

LOK SABHA DEBATES (English Version)

**Second Session
(Ninth Lok Sabha)**



सत्यमेव जयते

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LOK SABHA DEBATES

LOK SABHA

Tuesday, May 15, 1990/Vaisakha 25,
1912 (Saka)

The Lok Sabha met at Eleven of the Clock

[MR SPEAKER *in the Chair*]

ORAL ANSWERS TO QUESTIONS

[*English*]

Treatment to Employees of Erstwhile M/s Pearl Investment and Trading Company

*820 SHRI ARVIND NETAM: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state

(a) whether there was an understanding between the Government and the employees of erstwhile M/s Pearl Investment and Trading Company of Visakhapatnam that consequent upon the latter's merger with M/s Hindustan Petroleum Corporation Limited, those employees would be treated at par with the employees of the Hindustan Petroleum Corporation Limited for future promotions and other benefits.

(b) if so, whether that understanding is being honoured; and

(c) if any deviation has been made, the reasons therefor?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M.S. GURUPADASWAMY): (a) No, Sir.

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

SHRI ARVIND NETAM: The hon. Minister has replied in the negative. In spite of that, may I know from the hon. Minister whether Messrs Pearl Investment and Trading Company of Visakhapatnam had been taken over by the Government. If so, what are the terms and conditions regarding promotions and other benefits of the employees of that company?

SHRI M.S. GURUPADASWAMY: The Government has not taken over or nationalised this company, but they have taken over the management of this company. This company was dealing with LPG distribution and it is a very essential service. The LPG distribution lies with the Government. We have taken over the management only and have not taken over the assets and liabilities.

SHRI ARVIND NETAM: The hon. Minister has said that the management was taken over. May I know from the hon. Minister whether all the employees are included in that management? If so, what are the terms and conditions and other benefits of the employees of that company?

SHRI M.S. GURUPADASWAMY: The employees are still with the company and we

have no control over the employees of the company. We have taken over the management; we have not nationalised that company. It is for the company to deal with the labourers or its employees.

Visit of Indian Airlines officials to Canada

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

(a) whether some officials connected with the court of enquiry of the Indian Airlines A-320 Airbus crash in Bangalore visited Canadian Capital as late as on 15th April, 1990 in connection with the enquiry; and

(b) if so, the reasons therefor?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) and (b). Yes, Sir. The Officers travelled on the instructions of the Court of Inquiry.

SHRI P.M. SAYEED: Mr. Speaker, Sir, the question of A-320 Aircraft has assumed importance as it is becoming 420. I don't know how things are shaping in. As you know, recently the hon. Minister made a Statement that a very important file is missing. The moment this crash took place, the Minister announced a Court of Inquiry. Later on some irregularities were alleged and the CBI came into picture. They had also gone into it and they filed an FIR but nowhere the missing file was mentioned. They have not even pointed it out. The Ramdas Committee has also given an Interim Report and even there also no clue about this missing of file has been given. I would like to know what does this mysterious file contain. Does it contain the terms of sale or what is it about?

SHRI ARIF MOHAMMAD KHAN: Sir, first of all I would like to clarify that I did not make a Statement. In fact, responded to the demand made by the hon. Member that all the papers connected with A-320 Aircraft should be laid on the Table of the House.

Again, I would like to repeat that I did not make a Statement. I merely responded to the demand and I expressed my helplessness to the fact that I am not in a position to lay all the papers on the Table of the House, because one very important and vital file is missing from the records of the Ministry. The FIR itself mentioned about this fact. Some hon. Members were flaunting the copies of the FIR. They had not gone through the contents of the FIR. Had they gone through the contents then possibly they themselves would have turned down their demand for placing all the papers on the Table of the House.

SHRI P.M. SAYEED: Does the Ramdas Committee also mention about it?

SHRI ARIF MOHAMMAD KHAN: I have already clarified on a number of occasions that Ramdas Committee was appointed to go into the question of preparedness of Indian Airlines. Last time I had quoted that Ramdas Committee in its Report has said that the rate of induction of this futuristic generation plane was too rapid for Indian Airlines to assimilate and prepare themselves for the safe operation of this aircraft. Even Ramdas Committee is of that view.

About the officers who visited Canada—The first team went there to get DFDR, Decoded at Ottawa—they visited at the instance of the Court of Inquiry. The Court of Inquiry had asked us to make certain investigations on the technical ground. We don't go into the merits of the question. We do as they ask us to do and the Report is submitted to the Court of Inquiry.

SHRI P.M. SAYEED: How much more time will the Government take to know what was the actual reason for the crash of this aircraft?

SHRI ARIF MOHAMMAD KHAN: Sir, that exactly is the purpose for setting up the Court of Inquiry. This is not for the Government to tell. Government does not interfere with the functioning of the Court of Inquiry. The Court of Inquiry is headed by a High

Court judge and it is for the Court of Inquiry to investigate and go into the question in detail and come to the conclusion.

SHRI P.M. SAYEED: It was already reported in the Press that the reason for this crash was a human error and not the technical error.

SHRI ARIF MOHAMMAD KHAN: The hon. Member is right. It is because all sorts of stories are appearing. In fact only the other day, when we were discussing in this House, the reported irregularities in the deal, most of the hon. Members, who participated in the discussion, instead of speaking on the reported irregularities, they were speaking about the quality and the airworthiness of the aircraft. I cannot help in this situation. But I have repeatedly said that it is not proper, it is rather improper on my part or anybody else's part to speculate about the cause of the accident. The cause of the accident is to be established by the Court of Inquiry and the Court of Inquiry is going into this question. We have given them time to submit their Report by 30th of May, but if their proceedings are not completed and if they need more time for investigation, then they can ask for more time

SHRI BHABANI SHANKAR HOTA: Sir, I want to know from the hon. Minister whether any Interim Report or a Final Report by the Court of Inquiry or any other Committee set up by the Government on the crash has been received by the Government?

If it has been received, whether, it is a fact that the Committee has squarely blamed the pilot who was manning the aircraft which crashed and if so, then what is the reason thereof?

SHRI ARIF MOHAMMAD KHAN: Sir, we have not received any reported about the cause of the accident. I have already said that at this stage when the Court of Inquiry is holding its proceedings, it is not proper for me or for anybody else to go into the question of the cause of the accident—whether it was because of some technical deficiency or

because of design defect or because of human error and so on—because the cause is to be established by the Court of Inquiry.

