if any untoward incident leading to massive protests or agitation takes place in the Malabar region the callous and indifferent attitude of the railway administration alone will be responsible for such an unpleasant eventuality.

Once again, I support the railway budget and I request the hon. Minister to pay his kind attention to the suggestions made by me on the Floor of this House.

[*Translation*]

SHRI SANTOSH KUMAR SINGH (Azamgarh) : Hon. Chairman, Sir, I thank you for giving me an opportunity to speak on this Railway Budget. The Budget which has been presented by our Railway Minister

is proof of the fact that development, and progress would soon become watchword for Railways. Till now this department was with Scindia Sahib and it was his responsibility to strengthen it. But now our Prime Minister has entrusted this work to Shri Mahavirji too. I feel that these two personalities will work <sup>not only</sup> to strengthen and streamline the railway department. There is no doubt that railways play a vital role in the development and progress of a country. The railways is the backbone of the country's economy. If the system of railways is strong, the poor people are the greatest beneficiaries because it is they who travel most by railways.

The Department of Railways has set new records in various fields. Where on the one hand the Railways met the challenge of unprecedented drought, floods and other natural calamities successfully and ensured massive movement of essential commodities to the remote areas during those difficult days, it also reconstructed and renewed the affected railway lines immediately. It was a commendable work. Besides, many new trains have been announced, in spite of inadequate resources. A new record has also been set up with the announcement of high speed trains. This would be of great benefit to the people. In addition to this, many steps have been suggested to check train accidents which had become a common feature and took a number of lives every year due to small errors. These measures are commendable, whether they are in the form of installation of sophisticated safety devices at the control rooms between Mughalsarai and Delhi or effective radio links between the guard and the driver.

In the field of sports the players of the Railway department have excelled, the employees are working dedicatedly and the railway construction companies have done commendable work in earning foreign exchange. Though the increase in rail fares and freight announced by the hon. Minister is causing some difficulty and hardship to the people, but at the same time he has ensured that children, handicapped persons, youths, widows, people suffering from natural calamities and the brave are provided suitable concessions. This proves that the administration has a definite will to work for the welfare of such people. The

Government believes in "*Mansa Vacha Karmana*" It will always work for the betterment of such people. We fail to understand, as many of my colleagues have also pointed out, as to why the railway pass facility to freedom fighters has been withdrawn. Their sacrifices are great and this facility may be a small reward for it. Nobody knows how long they will live. They may live for 5 years or 10 years. Some may survive for a few yeas and others for a few days. We pray for their long life. Therefore, I urge that if railway passes are issued to them for entire life time instead of one year, it will not only be a great service to them but also a proof of our reverence for the freedom fighters and the freedom of this country. By paying attention to them we shall set a new example.

[English]

PROF. N.G. RANGA (Guntur) : They had not even extended it for one year. They are delaying it for the last one year.

[Translation]

SHRI SANTOSH KUMAR SINGH : I am saying the same thing that instead of one year, passes should be issued to them for life time. I feel that it will not only be welcomed by the Congress but also by the entire nation. I feel that you should, therefore, reconsider it.

It is true that unless the employees and the administrations does not work smoothly the Rail department or any other department cannot progress much. To encourage the employees, the provisions that have been made in the Budget, in respect of school, hospital, bonus or other facilities, are commendable. This will boost their morale and they will work for the welfare of the people whole-heartedly. It is true ... (Inter. uptions). I am happy that Shri Datta Samant has supported it. It is good that these people support good things. It seems that sometimes they also feel like supporting the right things. I respect their sentiments.

Where on the one hand, I have a word of appreciation for the Railways on the other, I will not hesitate to point out the difficulties. It is true that the resources

are inadequate. It is also true that natural calamities like drought and flood have played havoc with our economy and we are facing great difficulty in development. I think that the increase in fares of 1st class and AC will not affect the general public as much as the increase in II class fares. I feel that if it can be slightly reduced it would be of great benefit to the masses. I would, therefore, suggest to reconsider it.

I have carefully listened to all my colleagues. Some of them want a train, some others want a station in their constituency and still others want something else. I fail to understand what we should ask for. We do not even have the bare railway facilities. There are areas in our country which do not even have a railway line. The situation is very much like a household which has plenty to eat, and the family members think of different specialities, which may suit their tastes, but those who do not have anything to eat, how can they satisfy their hunger.

Mr. Speaker, Sir, I am of the firm opinion that the Deputy Minister Shri Mahavir Prasad, would bring to the notice of the Government and Shri Scindia the grievances of this area to the best of his abilities. I belong to Azamgarh I want to submit that the railway line from Azamgarh to Shahganj, and Maunath Bhanjan is narrow gauge and it was laid during the British rule. Many new lines have been laid since Independence and narrow gauge lines have been converted into broad gauge but it is unfortunate that this line is still narrow gauge. A train with 5-7 bogies attached to it does move on this line at the speed of a bullock-cart. You can see only 5 to 7 people travelling in this train. This train is so slow that neither can one reach in time nor can one catch the express train from the main station. Therefore, I feel that this example...*(Interruptions)*.. I am submitting this because we are helpless. Mr. Chairman, Sir, please give me two minutes more. I cannot understand one thing. Since 1985, I have witnessed 2-3 Budgets I have written letters many times in this regard and raised this matter many times but I am not able to understand this phenomenon.

I have raised this matter in writing during the Budget of 1985, 1986 and 1987 and I have received replies to all of them.

I am reminded of a story. There was a five year old boy who was seeking admission to a school. When the teacher asked him what was his age, he replied that he was five years old. He was admitted to the school. Several years later when the boy grew up and got employed, he met the aged teacher again. This time also he told his age was five years. When the teacher retired from the service his ex-student met him again. On being asked what was his age the boy said that his age was only five years. The teacher was surprised and asked his exstudent, as to how it was possible that even after 25 years he was of the same age *i.e.*, five years. The exstudent quipped that it was the word of a man and a man sticks to his words. How convenient it would have been for us if the Ministry of Railways were to stick to its words. Similarly, the Ministry of Railways makes excuses on account of paucity of funds and similar other reasons. When they have adequate resources they argue that there is not sufficient income from that line. But I would like to emphasise that development and resources are complementary to each other. There shall be no development without industry. Similarly, neither industrialisation nor development of an area can take place in the absence of railways or other means of transportation. I understand your problems which are generally created by the Planning Commission. But I don't agree that the expansion of railways is always decided by the Planning Commission. You would have also to keep in mind the requirements and difficulties of a particular region. The call of Shri Rajiv Gandhi for removing regional imbalance has also to be fulfilled. I am reminded of the days when Pandit Jawahar Lal Nehru was the leader of the House. He was told that the people of this region, which had contributed to the field of art, literature and politics and had made great sacrifices in the freedom movement had to sustain their life on the grains picked up from dung. Pandit Nehru was so much moved that tears rolled in his eyes on hearing this. *(Interruptions)*.

[English]

MR. CHAIRMAN : Please wind up.

[Translation]

SHRI SANTOSH KUMAR SINGH : I want to submit that until metre gauge line is converted into by broad gauge line, diesel engines should be provided for the movement of trains on the metre gauge line so that it could be linked to the broad gauge line. If this is done large number of passengers of this region, who travel to Bombay and Calcutta shall feel a little bit consoled and could hope for a broad gauge line in future.

[English]

MR. CHAIRMAN : Please wind up.