Yes, the Inspector of Inquiry, has submitted his Report. That Report is not submitted to the Government because the the Court of Inquiry was constituted. So, the moment the Court of inquiry is constituted, the Inspector of Inquiry who starts investigation soon after the crash, it becomes the part of the Court of Inquiry. His Report has been submitted to the Court of Inquiry. Now, his Report will only be treated as part of the evidence which will be available to the Court of Inquiry.

SHRI VASANT SATHE: Sir, I would like to know from the hon. Minister whether he is willing to place all other papers and files except the missing files. If so, will you allow them to be placed on the Table of the House? This is number one.

Secondly, it is a normal practice that if a file is missing, it can be re-constructed by the papers in related files through various Ministries. May I know whether any attempt has been made to re-construct that so-called missing file till you actually find out where it is missing? (*Interruptions*)

Some people who are privy to secret need not protest too much (*Interruptions*)

My another question is this.

DR. BIPLAB DASGUPTA: Sir, you never allow more than one question now why are you allowing two questions?

MR. SPEAKER: It is only one question.

SHRI VASANT SATHE: You are new to the Parliament. There are different parts to a question like a,b,c,d, etc. my dear friend.

Arising from what he has said, I would like to know this: There have been accidents. Boeing aircraft of Air India also had an accident but was saved luckily. Accidents do occur; but we do not ground the entire fleet

of an airline, and that too endlessly. I would like to know: have you some technical information at least, to satisfy yourself whether these planes can be used; or, are you saying that till the final report of the cause of the accident is received, these planes will not be made serviceable, will not be put into service? What is the loss that the Airlines is suffering because of the grounding of these aircrafts?

SHRI ARIF MOHAMMAD KHAN: Sir, again I would like to repeat—I am being made to repeat—what I have already stated earlier. I had said that some hon. Members had quoted from certain documents. They had referred to those documents, and there was a demand in the House. The hon. Members naturally wanted to know about the authenticity and genuineness of those documents. I had said, that if the hon. Speaker directs me—I had said, these papers are not with me; the matter has been entrusted to CBI for investigation: they have already registered and FIR—I can go back and I can lay those papers on the Table of the House.

When the demand was made that all the papers should be laid on the Table of the House, again I expressed my helplessness that I would not be able to lay all the papers on the Table of the House. Again I left it to your discretion. I have already said it, Sir. I am ready; I am at your disposal. I am leaving it to your discretion. I am ready to lay any papers on the Table of the House, which are relevant. (*Interruptions*)

MR. SPEAKER: No, Mr. Biplab Babu. What is this? Let him clarify it; the Minister should not be disturbed like this.

(*Interruptions*)

[*Translation*]

MR. KALKADAS It had already been decided that you will look into the papers.

[*English*]

SHRI ARIF MOHAMMAD KHAN: Now,

the other question relates to the grounding of the fleet. The day after the accident, I had made it clear in Bangalore itself that because of one accident, the fleets are not grounded. When this demand was made, I had refused to take this decision to ground the fleet. But subsequently, continuously for three days four major snags developed, where we were forced to bring back the plane—some snag was reported; the plane was brought back after taking off, 15 or 20 minutes after taking off; in one case it could not take off. In cases where it was brought back, the snag was rectified, but the people who were travelling on that plane refused to board the plane. We have said it several times that because of these four major snags which developed continuously for three days after the accident, very serious apprehensions and doubts came to the minds of the travelling public. It is very important for the safe operation of the plane that the travelling public, even if the plane is of a very high or very superior quality, should not have any doubt or apprehension in their minds about the safety aspect of the aircraft. So, we were compelled to take the decision because of these serious apprehensions which had taken grip.

The travelling public was greatly affected. Now these doubts and apprehensions had to be removed. For that, we appointed a Ramdas Committee. This Committee was to go into the limited question of the preparedness of the Indian Airlines. This point is being emphasised again and again that the plane is of a very high quality. I have never questioned the airworthiness of a plane. For instance, in Japan planes are being manufactured which can run at a speed of 230 Kms per hour. Now if we import this plane and try to run it on this track from Delhi to Kanpur, for instance, or any other track, which is not suited for a plane of that speed, what will happen? It may be of a very high technical quality. But if the track on which it has to run, does not match with that super technology, then it is bound to crash. While considering the question of safe operation of any kind of aircraft, it is not merely the question of airworthiness which is important; it is not merely the question of technical

soundness which is important; the other questions like navigational facilities, instrumental landing facilities, training of the staff facilities, maintenance staff facilities, engineering staff facilities, so many related questions are equally important, if the aircrafts are to be operated safely. I have said earlier that it has been mentioned about it in the Interim Report of the Ramdas Committee which has been submitted to the Government. There cannot be a more harsh stricture than saying that the rate of induction of the aircraft was too rapid for the Indian Airlines to assimilate and prepare themselves for safe operation of this aircraft. All these questions have to be addressed to. Doubts have to be removed. The Government has taken a decision that till the report of the court of enquiry comes, the Indian Airlines will not operate this aircraft. It has to establish the cause of the accident; whether it was because of human error or whether it was because of some major design defect; whatever it is. I am not going to speculate about that.

About the losses which are suffered by the Indian Airlines—the hon. member Shri Vasant Sathe has asked about them—about Rs. 2 1/2 crores are being lost per week. This loss is accruing to the Indian Airlines because of the grounding of this fleet.

MR. SPEAKER: I think we should not discuss it any more because I have already admitted a motion on it under Rule 198. The BAC will decide about the time for its discussion tomorrow. Next question.

Haldia Petrochemical Project

*822. SHRI CHITTA BASU: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether the Haldia Petrochemical Project has been finally cleared in all respects; and

(b) if not, the reasons therefor?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M.S. GURUPADASWAMY): (a) and (b). Earlier, a letter of intent for setting up a petrochemical complex at Haldia with a capacity of 100,000 tonnes/year ethylene was issued in November, 1977.

Recently, in February, 1990, the West Bengal Industrial Development Corporation Ltd. has applied for a fresh letter of intent for petrochemical complex with a capacity of 300,000 tonnes/year ethylene at Haldia conforming to the minimum economic sizes prescribed for such projects. The application is under process.

SHRI CHITTA BASU: I think the Government of India is aware that the West Bengal Government's concept of the project is both naphtha cracker and eight down stream projects together. It is not separate. Does the Government of India agree with the concept of the project of the West Bengal Government as projected by them? In this connection, I would like to bring to the notice of the Government of India that the desire of the West Bengal Government is to see that the Integrated Petrochemical Complex Project should be made a part of the Annual Plan of 1990-91. And may I know from the Government, at this stage, what are the remaining stages yet to be completed before the fulfilment of that specific objective as placed by the Government of West Bengal? Would the hon. Minister kindly enumerate those stages?

SHRI NIRMAL KANTI CHATTERJEE: If it is a long list he can give it later.

SHRI CHITTA BASU: Yes, it is a long list he can give it later.

SHRI M.S. GURUPADASWAMY: Sir, the first part of the question is about the products which are going to be taken up in Haldia. I have got a long list but the total number of items of manufacture involved in the Haldia project is eleven. If the hon. Member wants I can give the entire list to him.

MR. SPEAKER: The hon. members who are standing may take their seats.

SHRI M.S. GURUPADASWAMY: We are approving all the products-mix the entire product-mix—sent by the West Bengal Government.

The second question is, whether this project is going to be included in the Annual Plan for 1990-91. So far as my Ministry is concerned, we have given the clearance and this is in a joint sector and the Government of West Bengal or the Industrial Development Corporation of West Bengal in collaboration with Tata Steel and Associates can take up this matter we do not come in the way and it can be included by West Bengal Government in this year's plan itself.

SHRI CHITTA BASU: I would only appreciate the statement made by the hon. Minister; but I would also urge upon the Government to assure the House that there will not be further delay because this delay has caused an escalation in the estimated cost of the project. You would be very much enlightened or educated to know...

SHRI NIRMAL KANTI CHATTERJEE: ...interested...

SHRI CHITTA BASU:...interested to know that the original estimated cost, in 1980 was Rs. 428 crores, it has escalated to Rs. 1470 crores and it is estimated to cost Rs. 3000 crores. Therefore, any I seek an assurance from the hon. Minister that there will not be any further delay in completely clearing the project in order to avoid avoidable escalation of the cost of the project?

SHRI M.S. GURUPADASWAMY: Sir, so far as my Minister is concerned, let there not be any apprehension about delay. I am for expediting the project. May I just draw the attention of the House to the fact that the West Bengal Industrial Development Corporation Limited has submitted an application for a fresh letter of intent for setting up a three-lakh tonne capacity of ethylene on

February 15, 1990? And then, subsequently again, they have written a letter to the Ministry on March 26, that is two months back, on March 26, 1990 informing us that on further consideration the proposal to set up Polyethylene unit as an extension or another unit did not appear feasible and therefore the letter of intent for it may also be issued for domestic market. We cleared this also and the matter was considered by the Plan Projects Approval Board on 21.3.1990 and later on, on 25.4.1990 the proposal was sent to the C.E.A. for consideration. So far as this Ministry is concerned, we are taking all steps to see that this project is through, as early as possible.

SHRI SAMARENDRA KUNDU: Mr. Speaker, Sir, I must not only appreciate, but also congratulate our Minister for Petroleum and Chemicals for having announced today that he has cleared the 3000 crore Petro-Chemical Complex for West Bengal. It is a very good thing. I would like to know whether such petro chemical projects are there anywhere in India in other ports. Particularly, in Paradip port, there is a proposal for petro-chemical complex. I would like to know at what stage it is lying. The proposal is already ripe for 3000 KMs long pipeline from Paradip port to Allahabad to pump diesel, petrol and other well oils. I would like to know at what stage that proposal also is lying.

SHRI M.S. GURUPADASWAMY: Do you want me to answer this question?..(Interruptions)

MR. SPEAKER: It is upto you. If you want to reply voluntarily then reply to it.

SHRI M.S. GURUPADASWAMY: Let me answer it. I have no objection. There is a proposal to set up a refinery, a six million tonne refinery at Paradip. This is being considered. Sir, you are also interested in it.

MR. SPEAKER: I am interested in it. I have also interest in West Bengal.

SHRI SONTOSH MOHAN DEV: Why not Assam?

MR. SPEAKER: Assam too.

SHRI M.S. GURUPADASWAMY: Sir, this project is to serve the entire eastern region. We have not gone through this project fully. I think, by taking the House into confidence, we are taking both the Eighth Plan and the Ninth Plan into consideration and Paradip is very much in our consideration and in our view. Perhaps if all goes well, Paradip project will come through in the Ninth Plan. (*Interruptions*)

MR. SPEAKER: Dr. Biplab Dasgupta.

SHRI SAMARENDRA KUNDU: Sir, I had asked about 3000 KMs long pipeline from Paradip to Allahabad..(*Interruptions*)

MR. SPEAKER: I have already called Dr. Biplab Dasgupta

(*Interruptions*)

SHRI M.S. GURUPADASWAMY. Let him give a proposal

DR. BIPLAB DASGUPTA: I would like to have a confirmation from the Minister that petro-chemical plant would require about four years to be installed and then it will take another three or four years before the other secondary activities connected with the petro-chemical plant would come into stream. In effect, it will take about 8 or 9 years before the full impact of this petro-chemical plant is felt by the eastern region including West Bengal. Sir, we have already wasted thirteen years because of the policy of the discrimination practised by the previous Government. This discrimination had penalised the people of the eastern region. The reason why I am asking this question is this. Had we not wasted those thirteen years, by now the whole eastern region would have been full of industries? For that reason, any further delay would be very damaging for the eastern region. So, I would like to have an assurance from you that at least within the coming year it will be possible to commission the work of the plant so that all the formalities are taken care of. Until now, we have had so many

assurances from the previous Government. I want a categorical word from the Minister...(*Interruptions*)

SHRI VASANT SATHE: So long as Marxists Government is there, it would not be taken up...(*Interruptions*)

SHRI SOMNATH CHATTERJEE: They are feeling uneasy because of guilty complex...(*Interruptions*)

MR. SPEAKER: Let us hear the Minister.