[Translation]

SHRI SANTOSH KUMAR SINGH : Now, I want to speak about Sahjanwa which is the constituency of hon. Deputy Minister of Railways. I belong to the district Azamgarh which falls in the Gorakhpur Commissionary. The hon. Deputy Minister also belongs to the same area. There is a railway line, which passes via Azamgarh upto Dohari Ghat. in the neighbourhood. Earlier a train used to run on this line...\*\*.

[English]

MR. CHAIRMAN : Please resume your seat. Whatever you say will not be recorded. Do not waste your energy, it will not be recorded. It is not being recorded.

SHRIMATI D.K. BHANDARI (Sikkim) : Sir, this Railway Budget of 1988-89, with all the proposed concessions for the recipients of the Republic Day National Bravery Award, teachers honoured with Republic Day National Award, outstanding sportspersons, industrial workers and widows of gallants who died in the service of the nation, in continuation of the earlier concessions given to the handicapped and

to the drought and flood affected people, is not a bad budget and deserves encomium at least in this respect. But there can be no doubt that the propose increase in the passenger fares and freights will hit hard the common man.

It is regrettable that in every budget, barring only two or three, the tendency of the Governmet is to pick the pocket of the common man in the name of resource mobilisation. Therefore, there is an urgent need for more financial discipline in the management of the Railways.

In his Budget Speech, the hon. Minister has talked about undertaking several improvements in the running of the trains and in providing amenities to the passengers. Therefore, I would like to draw the attention of the hon. Minister to some of the areas in which imprvment is keenly needed. Not much attention, I am afraid, has been paid to the North-Eastern region. I hope, t'e Railways do not presume that the people of this region do not need amenities or facilities. I would like to tell the hon. Deputy Minister, Shri Mahabir Prasad, that by saying so, I am not ecouraging any regionalism but 'am trying to put forth a bare fact. Take the case of new Jalpaiguri, which we call NJP also in short. It has become an important junction as it caters to the needs of the public of a large area, comprising not only of the whole of North Bengal and Sikkim, but also of Bhutan and the eastern part of Nepal, as hon. Ananda Pathak Ji also has stated in this House. Unfortunately, however, the location of this station is not at all convenient for the public. I would ltke to mention here that the facilities which are provided for the passengers here are far from satisfactory. Situated in almost an is blated place, it becomes very inconvenient for the people to go there during night time. So, to catch the night train, people have to reach there in the evening itself because the station road from Siliguri to NJP is not considered safe to travel by at night. Whatever limited accommodation is there at NJP station, becomes very crowded from one end to the other. So, anybody can imagine the plight of the passengers there. Whatever little accommodation they have, that is also very dirty.

\*\* . Not recorded.

I would suggest that Siliguri should be connected with broad gauge line as this place is the oldest railway station in this area and as the necessary infrastructure is also there to meet the demand of the growing passenger traffic.

Siliguri being the second largest city of West Bengal, is well-connected by roads and has good hotels where people can take rest in the night without any problem. Perhaps the hon. Minister knows that it is only a few kilometres away from NJP. Indeed, it was the only railway station for decades and still serves the metre gauge trains. It is sad that in this Budget also, there is no proposal to connect it with broad gauge trains. I hope, the hon. Minister will give careful thought to the suggestions of mine.

Railways are the arteries of the nation, but what about the States which are not connected by railways? Sikkim is one of the unfortunate States which is not connected by railways, and in the near future also there is no possibility because of the very difficult terrain of this State.

Sir, if I am correct, last year, during one of the meetings, I had requested the hon. Minister Shri Madhavrao Scindia, for timely allotment of railway wagons for the smooth movement of essential commodities and other materials that we need for our developmental projects at least to the nearest Railway head, that is, NJP. The hon. Minister was also kind enough to give assurance that he would look into it and our officers from Sikkim were in touch with the concerned Railway Officers for this purpose. But nothing has come forth so far in the matter of allotment of wagons and the Sikkim Government has to pay a considerable amount of public fund to the private carriers. After the merger of Sikkim in 1975 with Indian Union there has been considerable increase in passenger traffic and that is good for national integration, as the Deputy Minister told some time back in this House that national integration is the uppermost in their mind. So, keeping this in view, I would like to request that there should be reserved quota of seats and berths for the people of Sikkim who go and come to the State from other Railway Stations of other States. The Railways should open at least

one out-agency in each district of the States which are not connected by the Railways.

Sir, the proposed increase in the freight rate will increase the price of the commodities. It is good that some of the essential commodities have been exempted from the proposed increase, but still the common people will suffer because of the cumulative effect of the increase in the passenger and freight rates. There is no doubt that the Railway management or the administration had been trying to improve the quality of food served to the passengers. But still there is room for improvement in this regard. Much more attention should be given to the maintenance of the bogies.

Before concluding, I would like to suggest that the army personnel, as you know, are posted in the North-Eastern region and they comprise a considerable size of passengers in the trains. They should be provided with separate reserve compartments or bogies for their movement without creating any problem for the civilians in this region.

[*Translation*]

\*SHRI R. JEEVARATHNAM (Arakkonam) : Mr. Chairman, Sir, I rise to welcome the Railway budget for 1988-89.

The Railways which carried a load of 280 m. tonnes during 1985-86 carried an increased load of 300 m. tonnes during the next year. The increase of 20 m. tonnes in one year is really a tremendous achievement.

The Railways also played a significant and constructive role in carrying drinking water to every nook and corner of this country affected by drought. I congratulate the Railway Minister and Railway men for this yeoman service.

During this year, Railways have earned Rs. 8474 crores by carrying goods and passengers. During this year the Railways have, thus, earned a surplus profit of Rs. 69 crores. I appreciate the Railway department for their efficiency.

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\*The speech was originally delivered in Tamil.

Durring this year, 64 new trains have been introduced. The trains from Delhi to southern capitals *viz.* Bangolore, Hyderabad, Madras ad Trivandrum have started running daily. I welcome this.

I also welcome computerisation of reservation facilities. I also welcome the installation of Solar Power Train Actuated Accident Warning Devices to prevent accidents. These devices must be operated properly and accidents averted.

I also welcome the hike in the railwaymen wages as per the recommendations of the 4th Pay Commission which involved Rs. 600 crores.

During 1987-88, 42 days' bonus has been declared for railwaymen. This would further encourage railwaymen to attain greater heights.

Now let me submit some of my greivances for early redressal. Since I entered Parliament, I have been making one particular demand to the Railway Minister. He is not here now. The Deputy Minister is here. I hope he well listen to my demand. Many trains from Cochin, Trivandrum and Bangalore pass through Arakkonam to Delhi and Calcutta. If the Railway route is reorganised so as to make these trains to pass through Katpadi, Pathala, Tirupathi and Renigunta, the reorganised route would save nearly 80 Kms. This reorganisation of route would also help to conserve fuel on this count and also to add to the speed of the trains. Now these trains are taking a circuitous route. Till Tirupathi, these trains run on broad guage. Hon. Prof. Rangaji some decades back voiced the same demand. He also knows it. The Railway Miniztery made a survey for this. However, the survey was abruptly stopped. The intial cost of the project was estimated at Rs. 35 crores. Now, they say it is Rs. 50 crores. It is alright. Railways with huge profits can take up this project. This 40 crores or 50 crores is not a big amount.

The Temple Trust in Tirupathi is a big Temple Trust. The Temple Trust may also cooperate with the Railway Department in sparing funds for this project. The Railways may approach the Temple Trust. Even

the residents of the area are willing to cooperate with the Railway Administration in providing funds. These funds which are forthcoming from the Temple Trust and the Public may be utilised by the Railways and the work may either be undertaken by Railway Department or left to the Railway Construction Company, because the circuitous route is causing hardship. One has to go from Katpadi to Arakkonam, from there to Renikunta and then on to Vijayawada. In case the route is reorganised, in a straight line, Katpadi, Tirupathi, Renikunta, Gudur and Vijayawada can be connected.

Further, Sir, there is a passenger train from Arakkonam in the morning. It helps routine office-goers and industrial workers. But there is no train facility for these workers to return to Arakkonam in the evening.

Passengers from Arakkonam who wish to go to Coimbatore and Bangalore have to first alight at Katpadi and then proceed to Coimbatore and Bangalore. Since there are no trains in the evening time, the passengers face hardship. Therefore, a shuttle service from Arakkonam to Katpadi may be introduced. It should leave Arakkonam at 5.30 PM and reach Katpadi at 6.15 PM and leave Katpadi at 7.30 PM and reach Arakkonam at 8.30 PM. Hon. Minister may kindly look into this.

2 years before the Railway department passed an oder that only ITI qualified persons would be eligible fore Khalasi jobs. However, the department issued a a subsequent order providing exemption to certain categories of persons already in employment from the restrictions of the earlier order. The exemption order will expire in June this year. I request that the operation of the exemption order should be further extended in the interests of employees. Efforts must also be made to make the services of the Khalasis permanent before withdrawing the exemption order. This restriction can be applied to new recruits.

Arakkonam is an industrial city. An airport is there. A Naval Training Centre is also being established. Surveys have been conducted and land acquired for the

purpose. To help passengers from Bangalore, Villupuram, Madras and Kanchipuram, an overbridge may be constructed on the western side of Arakkonam Railway Station. It may not cost even Rs. 5 crores. It is a small amount. Railways have constructed giant overbridges all over the country. So it is not a great task for them to build an overbridge at Arakkonam Railway Station. These are small projects. I hope the Deputy Minister will consider my request.

There is an English medium school in Arokkonam. I request that it may be upgraded into a college.

The Cheren Express which was running from Madras to Coimbatore has been discontinued recently. That should be restored.

A new train must be introduced from Madras to Bangalore. The existing Bangalore Express leaves at 1.30 PM. From this time to 10.30 PM in night, there is no train which runs from Madras to Arakkonam. For 9 hours there is no train. This has caused many hardships. With the increase in industrial activities and population explosion, it is essential that a new train must be introduced. Since Independence, only one train, that is, Brindavan Express was introduced. I therefore urge upon the Minister to introduce new train in the evening from Madras to Bangalore. Even the Hon. Chairman knows that I have persistently made such a demand in the the meetings of Railway Consultative Committee.

The Railway Engineering Workshop was started in Arakkonam during the British period. It has already celebrated its centenary. Even if we want to keep it as a memorial, it requires renovation and expansion. This is modern age. We have successfully lunched surface to surface missile. With this mighty scientist force in our country, it will not take a long time to renovate the Engineering workshop. Railway wagons should be produced in the workshop. Even necessary equipments for the proposed Naval Training Centre may be produced there.

As I had already stated, the railway line connecting Cochin. Trivandrum and

Bangalore with Tirupati may be reorganised to avoid circuitous route. Even the Bangalore-Karnataka Express must be made to run through Tirupathi, Katpadi and Renigunta.

With these words, I conclude.

[*Translation*]

SHRI SHIV PRASAD SAHU (Ranchi) :  
Mr. Chairman, Sir, I whole-heartedly support the Railway Budget for 1988-89. I think that no amount of appreciation will suffice in this regard.

I would like to highlight in brief the achievements of Railway and extend a few suggestions. The record set by our railways in freight carriage has surpassed the achievements of the railways of many developed countries of the world. You have taken a highly praiseworthy step by not increasing the freight charges on essential commodities, foodgrains, fertilizers, salt, edible oil and fodder. Railways contribution to sports is commendable. There is no doubt that it is at the top in this field. Railway has given many players of international repute to the country like P.T. Usha and others. There are many girls working in Railway who belong to Ranchi and they have done extremely well in sports. But it is unfortunate that the money provided by railways to these girls for diet is meagre. Therefore, I would like the allocation of fund in respect of diet for good players to be increased.

17.00 hrs.

Special attention should be paid in this direction. Besides, I appreciate your efforts for giving fare concessions to freedom fighters and the national award winners. Computerized reservation system has been introduced in big cities like Delhi, Madras and Calcutta. I would like to request you to provide computerized reservation system at Ranchi—which is my constituency and Patna—the capital of Bihar.

Sir, my constituency is facing many problems regarding Railways. There has been a long standing demand for converting the metre gauge line between Ranchi and Lohardaga—which was laid during the

British time—into broad gauge line and extending it upto Tori. Survey has been conducted at least four times on this line and every time on the plea of being uneconomical it has been abandoned. The railway line passing through coal belt of Ranchi, Hazaribagh, Koderma, *via* Girdih has not been constructed yet in spite of the assurances given by late Shri Kedar Nath Pandey. Similarly, the proposed extension of Lohardaga line has been abandoned on the plea of being uneconomical although late Shri Lalit Narayan Mishra had promised it. It is tribal area. Sir, you may be aware that lakhs of people travel to Gorakhpur, Banaras, Faizabad and Punjab from here in search of employment. It is most unfortunate that there is object poverty in Lohardaga and other districts of Bihar. Two-three lakhs of people from these districts migrate to Punjab or other parts of the country leaving their villages deserted. There are a number of Bauxite mines in the area. The biggest Bauxite mine is owned by the Birlas. Birla's HINDALCO has proposed to set up an aluminium factory at the cost of Rs. 7 billion in Collaboration with the Government of Bihar at Lohardaga but now they are hesitating because there is no broad gauge railway line there. This is the reason why inspite of being rich in natural resources this region is poverty-stricken. Therefore, this being the freedom fighter's region, Sir, I request you to undertake the construction work of both these lines on priority basis.

There have been a lot of complaints regarding punctuality of trains. The trains run 7-8 hours behind scheduled causing great inconvenience to passengers. I would request you to pay attention to it. There are also complaints regarding loading. Due to mishandling during loading and unloading costly materials and glass materials are broken. When you charge freight, it becomes your responsibility to ensure that the goods are handled with care during loading and unloading. Therefore, special attention should be paid towards it.

I would now like to draw your attention to dacoities in trains. You should pay attention in this respect especially to Bihar and Uttar Pradesh. The Chota Nagpur Chamber of Commerce, had drawn the attention of the hon. Minister to a few

problems of the area. I would like to repeat them here. The business men of Hatia and the factory officers there have been constantly demanding that a diesel engine and atleast three coaches should be attached to Hatia express between Hatia and Muhi. You may be aware that only one coach has been added to it during the last 20 years while the traffic has increased three times.

I demand to attach two-tier air-conditioned sleeper coach to the 23up/24 down Hatia-Patna Express urgently. When I met the officers of Ministry of Railways in Rail Bhawan for it, they asked for three months time and assured me that it would be made regular soon but they have not kept their promise till now. I request the Minister of Railways to pay urgent attention in this direction. The speed of 801 up and 802 down should be increased and 2 tier Air Conditioned sleeper coach should be provided in it.

More bogies should be added in 89up and 90down Bakaro-Madras Express for the passengers travelling between Bakaro and Ranchi. At present only eight bogies from Bakaro and nine from Tata Nagar are attached to this train. You may be aware that the total population of Bakaro and Ranchi is much more than that of Tata Nagar. Two-Tier Air Conditioned Sleeper coach must therefore be provided from Ranchi in this train.