SHRI M.S. GURUPADASWAMY: I know that many hon. Members are interested in this question..(*Interruptions*)

SHRI SOMNATH CHATTERJEE: They are disinterested also...(*Interruptions*)

SHRI M.S. GURUPADASWAMY: I agree with my friend that this project is very capital intensive. It will take a long time and it will take at least one year for pre-project preparation itself. For completing the project, the minimum time required is four years. So in all, five years are required. Take it from me, we are committed to this project. We are extending all assistance to the West Bengal Government in this matter to see that the Haldia project comes through.

SHRI L.V. SINGH: I seek your indulgence to ascertain whether Bihar State Industrial Development Corporation filed an application in September 1985 for a petro-chemical complex at Barauni with benzene, para-xylene, orthoxylene etc. as product-mix. Whether or not a pre-investment feasibility report was demanded from the Indian Institute of Petroleum, Dehra Dun, who recommended for a limited xylene-PTA plant for Barauni. This was also communicated to the Government in 1987. I would be grateful to know from the hon. Minister the stage of this proposal.

SHRI M.S. GURUPADASWAMY: Again this will not arise out of the main question. Anyway, I will try to answer it. A proposal has

been sent for launching a petorochemical project in Barauni. But we have already informed the Bihar Government that one aromatic* plant and one caprolactam plant have been sanctioned. We have asked the Bihar Government to take steps to implement these projects. Both the projects put together, we require nearly 600 and odd crores of rupees. And so far no effective step has been taken by the Bihar Government in this matter what to talk of the other project. So there is no use in sending the proposal to us. But the State Governments should know their own competence and they should perform. Therefore, my appeal to the hon. Member is, if he has got any influence on the Bihar Government, to impress upon the Bihar Government to take steps to see that these projects already sanctioned are taken up.

Conversion of Achalpur-Yavatmal and Pulgaon-Arvi Rail Lines

*824. SHR UTTAM RATHOD: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to discontinue the narrow-gauge line connecting Achalpur-Yavatmal and Pulgaon-Arvi;

(b) whether representations have been received to convert the above line into broad gauge line to promote the economic development of the region; and

(c) if so, the decision taken in this regard?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) No, Sir.

(b) Yes, Sir.

(c) As it is a privately owned railway worked by Central Railway, it is difficult to consider its conversion before taking over its ownership. The next option for taking over would be available in 1996 as per Agreement

SHRI UTTAM RATHOD: Honkong is being transferred to China in 1997 but the talks are going on. When we are managing this line, why should it be difficult for us to plan for conversion of it? We do not want you start the work right now. But you can definitely tell us that you will take up the conversion so that you can start the work under some scheme. The length of this line is 225 Kms. So it is going to take a long time. So why do you not decide it right now?

SHRI GEORGE FERNANDES: There is no proposal to disband it nor is there any proposal to convert it. I do not know what exactly the hon. Member wants me to do now.

SHRI UTTAM RATHOD: I want to know why it should be difficult for the hon. Minister to give us an assurance that after 1996 the work will be taken up for conversion. On the other hand, your Home Ministry has given a statutory board for the backward areas of Marathwada, Konkan and Vidharbha. Under these circumstances, why do you not consider it and give us an assurance?

SHRI GEORGE FERNANDES: I said that there is no proposal to convert it. Then how can I give an assurance?

11.39 1/2 hrs.

STATEMENT CORRECTING REPLY TO
 A SUPPLEMENTARY ON SQ. NO. 822
 DATED 15.5.90

[English]

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M.S. GURUPADASWAMY): I made a slight mistake in my answer to the supplementary** question put by Shri L.V. Singh. I said that aromatic project was cleared by my Ministry for Bihar. It is not aromatic—that has been rejected. It is polyester filament yarn project.

* See column 16 also for correcting statement.

** Please see column 15

11.40 hrs.

ORAL ANSWERS TO QUESTIONS—
CONTD.

[English]

**Chamarajanagar-Mettupalayam Rail
Line**

+

*825. SHRI C.P. MUDALAGIRI-
YAPPA:
SHRI V. KRISHNA RAO:

Will the Minister of RAILWAYS be
pleased to state:

(a) whether any survey was carried out
for the construction of railway line between
Chamarajanagar and Mettupalayam via
Satyamangalam (B.G. line);

(b) If so, when it was completed;

(c) the revised estimated cost of the
project; and

(d) the time by which the construction
work of this project is likely to start?

THE MINISTER OF RAILWAYS (SHRI
GEORGE FERNANDES): (a) to (d). A state-
ment is laid on the Table of the Sabha.

STATEMENT

(a) to (c). No, Sir. However, a Preliminary Engineering-cum-Traffic Survey, the details of
which are as under, was completed in 1986.

<i>Particulars of line surveyed</i>	<i>Length</i>	<i>Cost (in crores of Rs.)</i>
1	2	3
(1) Chamarajanagar to Coimbatore via Bennari and Mettupalayam	185 Km	155.91
(2) Chamarajanagar to Coimbatore via Bennari and Satyamangalam	183 Km	169.45

(d) The project has not been approved
for construction.

[English]

SHRI C.P. MUDALAGIRIYAPPA: Mr.
Speaker, Sir, the hon. Minister has stated in
his statement that preliminary Engineering-
cum-Project survey has been conducted in
regard to Chamarajanagar Mettupalayam
Railway Line. But, detailed survey has not
been conducted so far. Only preliminary
survey has been conducted. He has also
stated in answer to part (b) of the question
about the conception of this approach. I want
to know from the hon. Minister why this had
not been approved any why detailed survey
has not been conducted?

SHRI GEORGE FERNANDES: A num-
ber of surveys have been conducted. The first
was conducted in 1932-33, the second in
1940-41, 3rd in 1946-47, 4th in 1969-70 and
the last in 1980. Sir, on examination of the
potential of this sector, it has not been found
worthwhile at this moment to go ahead.

SHRI C.P. MUDALAGIRIYAPPA; Mr.
Speaker, Sir, the Chamarajanagar is a tour-
ist attraction town and it attracts many tour-
ists and also like-wise the Mettupalayam is a
big industrial town and there is a traditional
business relationship between the Chama-
rajanagar and the Mettupalayam. In view of
this, may I request the hon. Minister to recon-
sider once again the conception of new rail
line?

SHRI GEORGE FERNANDES: Sir, the information that we have shows the negative return of investment on this particular sector. Now, if any further survey is to be conducted or if any view is to be taken, there will have to be a sufficient reason to undertake a new exercise. I do not believe at the moment a new railway line could be constructed there.