Bombay has become the industrial capital of the country. But this area does not have direct link with Bombay. I am confident that if direct rail link is provided for Bombay from this area it would not only be profitable but also beneficial.

One bogie is attached for Varanasi thrice a week. It should be run daily.

A large number of people travel from this area to Assam. At present there is no direct link between Assam and this area. I would, therefore, urge to take immediate action in this regard.

There is also need for a direct link between Ranchi and Puri. I have disclosed some requirements of our area. It



is my humble request to the hon. Minister that in view of the poverty of Nagpur and the vast tribal area, there is need to provide facilities to the people. The opposition parties are creating trouble not only in Punjab but also in these areas. Therefore, timely attention should be paid in this direction. I am thankful to you for giving me an opportunity to speak. It is beyond words to appreciate the progressive Railway Budget, that you have presented in the House.

DR. CHANDRA SHEKHAR TRIPATHI (Khalilabad): Mr. Chairman, Sir, I am very thankful to you for giving me an opportunity to speak on the Railway Budget. Undoubtedly, the budget presented by the Minister of State of the Ministry of Railways is unprecedented in the history of Railway Budget. The country and this august House is proud that the Indian Railway emerged as a world leader in freight capacity utilization, under the stewardship of Shri Scindia. It is an unparalleled achievement in the history of the country and that of Indian Railways. I offer my heartiest congratulations to Shri Scindia in this august House. Earlier the passengers, who travelled by trains were uncertain of reaching their destinations. I also congratulate the hon. Minister because there has been a sharp fall in the number of train accidents and it is all due to the efficiency, devotion and dedication to duty of railwaymen during his tenure. It is commendable. Shri Scindia has indicated in the Railway Budget, that Indian Railway met the challenge of unprecedented drought, successfully and ensured massive movement of essential commodities. There has been no complaint for any quarter. It is really a great achievement.

Besides appreciating the work, ability and efficiency of Shri Scindia I would also like to make a submission to him. It has been the intention of the Government and also of the Prime-Minister that the regional imbalance should be removed and the backward areas should be developed. There are some very important towns in Basti district, which have not developed because there is no railway line in the area. There is an old adage that when a person gets place to sit, he wants place to stretch

his legs. This means that when a person gets some thing, he aspires for more. There is a demand to convert all the metre gauge lines in the country into broad gauge. Besides, there is demand for double line at many places. Smaller stations want to be upgraded.

Many areas in our country are backward and neglected. Proper attention should therefore be paid towards them. I think, these areas are backward because of paucity of funds. You will have to provide necessary facilities so that the people do not have to face problems.

Now, I want to say something about my constituency—Basti. There is no need to relate the history and background of this area. You may be well aware of it. Historians have proved that Gautam Buddha—the messiah of truth and non-violence, was born here. His birth place is in our Basti district. Similarly, Maghar, which also falls in my constituency Khalilabad is the place where Sant Kabir—who was the symbol of Hindu-Muslim Unity—attained 'Nirvana'.

There has been a long standing demand, since 1962, to construct a railway line from Sahjanwa to Utraula. Weaving trade is carried on a large scale here. Because there is no railway line, in the area, the production of cloth becomes a costly affair. Lakhs of weavers are on the verge of starvation there. So it is my humble request to link this area with a railway line.

Bakhera is the major centre manufacturing brass and copper wares in the country. As there is no railway line in the area, the transportation of its raw material by trucks proves to be costly. Similarly, there is a place known as *Bansi*. Rock salt and rice is found in abundance in this area. But development is not taking place because there is no railway line here. What I mean to say is that on the one hand, there are areas where fast development is taking place through modernisation and introduction of new technology whereas there are areas which are lagging behind in development in spite of the—availability of raw material and infrastructure, only because there is no railway

line in the area. One wonders why it is so. In the light of this, it is essential to construct a railway line here.

I would once again urge the Government that a railway line should be constructed from Sahjanwa to Utrauli via Balrampur in order to enable a number of towns on this route to move in the direction of progress and development.

We are glad that Railways has earned a profit of Rs. 101.99 crores. This has been possible because of your efficiency. To meet the paucity of funds not only second class fares have been increased but also fares of airconditioned coaches has also been increased. Hundred of acres of surplus railway land has been given on lease. This yeilds very little reveau. A through survey of the said land should be conducted and it should be given to those people on lease, who can provide crores of rupees to the Railway Department by way of lease amount.

Similarly, recoveries amounting to crores of rupees is outstanding from shopes and stalls which have been hired out. There recoveries should be immediately made as it would yeild good income. As I do not have the concerned figures I would like you to pay special attention towards it. I do not know whether the claim cases in respect of lost property have increased or gone down. As far as I know, the Railways has given Rs. 600 hundred crores as compensation for loss of luggage and breakage so far. Responsibility should be fixed for loss of goods. Workers and officials should be asked to pay for the goods lost or stolen due to their negligence. My demand is that the Railways should not make the payment on its own and thereby impose taxes on the 76 crore people of India.

In this connection, I would like to draw your attention to the meals provided by the Railways. Some other hon. Members have also expressed their views on it. I want to bring to your notice an incident which took place at New Delhi, about 6-7 months back. We weighed the meal packets provided on the Vaishali Express. These packets, supplied by the Railway Base Kitchen Delhi, were 400 grams in weight

against the stipulated 505 grams. We weighed several packets in the moving train and I even made a complaint in this regard. The food was of poor quality, uncooked, stale and short by 105 grams. The meal packets were weighed in the presence of the Railway Superintendent and the Canteen Manager. These Officials have countersigned my complaint against the Railway Base Kitchen Delhi. Those who are preparing underweight meal packets in the kitchen and are duping the common people of crores of rupees should be brought to book and severely punished. The Railways cannot afford to be complacent in such matters.

I want to put forward another request. The Railways are playing an important role in every field be it sports, provision of medical facilities or afforestation programmes. I want to express my appreciation for the progress made by the Railways in the provision of health facilities. A Budget for the Railways—which is the biggest public sector unit and employs lakhs of workers—is presented separately in Parliament keeping in view its wide-ranging activities. The Indian Railways have established hospitals to ensure best medical aid to its several lakh employees. Previously, these hospitals were ill-equipped to treat accident cases involving head injuries or brain haemorrhage. Last year, I had requested for CAT-scanner facility at these hospitals. I want to congratulate the hon. Railway Minister because he did not merely give an assurances but went ahead and got the equipment installed. I want to elaborate on this. CAT-Scanners must be installed in every major Railway hospital.

17.18. hrs.

[MR. DEPUTY SPEAKER *in the Chair*]

The welfare of lakhs of people and their families is linked to their being in the best of health. New technology is being introduced in every sphere of life including the medical field. Anew machine called the Lithotripter has been introduced, in the field of medicine. It can dissolve kidney-stones without resorting to surgery or administering anaesthesia. Such machines should be introduced, either step-wise or phase-wise, in every Railways hopitat for

providing better treatment to Railways employees and their families.

The Railways have done India proud in the field of sports. Incentives have been given to Railway Sports persons. I would suggest that similar incentives should be given to those Railway employees and their families who have fulfilled the 'one-child' norm under the National Family Planning Scheme. To encourage them the Railway Board should formulate a separate scheme in this regard.

Although I have spoken to the concerned officials in this regard and have also brought it to the notice of the hon. Railway Minister, but I would like to repeat it here in this august House that the platforms at Khalilabad railway station have not been raised as yet. The low level of the platforms makes it difficult for old, infirm and women to board trains. The platforms at Khalilabad railway station should be raised and those platforms which are without sheds should be covered. Some platforms have sheds but their span is so small that half the train remains uncovered. These sheds should be extended. The Railways own plenty of land in the vicinity of the Khalilabad railway station. A children's park should be developed for the children of railway employees. Many passengers travel ticketless on the roof of the Avadh-Assam Express, while thousands who buy tickets are stranded. This train cannot carry the load of passengers on this route. Avadh-Assam Express, running four times a week, should be converted to a daily service. Under the National Rural Employment Programme (N.R.E.P.) a road was laid between Chureb and Munderwa railway stations. In the absence of gates at the railway crossing the villagers are unable to use this road. Kindly make arrangements to install gates at that railway crossing...

*(Interruptions)*

The Railway have provided a number of facilities to the people who travel by it. There is a demand to extend the railway Passes of freedom fighters. But I feel that the same facility should also be given to poets and writers who have won national and international awards.

Further, I feel that the 6% increase in freight charges will affect the common man of our country, whether rich or poor I, therefore, request you to cut down the increase in freight rates to 3%. With these words, I support the Railway Budget.

*[English]*

**SHRI UTTAM RATHOD (Hingoli) :**  
Mr. Deputy Speaker, Sir, I have been waiting here for the last three days just to speak for five minutes.

Sir, on the birthday of our Railway Minister, we all congratulate him and wish him a very long life in the service of our nation. I congratulate him for instilling a feeling of dedication and belonging among the employees of railways resulting in the increase of efficiency which has done well not only to the nation but also to the railways itself.

The other day, Mr. Reddi of TDP said that when you ask the hon. Minister something, he has a very innocent smile. That completely disarms you. I do agree with him. He has really a very innocent smile. Not only that, he conducts himself with no airs about himself. Who does not agree that he is the most unassuming Minister? But I don't know what happens to him when he deals with allocation of funds. I think he assumes all the powers because he has been groomed to rule. But he acts with partiality while allocating funds. I want him to be impartial.

I do not know why Guna-Etawah line was allocated Rs. 11 crores. On the other hand, the Manmand-Aurangabad section was given only Rs. 5 crores for conversion which has been going on for the last one decade. Is there anything like physical achievement? If it is so, it should be indicated to us. It is only the expenditure you show but not the physical targets which have been achieved. When we speak about the zero-base budget, we should give the physical achievements.

Let me complement the Minister for a long-standing demand of the people of Marathwada who used to travel on Purna-Hingoli-Khandwa section. They had to pay

33 paise more per rupee. Shri Scindiaji has brought it down to Re. 1. It was earlier chargeable on the actual mileage.

When most of us asked for telephone at a small railway station which caters to the needs of 10-15 villages—some of them may be having small auto exchanges—he said that this is uneconomical and, therefore, cannot be installed. When I ask for a platform shade, he writes to me that the passenger traffic does not justify it. However, for beautifying the station, some plants or shady trees can be planted. I hope he does not want shady trees for the passengers to take shelter. Is it not a very shady answer? For heaven's sake, do not displease people for small things. These are the things which will cost only Rs. 50000 to Rs. 60000. Why cannot you do it? This will satisfy the small people. Small people have small expectations and big people have big expectations. So, we do not want big things.

I thank him for Pimpalkhuti-Adilabad section where the progress is well and I want it to be completed soon so that Adilabad will be well connected with the coal belt in Chandrapur and we can carry coal right up to Purli on one side and Manmad on the other side.

About the platform ticket. I will say that these bonafide passengers find it very difficult and at least I am prepared to support him on this issue. Recently, the hon. Minister made a statement about the meter gauge. Let me tell him that his statement has been either misrepresented or mis-quoted but it has created doubts in the minds of the people whoever is asking for the conversion of meter gauge into the broad gauge section. There is a joke going around in Marathwada. People should invite the hon. Minister and let him erect a monument where it will be inscribed "This monument is erected to perpetuate the memory of the promise given by the late Prime Minister and the foundation stone laid by Mr. Madhu Dandavate (by keeping the work in progress) for decades together," Is it good? If it is not good, you must give them equal share as you have done for Guna-Itawa and other sections. You have decided to undertake the Beed-Ahmednagar

railway line. Please extend the survey up to Kalyan as this is a century old demand. You have completed Darwha-Bhokar broad gauge section. Please be prepared to make some substantial provisions for construction for we may have to go in for elections and this will strengthen our hands.

About the conversion of Purna-Mudkhed-Adilabad section, the total grant is Rs. 1000. Is it just to keep the work alive and not to do anything for the people?

Why can't you do it as for the coal transportation this line will be much helpful? Why can't you convert this line as we have done in other sections? I say that there is a great demand that Agartala should be connected by railway. Recently, our Prime Minister also assured the people that this line will be taken up. I pray that this promise of our Prime Minister will not be forgotten as the promise that was given by Late Smt. Indira Gandhi in 1972 to the people of Marathwada.

[Translation]

SHRI NĪHAL SINGH JAIN (Agra):  
Mr. Deputy-Speaker Sir, I am grateful to you for giving me an opportunity to express my views.

Keeping in view the developmental plans of the Indian railways the hon. Railway Minister has presented a balanced Railway Budget for the year 1988-89. I support it and congratulate him for this effort.

The remarkable performance of the Railways in respect of growth in freight movement, flow of essential supplies to drought affected areas, rapid normalisation of disrupted rail services in the East and North East due to floods, rise in passenger movement, introduction of new train services and use of sophisticated safety devices is indeed commendable.

Sir, the proposal to hike II-class fares and platform ticket charges will mainly affect the lower and middle class people. I, therefore, request the hon. Railway Minister to reconsider these proposals and provide some relief.

The hon. Railway Minister has announced the construction of new passenger terminals at Kurla and Bandra in Bombay and at Shalimar in Calcutta. Similarly, better amenities will be provided at Hazrat Nizamuddin and New Delhi terminals. This is a step in the right direction. In this connection I would like to submit that the pressure on the passenger terminals in New Delhi which is the capital of the country is more than its capacity. Therefore, there is need to decentralise these terminals to ensure better facilities to passengers. In order to lessen the load on the terminals in Delhi area I would request that a central terminal station be established at Agra. This will help the passengers to a great extent.

The passengers coming from South and wanting to go to Rajasthan have to first come to Delhi and then proceed to their destination. If a terminal station is set up at Agra passengers will not have to go upto Delhi. They can proceed to Rajasthan from Agra. Similarly, passengers coming from the East can be diverted via Tundla to reach Agra and from Agra they can proceed to Rajasthan. These passengers also need not touch Delhi. All this would help in reducing pressure on Delhi.

Agra's unique geographical location makes it an important place. It can become an important railway terminal because the metre gauge routes on the Western Railway and broad gauge routes of North Eastern Railway cross this city. Many trains of the Central Railway pass through this station. The Railways own plenty of land in that area. Encroachment on this land is on the increase. I, request the hon. Railway Minister to get a survey of this area conducted and in case he finds it suitable he should announce setting up of a terminal at Agra as soon as possible. This will definitely help in reducing pressure on Delhi. This is my suggestion.

Mr. Minister, this Budget does not say any thing about the contribution of Railways to the development of tourism. Some attention needs to be paid in this direction. Agra is an important city on the tourist map of India. Over 10 lakh foreign tourists visit the Taj Mahal and other historical monuments around this city every year.