[*Translation*]

KUMARI UMA BHARATI: Mr. Speaker, Sir, I would like to know from the Hon'ble Minister through you whether a survey was carried out for Lalitpur—Singrauli railway line...(*Interruptions*)...

MR. SPEAKER: It is a different question. This question does not arise out of the reply given by the Hon. Minister. You may ask a specific question...(*Interruptions*)...

KUMARI UMA BHARATI: I am asking a specific Question only. I am not asking the Question in a roundabout manner. The only difference is that I am asking the Question in a straight forward way. A survey was conducted in respect of Lalitpur Singrauli railway line during the year 1977 to 1980, and at that time, it was considered to be highly economic. Therefore, again a survey was carried out during the congress regime and it was not found to be economic. Now after that, I have again come to know that a survey is going to be conducted again. I have got this information from the Ministry. Is it going to meet the same fate as it has been stated by an Hon'ble Member who spoke before me because a survey has already been conducted in respect of Lalitpur-Singrauli railway line about on three occasions. Mr. Speaker, Sir, I would like to request the hon'ble Minister through you that since he has announced it in very clear terms that all those backward areas which can be developed with the construction of a railway line, would be definitely provided with a railway line. Being it so, is the Government going to consider the proposal for the construction of Lalitpur-Singrauli railway line? Or the Ministry is going to make a change in respect of a fresh survey proposed to be conducted on

the proposed route of Lalitpur-Singrauli Railway Line which was decided at the time of survey conducted during the period 1977-80?

[*Translation*]

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): Mr. Speaker, Sir, I am firm on the views I have expressed in the House on this issue. So far as the issue of conducting a further survey for Lalitpur Singrauli Railway Line is concerned, I hope that the report of the survey will be an accurate one this time.

[*English*]

DR. VENKATESH KABDE: I know the task of the hon. Railway Minister is difficult. Many areas in the country are demanding new railway lines. Whenever a new rail line is asked, each time the Railway Department goes through the routine procedure of a technical survey comprising of returns on the traffic and freight. In view of the aspirations of the people, have the Railway Ministry made any changes in the guidelines with regard to the sanction of new railway lines?

SHRI GEORGE FERNANDES: Sir, there are no new guidelines. But as I said, given the resource constraints that we have, one has always to be careful in seeing that the best use is made of those limited resources.

SHRI R. GUNDU RAO: Sir, I want to know from the hon. Minister about this Chamarajanagar—Mettupalayam Rail line. I am hearing it for the last forty years that the survey has been made and the technical report is not correct. I would like to know whether the Government is thinking to take up this line between Mettupalayam and Chamarajanagar. Or, let them say, once for all, that it is not possible to do it in this century and that *Aaj Dekhney hain, Parsoon Dekhney hain* they will see it in the next century. Why unnecessarily make all this *hangama* that I want a categorical answer from the Government whether it will be taken up or not. Why

waste money on all these surveys? How many surveys have been conducted? As I know, about half a dozen to one dozen surveys have already been made. I am not concerned whether this Government was there in power or not. I want to know from the Government, from technical engineers or somebody, whether they are able to take up this line or not. Or, let them, once for all, say that it is impossible to take it up, that they have no money, that they have no technical report at all. Why to unnecessarily say that this survey will be taken up, that survey will be taken up? So, I want a specific answer from the hon. Minister whether in this century they will take it up or not ..(*Interruptions*)

SHRI GEORGE FERNANDES: It is not last forty years, it is last sixty years because the first survey was made in 1932, that is, two years after I was born.

SHRI R. GUNDU RAO: Sir, let us clearly tell our people that the Government of India is not able to take up this railway line at all. Why are we unnecessarily raising the question and we are telling our people that it will be taken up? Let even the technical people say that it is not possible under any circumstances for another fifteen or twenty years to take up this railway line.

SHRI GEORGE FERNANDES: Sir, I do not think the hon. Member should lose heart so soon.

SHRI P.R. KUMARAMANGALAM: Mr. Speaker, Sir, now that the hon. Minister has been kind enough to go beyond the confines of the question to a certain extent, I may bring, through you, to his notice that the Karur-Dindigul line work is going on and it is completed also. Not only that, the train has run on it. A slight extension between Karur and Salem will ensure that the train goes from Salem to Madurai straight. Would he kindly consider that, both from the survey point of view as well as from the work point of view?

SHRI GEORGE FERNANDES: Yes, Sir.

[*Translation*]

PROF. YADU NATH PANDEY: Mr. Speaker, Sir, through you, I would like to draw the attention of the Hon'ble Minister to the fact that even through the people of my constituency, i.e. Hazaribagh have the graduate and post graduate qualifications, they did not find an opportunity to see a train to this day. Could I hope that the Hon'ble Minister of Railway will make effort to connect the Hazaribagh area with a railway line in respect of which a survey has already been conducted. Therefore, Hazaribagh may be linked with the railway line.

SHRI GEORGE FERNANDES: Sir, I need notice on this.

Helicopter Service for ONGC on Rental Basis

*826. **SHRI R. JEEVARATHINAM:** Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government propose to engage helicopter services on rental basis from foreign companies for the Oil and Natural Gas Commission operations in the Western region; and

(b) if so, whether Government have any proposal to engage such services in the Southern region also, especially for offshore and on-shore drilling operations in the Cauvery basin in Tamil Nadu?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M.S. GURUPADASWAMY): (a) Yes, Sir. ONGC have placed a firm telex order on M/s. Canadian Helicopters, Canada on 10.4.90 for the charter hire of two large size helicopters for a period of three months for Bombay offshore. In addition, one medium size helicopter belonging to this company has also been hired for a period of one month from 8.5.90.

(b) No, Sir.

SHRI R. JEEVARATHINAM; Sir, hon. Minister has stated that the Government has placed order for hiring two big helicopters on 10.4.1990 with a Canadian Company for ONGC operations for three months. With the same company, another order has been placed on 8.5.1990 for hiring a small helicopter. I would like to know whether quotations for this purpose have been received from other foreign companies. What is the hiring charge of per helicopter per month? With a view to saving foreign exchange, I would like to know whether the Government propose to acquire helicopters permanently?