Millions of domestic tourist also visit the city. But they have to face great hardships in the absence of adequate facilities. I therefore, request that trains coming from South should be stopped at Agra so that the passengers can visit the tourist spots in the city and then come to Delhi if they want. The hon. Member from Andhra Pradesh has also requested that the Andhra Express must be terminated at Agra. Similarly, there is a need to terminated other trains also at Agra.

It is essential to provide more facilities for the development of tourism and I want to make a few submissions in this regard. The Toofan Express goes eastwards via Agra and the next station on this line is Tundla. Earlier, great importance was attached to this station and all trains coming from the East and going to Rajasthan or Agra would halt here. It is most unfortunate that now the Railways has completely neglected the station and is indifferent to the demands of the area. Neither the supper fast trains stop here nor is there any reservation quota for this station. Therefore, I want to submit that most of the trains should stop here and reservation quota should also be provided. Nilanchal Express halts at Tundla when it goes via Allahabad thrice a week, but when it goes via Lucknow, it does not stop here. I cannot understand the logic behind such an arrangement. Besides, I also want to submit that Gomati Express halts at Aligarh and Etawah but not at Tundla which is causing great inconvenience to the people going to Lucknow. It is necessary to pay attention in this direction as well.

Mr. Deputy Speaker, Sir, our High Court is in Allahabad and people have to go there in connection with various cases. The Upper India Express which used to go via Allahabad had a bogie for Agra but since this train was withdrawn, we were deprived of this facility. Hence, it is very essential to attach a bogie for Allahabad with a train which leaves in the evening. Similarly, there is a long standing demand for attaching an air-conditioned coach to Avadh-Express plying between Gorakhpur and Ratlam. This facility has been provided between Lucknow and Gorakhpur which is a day journey, but I want to request that this facility should be provided

upto Ratlam. Alongwith it, there is also a need for attaching a reserved II class bogie to this train.

Similarly, there is long standing demand for attaching Airconditioned coaches to Ajmer and Ahmedabad bound trains which ply on metre gauge. This must be met immediately. The Kathgodam bound trains should also have the same facility.

Finally, I want to submit to the hon. Minister that there is a proposal for opening a container depot at Tughlakabad station. I want to submit that leather goods worth Rs. 600 crores and carpets, marble and other items worth about Rs. 1000 crores are exported from Agra. In view of this fact, the above mentioned proposal needs to be reviewed. I would urge the Government to set up this depot at Agra.

Similarly, the electrification work on the Bayana-Tundla line is progressing very slowly and it is essential to accelerate it. The people of Agra have been demanding for a long time that Utkal Express and Jhelum Express should stop at Raja-ki-Mandi station in Agra. The hon. Minister should pay attention in this direction. I also demand that the railway pass facility to the freedom fighters should be extended.

I am grateful to you for giving me an opportunity to speak.

**SHRI DAL CHANDER JAIN** (Damoh): Mr. Deputy Speaker, Sir, many more suggestions have yet to come. hence the time should be extended.

**THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA)**: Suggestions for improvement should be allowed as only then improvement can take place. If the hon. Members want to make their submissions, I have no objection.

[*English*]

**MR. DEPUTY SPEAKER**. We will decide at 5.50 P.M.

[*Translation*]

**SHRI ARVIND NETAM (Kanker)**: Mr. Deputy Speaker, Sir, If we analyse

the progress made during the last two or three years, we will find that this year has been a year of achievement. It has become possible only because of the dedication of the hon. Minister, Shri Scindia, the Railway Board and the employees of the Railways. The close coordination between them is also commendable. During the course of his Budget speech Shri Scindia stated that there has been a marked increase in the goods traffic and the passengers traffic. Similarly, in terms of tonnage, there has been a considerable increase per wagon, per kilometre and per day. In spite of resource constraints, the achievements of the Railway has been remarkable and the hon. Minister deserves to be congratulated for it. I appreciate the freight concessions on essential commodities. It is a good step indeed. The fare concessions to brave children, teachers, the recipients of Arjun award and 'Shram' award are welcome. This will encourage the people engaged in these fields. There has been considerable improvement in the quality of food and catering service in the Railways during the last 2 or 3 years.

This has never happened before in the history of the Railways. The efforts being made by the hon. Minister in connection with Railway safety will bring about considerable improvement.

The Dalli-Rajhara-Beladila line in my area, will be an important line not only from the point of view of travelling but also from that of the national economy. Beladila has Asia's largest iron ore deposits and a Steel Plant is located there. Besides, it is also essential to connect this areas from the passenger point of view. The Steel Plant at Bhillai gets its iron ore supply from Dalli-Rajhara. This deposit will not last very long. It will last for another ten-fifteen years. In order to meet future requirements Dalli-Rajhara should be connected to Beladila. It is good that the hon. Minister is making efforts in this regard. The Raipur-Dhamtari narrow gauge line should be converted into a broad gauge line and Dhamtari should be connected further. There should be a circular train for Raipur and Durg districts.

All the South bound Superfast trains from Delhi go via Nagpur or Bhopal. One

or two such trains should go *via* Katni, Bilaspur, Raipur and Waltaire, as well. Our colleague from Orissa Shri Pattnaik has also raised this point. The trains bound for Andhra Pradesh, Orissa and Tamil Nadu can go *via* these areas. A train should also be introduced between Chattisgarh and Gwalior. Headquarters of several departments are located at Chattisgarh. A train should be introduced between Raipur and Gwalior *via* Bilaspur. It may be called Madhya Pradesh Express which would connect one end of the State to the other. You have made efforts to economise on fuel, petrol, diesel and electricity in the Railways. This is indeed commendable and will have a positive effect on the Railways. As the hon. Minister is himself a sports lover, he has encouraged sports in the Railways and I think no other department has contributed as much to the field of sports as the Railways. In this connection, I have a suggestion to make. In the absence of any special scheme in this regard the juniors are not getting desired encouragement. No Public Sector Undertaking or any other Government Department has such special scheme which could encourage the juniors. The hon. Minister has his own schools. I would, therefore, suggest that the Railways, should have some sports schools on that pattern. I congratulate him for organising World Railway Sports. He has stated in his Budget speech that Railways won 16 national titles. Besides 3 Arjun Award winners are from Railways. This is a great achievement indeed. I want that we should catch young boys and train them in sports under your leadership by providing scholarships and setting up sports schools for them. You can do a lot in this field. I cannot see a single organisation in this country which encourages sports. The achievements made by your Ministry in athletics and field events are laudable. Except the Tatas and Railways there is no one in this field. Athletics is such an event that if children have some talent they can be trained in it and go far ahead. Ace-runner P.T. Usha belongs to the Railways. Although the credit goes to her coach Shri Nambiar but credit also goes to the Railways to a large extent, You can make plenty of contribution in this field,

With these words I support the Railway Budget.

*(English)*

SHRI WANGPHA LOWANG (Arunachal East): Mr. Deputy Speaker, Sir: I thank you very much for giving me the opportunity to participate in the discussion. I rise here to support the Railway Budget for 1988-89 presented by the hon. Railway Minister.

The Railways' performance during the current year and the last year were good. In the freight performance, the annual target was surpassed, and in the financial performance also, we have seen that there is a surplus of about Rs. 69 crores in 1987, and I must congratulate the Railway Minister and his officers and other employees for this.

Of course, there are some increases in freight charges and passenger fares, but I think those were essential and required for resource mobilization, as well as for meeting increases in salary, allowances and also the unprecedented drought and flood which we had experienced last year.