SHRI M.S. GURUPADASWAMY; Sir, he has put many questions in one go. Sir, I will try to answer all his questions. He has asked whether it is a normal practice to hire helicopter or take helicopters on loan. It is a normal practice and it is not an abnormal practice at all. Whenever the services of the helicopter is required, we hire a helicopter on loan basis and we also purchase in case it is necessary. The second question is whether one company has been asked to supply these helicopters or whether we have asked other companies also. In this regard, the tenders were processed and they were issued. There were four companies who sent the quotations and out of these four companies, we have selected Canadian Company. One advantage in regard to this aspect is that Canada is giving us grant and loan and about 38% of the grant is involved in this hiring and 62% of loan is advantageous and the helicopters are good. So, we have decided to have these two helicopters from Canada. As far as the small helicopter is concerned, we have also taken a helicopter for a period of one month and the price has been fixed for that and the price is about 475 US dollars per hour for this period. All these helicopters have been taken for a limited period. The country was facing, in particular the ONGC was facing shortage of helicopter services

SHRI R. JEEVARATHINAM; I would like to know from the hon. Minister whether helicopters are required for Oil and Natural Gas exploration in the Cauvery and

Krishna river basins and in the Bay of Bengal. If so, what steps have been taken by the Government to acquire helicopters for this purpose?

SHRI M.S. GURUPADASWAMY; Sir, the oil companies do require helicopter; all the time they are required and we have deployed some helicopters already in different regions. Bombay is a regional business centre. The southern regional business centre, the Central regional business centre, the Eastern regional business centre, the Western regional business Centre, the Northern regional business centre are served by the helicopters.

[*Translation*]

DR. SHAILENDRANATH SHRIVASTAVA; Mr. Speaker, Sir, through you, I would like to know from the Hon'ble Minister, the reasons for which the Helicopters had been taken from the foreign companies though the Helicopters of Indian companies were available? There are also documents showing the irregularities in respect of the tenders received from various foreign companies. Is it a fact that the preference had been given to the helicopters of foreign countries over the Helicopters of Indian companies? In case the Helicopters are required for a short period as it has been stated by the Hon'ble Minister, I would like to know whether the Government propose to purchase for that purpose their own Helicopters through the Oil and Natural Gas Commission? If not, the reasons therefor?

[*English*]

SHRI M.S. GURUPADASWAMY; Sir, all efforts were made to have helicopters from indigenous sources. We approached the State Governments of U.P., M.P., Bihar and Gujarat. But unfortunately...

SHRI SANTOSH MOHAN DEV; Why not Defence Ministry?

SHRI M.S. GURUPADASWAMY; Just a minute.

Unfortunately these efforts did not yield the expected results. The State Governments of U.P., M.P. and Bihar have regretted their inability to make available helicopters. But the State Government of Gujarat has agreed to make one helicopter available, but that helicopter was found to be unserviceable. We have tried our best to get helicopters from indigenous sources.

SHRI SANTOSH MOHAN DEV: Why can't we get them from the Defence Ministry?

SHRI M.S. GURUPADASWAMY: We have been taking some helicopters from the Defence Ministry. (*Interruptions*).

[*Translation*]

DR. SHAIENDRANATH SHRIVASTAVA: I did not get the reply to my question.

MR. SPEAKER: He is yet to complete his reply. Please sit down.

[*English*]

SHRI M.S. GURUPADASWAMY: Let me answer Mr. Dev's question. Sir, may I inform the hon. Member...

DR. SHAIENDRANATH SHRIVASTAVA: What about my second question? (*Interruptions*)

[*Translation*]

DR. SHAIENDRANATH SHRIVASTAVA: I am not getting the reply to my question.

MR. SPEAKER: Please sit down. You have already asked the question. He is giving his reply. (*Interruptions*)

[*English*]

SHRI M.S. GURUPADASWAMY: Why don't you listen to me? I am prepared to answer your question.

Sir, the IAF has been giving us helicopters equivalent to 200 hours. Therefore, Sir, we are taking those helicopters.

Regarding the irregularities as my friend has mentioned, there is no irregularity at all in the scheme. If he points out any specific irregularities, I am prepared to take any action.

[*Translation*]

PROF. RASA SINGH RAWAT: I would like to know the places in western region where drilling work is being done by the Oil and Natural Gas Commission for which Helicopter services are being utilised? Are the services of the Helicopters being taken even in the western region of Rajasthan in the Jaisalmer area?

MR. SPEAKER: I don't think.

SHRI M.S. GURUPADASWAMY: Sir, in the Western Region, I have already given the areas. In the Western region we have got one Chetak helicopter.

SHRIBAL GOPAL MISHRA: Sir, I would like to know from the hon. Minister whether the foreign exchange component is involved in hiring the helicopters and what is the capacity of the Indian Air Force so far as helicopters are concerned and whether they can lend them or hire them to ONGC or not.

SHRI M.S. GURUPADASWAMY: The foreign exchange involved in respect of two helicopters which we are taking from Canada is US \$ 1,800,000, that is equivalent to Rs. 3.11 crores. In respect of the other one, the medium sized helicopter, it comes to US \$ 475 per hours. (*Interruptions*).

[*Translation*]

SHRI SURYA NARAYAN YADAV: Mr. Speaker, Sir, Hon'ble Minister has stated just now that Helicopters have been taken on hire from Canada and crores of rupees are being spent on it. There are very good heli-

copters available with the Ministry of Defence. Why have not they sought the services of these Helicopters?

[English]

SHRI M.S. GURUPADASWAMY: My hon. friend has not understood at all. We are taking the help of the Defence Ministry also. There will be other source, and we are not wasting any foreign exchange or anything for these sources here from which we need helicopters.

MR. SPEAKER: Question Hour is over.

WRITTEN ANSWERS TO QUESTIONS

[English]

Problems of Small and medium scale Industrial

*827. SHRI ANBARASU ERA:
SHRI P. NARSA REDDY:

Will the Minister of INDUSTRY be pleased to state:

(a) whether Government propose to have a fresh look into entire gamut of problems facing the small and medium scale industries; and

(b) if so, the details thereof?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) and (b). Yes, Sir. The main thrust of the Government's industrial policy is towards the development of small scale

and rural industries with a view, inter alia, to maximise employment opportunities. Review of the system of incentives, concessions and support system for development of small scale industries is a continuous process keeping in view the emerging needs.

Model Stations

*828. SHRI EDUARDO FALEIRO:
SHRI KALPNATH RAI:

Will the Minister of RAILWAYS be pleased to state:

(a) the names of model railway stations in the country at present;

(b) the special features of these model stations;

(c) whether some more railway stations are proposed to be developed as model stations; and

(d) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) A statement is given below.

(b) The stations selected to be developed as Model Stations will be provided with all amenities so that they become trend setters for all other stations, in the area, in terms of passenger amenities and cater to the traffic needs at the turn of the century.

(c) No, Sir.

(d) Does not arise.

STATEMENT

S. No.	State	No. of Model Stations	Name of Model Stations
1	2	3	4
1.	Andhra Pradesh	4	Hyderabad

<i>S. No.</i>	<i>State</i>	<i>No. of Model Stations</i>	<i>Name of Model Stations</i>
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>
			Vijayawada
			Tirupathi
			Waltair
2.	Assam	4	New Bogaigaon
			Guwahati
			Lumding
			Tinsukia
3.	Bihar	8	Dhanbad
			Gaya
			Patna
			Samastipur
			Muzaffarpur
			Katihar
			Ranchi
			Tatanagar
4.	Delhi	1	New Delhi
5.	Gujarat	3	Ahmedabad
			Rajkot
			Junagarh
6.	Haryana	1	Bhiwani
7.	Himachal Pradesh	1	Shimla

<i>S. No.</i>	<i>State</i>	<i>No. of Model Stations</i>	<i>Name of Model Stations</i>
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>
8.	Jammu & Kashmir	1	Jammu Tawi
9.	Kerala	1	Trivandrum
10.	Karnataka	3	Mysore
			Bangalore City
			Bellary
11.	Maharashtra	8	Akola
			Bombay V.T.
			Pune
			Nagpur
			Sholapur
			Nanded
			Gondia
			Bombay Central
12.	Madhya Pradesh	7	Gwalior
			Bhopal
			Jabalpur
			Bilaspur
			Raipur
			Indore
			Durg
13.	Orissa	1	Bhubneshwar

<i>S. No.</i>	<i>State</i>	<i>No. of Model Stations</i>	<i>Name of Model Stations</i>
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>
14.	Punjab	1	Jalandhar
15.	Rajasthan	5	Bikaner Jodhpur Jaipur Bharatpur Ajmer
16	Tamil Nadu	4	Madras Tiruchchirappalli Madurai Coimbatore
17	Uttar Pradesh	9	Meerut City Lucknow on (N Rly) Allahabad Moradabad Lucknow Jn (N.E. Rly.) Gorakhpur Kathgodam Allahabad City Agra Fort
18.	West Bengal	5	Sealdah

<i>S. No.</i>	<i>State</i>	<i>No. of Model Stations</i>	<i>Name of Model Stations</i>
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>
			Howrah
			Durgapur
			Malda Town
			Kharagpur
Total		67	

Platforms At Balasore Station

*829. SHRI SAMARENDRA KUNDU:
Will the Minister of RAILWAYS be pleased to state:

(a) whether there is proposal to fully cover the Balasore railway station by constructing all weather permanent roof structure over it;

(b) if so, when the work is likely to start;

(c) if not, the reasons therefor;

(d) whether it is also proposed to raise the platforms at the Balasore Railway Station; and

(e) if so, when the work will start?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) No, Sir.

(b) Does not arise.

(c) Balasore railway station has been provided with 1812m² of platform covering against the requirement of 88m² as per

norms. About 150 Sqm. of additional covering is under execution. In addition there is a waiting hall measuring 87m².

(d) No, Sir.

(e) Does not arise.

Kandla-Bhatinda Pipeline

*830. SHRI YASHWANTRAO PATIL:
Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether commitment charges have been paid to the World Bank for the undischarged loan for the Kandla-Bhatinda pipeline project;

(b) if so, the details thereof; and

(c) when the loan is likely to be utilised?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M.S. GURUPADASWAMY): (a) Yes, Sir.

(b) Commitment charges amounting to about Swiss Francs 2.00 lakhs (equiv. to Rs.

22.60 lakhs) for the period from 11.11.89 to 14th December, 1989 have been paid to World Bank in March, 1990 towards undischarged loan for the Kandla-Bhatinda Pipeline Project.

(c) The loan for Kandla-Bhatinda Pipeline project is likely to be utilised within about 40 months from the date of approval of the project by the Government. The project is still under consideration of the Government.

Bagasse Based Paper Plants

*831. SHRIBALASAHEB VIKHE PATIL: Will the Minister of INDUSTRY be pleased to state:

(a) the general economic viability of the Bagasse based paper plants for writing, printing, craft paper and low grammage paper;

(b) whether there is a persistent demand for providing more incentives for economic viability of the paper industry taking into consideration the expenditure involved in water pollution control measures in the paper industry;

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

(d) the additional incentives proposed to be given to this industry in addition to the existing concessions/incentives?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) Economic viability of a bagasse-based pulp/paper project would differ from project to project. However, having regard to the availability of cellulosic raw materials resource constraints and foreign exchange savings etc., manufacture of pulp/paper from bagasse is considered desirable.

(b) to (d). Paper Industry, in its various representations to the Government, has been pleading for more fiscal concessions/incen-

tives. The suggestions made in the this behalf are kept in view by the Government while evolving policies for the long-term growth of the Paper Industry, from time to time. Some specific concessions/incentives that have been allowed are:

- i) Paper containing not less than 75% by weight of pulp made from bagasse, raw jute and mesta is exempt from excise duty;
- ii) Large/Medium/Small paper mills using ago-residue and other non-conventional raw materials at least upto 50% are charged excise duty at concessional rates;
- iii) The Paper and Paper Board Industry, based on agricultural residue, has been brought under the scheme of Minimum Economic Capacity, which has been fixed at 33,000 TPA.
- iv) Import of wood pulp, wood chips, logs and waste paper has been allowed under OGL at a nominal or low rate of customs duty;
- v) The non-MRTP/non-FERA companies have been exempted from obtaining industrial licence, provided the investment in the project is upto Rs. 50 crores if the unit is located in a Centrally declared backward area, or upto Rs. 15 crores, if the unit is located in non-backward area, subject to fulfilment of certain standard conditions.