Besides that, it is a welcome step that exemption has been given from increase in freight charges for certain commodities like foodgrains pulses, fertilizer and salt. This will prevent increase in cost of these essential commodities. In the Railway Budget, certain concessions have been given also to passengers who have been given national awards. It is a welcome step. But I hope this increase in passenger fare will justify the comforts and conveniences of the passengers.

I have travelled in a few railways in the South and of course by Rajdhani Express from Delhi to Calcutta and I have found these trains are better. But, somehow, in the north eastern railway, it is not so. I have a personal experience of travelling in the north eastern railway. Only a few months back, I travelled and I found that there was no water in the train and the light was also dim. I am sorry to mention that particularly in some places in Bihar; it was a horrible journey. Even when I was travelling in the first class I found that there were some local passengers who knocked at the door and

the window. I think it is due to lacks of coordination at a certain level. Cut I hope this will be improved. After all, those who are travelling for a long distance for two or three days, if they do not get proper food and proper sleep and if they are harassed in the train, they really feel very bad. It was harrowing experience. I hope this will be improved and for that matter I suggest long-distance trains should have very minimum stoppages; at the same time, there should be a frequent movement of local trains so that the local passengers can be accommodated in the local trains and the passengers travelling in the long-distance trains are not harassed.

The communication system in the north eastern part remains totally cut off for a certain period. So, you have to pay adequate attention to improve the railways in the north eastern part because this railway caters not only seven north eastern States but also it passes through West Bengal, Bihar and U.P. This is one of the very important railways and I hope proper attention will be given to improve it. We have seen that the north eastern part of our country is sometimes very much neglected in the sense mainly due to lack of communication particularly the railway. Therefore, we have seen even the prices in the north eastern States are comparatively high. Unless the railway communication is improved this difference in prices in the north eastern States and other parts of the country will remain and there will be no balanced economic development; that is why this railway is very important.

Last year, our Prime Minister had inaugurated a bridge over the Brahmaputra at Silghat and I must once again congratulate the Railway Department that I am told—it has come up much ahead of time.

Then there is another very important place where a bridge is required and that is Dibrugarh.

This is very important, that at Dibrugarh on the river Brahmaputra there should be another bridge. That will serve not only the upper parts of Assam, but also Arunachal Pradesh because there is a

heavy movement of traffic, crossing the ferry from Dibrugarh across Brahmaputra. We know that in the North-Eastern States there is also a heavy movement of military personnel and all this will be better served if another bridge is constructed over the Brahmaputra. I do not expect that it will come up in one or two years but unless we do something now, unless we start some sort of preliminary work and survey now it will not come up at all. So, my request is that a study or a survey should be started for the construction of another bridge over the river Brahmaputra at Dibrugarh.

SHRI SRIBALLAV PANIGRAHI (Deogarh) : Mr. Deputy-Speaker, I thank you for giving me the opportunity to speak on this Railway Budget. The very fact that we have a budget for railways separately indicates the importance and the significance we attach to the Railways. In fact, the Railways play a very vital role in the economic development, in the agricultural development, in the industrial development of our nation, as well as in strengthening the much needed national solidarity and integrity of the country.

I would like to congratulate the young and dynamic Railway Minister, Mr. Scindia for working very hard with sincerity, with seriousness to put back the Railways on the right track over the years. In fact, the last two or three years have been or this period has been a saga of success for the railways. I would like to congratulate particularly because the last year the freight movement has been spectacular. The target has been exceeded. Not only has the performance of the Railway sports been good, but also the performance of the Indian Railways has been quite laudable and in fact in the international sport also it has enhanced our prestige by bagging gold medals. Besides, the contribution of the Indian Railways to the general revenues has increased and it has also strengthened our national economy.

Again, there are some good features, welcome features in this year's Budget. For example this setting up of a Directorate of Passenger Amenities is good. It is very



much needed. Passenger amenities should not be brushed aside as a simple matter.

Several concessions for recipients of awards for their distinguished services have been announced. Earlier it used to be there only for personnel of the Defence Services, and it is good that it is being extended to people of other areas also. Because, after all in areas of literature and art, everywhere there are distinguished people. They also deserve these concessions.

15 08. hrs.

Sir, the Railway Minister himself in his speech has said that in the ensuing year, our plan allocation is Rs. 3,850 crores and commensurate targets have been fixed. A clear emphasis will have to be made on the rehabilitation and modernisation programme, on which alone seventy per cent of the total annual plan outlay is being spent. This year's plan allocation is about Rs. 550 crores more over the last year. What I want to say is that, with the depreciation, with the inflation, with the money value going down, this increase is not adequate to meet the increasing demand. By the turn of this century, *i.e.* by 2000 A.D. the present traffic rate both passenger and goods traffic will be almost doubled and that way there will be a long road ahead for the Railways to cover in modernisation, in the field of track renewals, in the field of expansion and putting up new lines. Otherwise, there will be a big gap. As you know, our population by 2000 A.D. will touch one hundred crores. Therefore, the Planning Commission should realise this and allot more funds to the Railways for all these works.

While complimenting the Railway Ministry, I would like to submit that there is much scope for improvement in respect of punctuality, cleanliness, catering services and the train timing. The train running time has been put in such a way that it is flexible. Further, the timings could be controlled and reduced. In fact, some people in charge of control do not apply their mind to this aspect and further they give preference in many cases—unless it is super fast—to goods train over the passenger trains. The passengers' time is quite valuable. Therefore it should be reverse.

The ticketless travelling has to be checked.

Sir, it is a sweet Budget with an element of bitterness. They are going to mop up more than Rs. 600 crores by way of revision in freight rates and passenger fares. Sir, judging the difficult situation of this year, it seems they had no other option and in fact they had done it with reluctance. I request that if the second class ordinary passenger fare is left out of this increase, it will be better.

Regarding platform ticket, I feel that the increase is not justified. Those who are going to the station to receive or see off their relatives and friends are over burdened.

Now, I will come to the demands of Orissa which is the heart and soul of South Eastern Railway. I am constrained to observe that Orissa continues to be neglected. Out of the total route kilo metres of 61,813, Orissa accounts for only 1982 kilo metres. This is quite low considering the size and significance of a major State like Orissa.

There should be a South Eastern Railway zonal Branch office in Orissa and in all fairness Orissa should be the headquarters of South Eastern Railway.

There is no railway line along its heart. If Sambalpur-Talcher line is completed, then it will serve the purpose. The progress of the line is very slow and poor. Against the estimate of Rs. one hundred crores only Rs. 12.5 crores have been spent so far and in this year's Budget, there is a provision of Rs. 5 crores only. Our hon. Prime Minister had laid the foundation stone of this line and set the target for completion by 1990. Sambalpur is a new division. But Jharsuguda, Brajarnagar and Rourkela have been left out of this division. Without these places, it is meaningless to have the division there. All these areas of Orissa along the Howrah-Bombay railway line should be brought under this division with necessary administrative and technical arrangements and with control office and area office at Jharsuguda.

There should be a fast train between western Orissa and Delhi. Otherwise, at

least erstwhile Kalinga Express should be revived with an Allahabad bogie attached to it,

Sambalpur-Bhubaneswer new Express should be extended upto Jharsuguda. And the Link Express between Walfair and Raipur need not be discontinued. There should be a passenger halt at Goudpanpali between Dhutra and Bagdih stations on Howrah Bombay railway line. A pantry car in Ahemdabed Express should be attached. An AC II tier bogie and a pantry car should be attached to Bokaro Madras Express,

Complaints made are not being complied and attended to. There should be some provision of shower bath in the ordinary second class compartments. Drinking water facility has to be ensured to passengers both in the train as well as at the stations.

The general condition at platforms and stations in Orissa is awful. And reservation in different trains is quite inadequate. I request the Railway Minister to pay a visit to Orissa, see the things for himself and take necessary steps for redressal of the problems of Orissa.

I whole-heartedly support the Railway Budget. I wish the Minister well. The Planning Commission should allot more money to meet the challenging situation ahead of the Ministry.

**SHRI K.S. RAO (Machilipatnam):** I sincerely congratulate the Minister for Railways for improving the efficiency.

When I go into the details of the statistics I find that the internal generation of resources in the Railway Ministry have gone up from 25% to 65% in the current year, which is really a good indication. In fact, I have been arguing with the Finance Ministry and also the Government right from the time I entered Parliament, that certain Ministries like Railways, Communications, Energy, Coal, Industry, Housing and Urban Development should not aspire or expect any budgetary support. When the Minister of Railways is heading the entire organisation of railways with an investment of Rs. 70,000 crores at the present value, it will be pathetic for any Railway Minister

to look at the budgetary support. Here I congratulate the Railway Minister that at least he has come to a stage of providing 65% from his internal resources.

What we see in real life is that when the Government proposes a small raise in the fares or price of any commodity, invariably the traders take advantage of that and raise the prices manifold. Here the Minister should have avoided this increase. For mopping up Rs. 632 crores, he should have concentrated a little more in increasing the revenues by plugging the leakages in revenue and also in reducing the expenditure either on works or on staff, or by increasing the checks on the works. Apart from this, I found that out of the General Revenues of more than Rs. 736 crores, they have taken only about Rs. 120 crores as loan and passed on the rest to the Government. That means they have passed on Rs. 600 crores. By not passing on these Rs. 600 crores they could have avoided raising the railway fares and freights. When the Railway Minister could take the credit for not increasing the fares in 1887-88 and for limiting it only to Rs. 76 crores in 1986-87, I wish he could have taken the credit by not increasing the fares and freights in this budget also. When Rs. nine thousand and add crores is the revenue, a little more stringency in plugging the loopholes, even to the extent of ten per cent, would have saved Rs. 900 crores. Anyway, I wish the Minister to go into these details and plug the loopholes, increase the revenue and not increase the fares any more, at least in the coming budget. This will not only help the Railways, but will also check the price rise.

Out of the budgetary support of Rs. 3,850 crores, Rs. 1,390 crores is from the non-Revenue, apart from Rs. 800 crores which is taken from Finance. I suggest to the Ministries not to look at the budget and if necessary, raise the resources by taking money from people by way of bonds. He has set a pace for other Ministries also, and I wish the Communications Minister, the Industry Minister, the Housing Minister, the Energy Minister, the Coal Minister and the Steel Minister also to come forward with the same proposals.

There is nothing difficult in this, I am sure. Over a period, these Ministries will not ask even for a pie from the budgetary support. Only by doing this, we can sort out many of these budgetary resources problems.

When it comes to Andhra Pradesh, by and large, the people of Andhra Pradesh are of the opinion that they are being neglected. The statistics also reveal this. In many cases it is shameful rather than the project like Bibinagar-Nadikudi, which was started ten years back, could not be completed even today. What is the sanctity in our speaking in Parliament time and again that we will concentrate on the projects which are in hand? The distribution of resource on various projects, without getting any dividends by not completing them for long, is causing havoc. When we have realised this, then let us concentrate on these projects, no matter whether they are in Andhra Pradesh or in some other State of the country. Complete the projects and ensure that the returns go to the people only. Whether it is Andhra or whether it is some other State, we are all one. So, I request the hon. Railway Minister to set a pace in regard to the completion of the on-going projects. Particularly, with regard to this Bibinagar-Nadikudi project, he has promised that he will complete it within this year. We are happy about it.

Similarly, they have completed the lines from Jaggriapet Town to Jaggriapet, and from Vishnupur to Nadikudi. But they are very small projects. I understand there was a demand from the Government of Andhra Pradesh for taking up the circular railway line in Hyderabad. The suggestion is very reasonable also. The State Government is prepared to pay 25 per cent of the expenditure, the Urban Development Ministry has to share 25%, and the rest of it is to come by way of loan. It is going to benefit 50 lakhs commuters. It is in the interest of the Government, it is in the interest of the nation, it is not in the interest of the State alone. So, I wish the Railway Ministry to look into these matters, take up these projects and help Andhra Pradesh.

Sir no mention has been made about the component of foreign exchange involved in purchasing the wagons, coaches and railway engines. I do not find any reason why the Government of India or the Ministry of Railways should resort to importing some of these things when there is ample opportunity and technology available in the country to manufacture them. All that they require perhaps is to raise the resources by way of bonds and the people are prepared to contribute. Let them create employment for the people and generate more wealth, manufacture these things and not pledge the country to other foreign countries by way of loans. This is going to be a big burden. I am happy he has mentioned that backlog in the track modernisation will be completed by 1995. With a little more concentration. I am sure it can be reduced by 3 years or so. Similar is the case with wagons and railway electrification. Sir, they have almost completed electrification between Vijayawada and Kazipet and if a small stretch of electrification of railway track is done between Kazipet and Hyderabad, it will help the people residing in various villages and towns in and around Hyderabad and the people need not run to Hyderabad and increase the burden on the city. It will also help Government's intention to reduce urbanisation and improve the suburbs. This is one of the methods of doing it.

Sir, there are a lot of proposals like creation of Directorate of Passenger Amenities, Railway Container Corporation Railway Catering Amenities, etc. They are quite welcome. But mere opening of these offices will not help. I wish the hon. Minister to concentrate on efficient functioning of these offices and take stringent action against those corrupt people and get the cooperation from everybody, no matter whichever party or area he or she belongs.

Sir, in regard to peripheral services, instead of increasing the staff on the permanent basis, the Minister should think of adding peripheral services on contract basis, by which the performance and efficiency could be increased with low cost. Much

of the budget is going to meet wages and salaries of the employees. If catering and passengers amenities, etc., can be looked after by the peripheral services to be arranged on contract basis, a lot of money can be saved as also efficient services can be rendered to the public. When we went to various places along with the Estimates Committee Chairman, we found that those services which are being run by the private contractors were economically viable and they could render efficient services. I would therefore request the hon. Minister to consider getting those works done on contract basis so that expenditure could be reduced as also amenities to the railway users can be increased.

Similarly, Sir, the hon. Minister must hold meetings annually at the Zonal Headquarters with the State Government officials, MPs and MLAs and the Railway Officers so that he can directly hear the complaints and grievances of the region and know what are the lacunae and loopholes in the administration and also functioning of the railways and take measures to plug those

loopholes as also redress the grievances of the people of the area. That would be an open court for solving the problems efficiently.

Sir, I find that the revenue earnings are more in Second-Class compared to the earnings in other upper-classes—as shown in the Budget Estimate (Revised). The amenities given to the Second Class passengers are very very less compared to other upper-class passengers. It is pathetic that the minimum amenities are not provided to the Second-Class passengers. I hope that the hon. Minister will look into those problems and do the needful so that the people get at least the minimum facilities during railway journey.

18.19 hrs.

*The Lok Sabha then adjourned till eleven of the Clock on Friday, March 11, 1988/Phalgun 21, 1909 (Saka)*