Kharagpur-Digha Rail Line

*832. DR. DEBI PROSAD PAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a persistent public demand for completion of the railway line

from Kharagpur to Digha which is a place of tourist interest;

(b) whether any survey has been conducted in this regard; and

(c) if so, the details thereof and when a final decision is likely to be taken?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) No, Sir. However, there was a demand for Tamluk-Digha line which has been approved.

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

Increase in Capacity of Mangalore Refinery

*833. **SHRI G.S. BASAVARAJ:**
SHRIMATI BASAVA RAJES-
WARI:

Will the Minister of **PETROLEUM AND CHEMICALS** be pleased to state:

(a) whether the Hindustan Petroleum Corporation has been asked to study the possibility of increasing the capacity of proposed Mangalore refinery; and

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

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M S GURUPADASWAMY): (a) Yes, Sir

(b) Hindustan Petroleum Corporation Limited has been asked to assess the desirability of setting up a Refinery of 6 MTPA or creation of such a capacity in two Stages, starting initially with 3 MTPA in the first stage.

Utilisation of Railway land

*834. **SHRI JANARDHANA**
POOJARY:
SHRI J. CHOKKA RAO:

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

(a) the area of total railway land in the country which is not being utilised by the Railways;

(b) whether Government have formulated any scheme for its proper use;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI AJAY SINGH): (a) About 60,000 hectares.

(b) Yes, Sir.

(c) The vacant land would be required for Railway's future developmental works, such as doublings, gauge conversion, maintenance of tracks, expansion of station buildings and circulating areas, construction of staff quarters, etc. Afforestation is being done on vacant railway land till such time it is needed for Railway's development works.

(d) Does not arise.

Proposals for Big Industries in North Bihar

*835. **SHRI DHARMESH PRASAD VARMA:** Will the Minister of **INDUSTRY** be pleased to state:

(a) whether Bihar Government have sent some proposals for setting up big industries in the East and West Champaran dis-

tricts of Bihar for the approval of Union Government;

(b) if so, the details thereof; and

(c) when these proposals are likely to be cleared?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) to (c). During the year 1987

to 1990 (upto 30.4.90), 11 Industrial Licence applications were received for setting up industries in the East and West Champaran Districts of Bihar. Out of these 11 applications, only 2 were from the State Public Sector Corporations which have been approved and letters of intent granted as follows:

<i>S. No.</i>	<i>Name of Corporation</i>	<i>Item of Manufacture</i>	<i>Location</i>	<i>Letters of Intent No. and date</i>
1	2	3	4	5
1.	Bihar State Industrial Development Corporation Ltd.	New Print, Writing and Printing paper.	West Champaran	LI: 125 (88) dated 29.3.88.
2.	Bihar State Sugar Corporation Ltd.	White Crystal Sugar	—do—	LI: 486(89) dated 10.7.89

4 other applications have also been approved and letters of intent granted. Of the remaining 5 applications, 2 have been rejected and 3 are at various stages of processing. It is the constant endeavour of the Government to dispose of all Industrial Licence applications as expeditiously as possible

[*Translation*]

Allotment of Dealerships for LPG and Diesel Pumps

*836. DR MAHADEEPAK SINGH SHAKYA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether there is reservation quota for ex-servicemen, handicapped persons and persons belonging to Schedule Castes in allotment of diesel pumps and L.P.G dealerships; and

(b) if so, the details of the policy in regard to reservation for backward classes?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M.S. GURUPADASWAMY): (a) and (b). Yes, Sir. The criterion for reservation (25 per cent) of SC/ST category is mainly the SC/ST Parliamentary Constituency/State Legislative Constituency, or the SC/ST population of the area. The reservation quota is filled in such a way that these communities got their share in proportion of their population in a particular State/Union Territory.

New Loop Line at Salekasa Stations (S.E.R.)

*837. PROF. MAHADEO SHIWANKAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether any survey has been con-

ducted to construct a new rail line (loop lines) on Salekasa station in South Eastern Railway on the northern side of Salekasa station instead of on the Southern side of the station as decided earlier;

(b) if so, the reasons for the change in decision and the time and money lost;

(c) whether any responsibility has been fixed for the amount spent for this railway line on the southern side;

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

(e) whether complaints have been lodged in this regard with the General Manager, Calcutta and the Divisional Railway Manager, South Eastern Railway, Nagpur; and

(f) if so, the action taken so far thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI AJAY SINGH): (a) and (b) A proposal to provide a down loop line on Northern side is in planning stage only.

(c) and (d). No expenditure has yet been incurred.

(e) and (f). A representation from some of the citizens along with a covering letter of Prof. M. Shiwankar was received in this regard and Shri Shiwankar was also replied. No other complaint has been received in this regard.

[English]

Defamation suit threat by Airbus Industries

*838. SHRI D.M. PUTTE GOWDA:
SHRI R. GUNDU RAO:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Airbus Industries, France, has threatened to file a defamation suit against those who find fault with A 320 aircraft, as reported in the press; and

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

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) and (b). Government has seen the Press report. However, Government has not received any communication from M/s Airbus Industries in this regard.

Cheaper Konkan Railway Plan

*839. SHRI L.K. ADVANI:
SHRI SHANKERSINH
VAGHELA:

Will the Minister of RAILWAYS be pleased to state:

(a) the estimated cost of the Mangalore-Bombay-Konkan rail line project;

(b) whether Government have studied the possibility of reducing the cost of the Project, particularly a suggestion reported recently in the "Hindustan Times" dated 9 April, 1990;

(c) if so, the outcome of the study;

(d) further steps to be taken in regard to the Project?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI AJAY SINGH): (a) The estimated cost of Mangalore-Roha (837 km) is Rs. 1043 crores. Railway line exists between Bombay and Roha.

(b) and (c). The suggestions contained in the news report in the Hindustan Times of

9.4.90 are too sketchy for any details study.

(c) The project has already been approved: Mangalore-Udupi in 1989-90 and Udupi-Roha in 1990-91 Railway Budget.

[*Translation*]

Employment to dependents of Kuju Colliery workers

8634. SHRI PIYUS TIRAKY: Will the Minister of ENERGY be pleased to state:

(a) the number of labourers who died in harness in Kuju colliery during the last five years and the number of family members of deceased labourers provided employment;

(b) the number of cases still pending; and

(c) the reason therefor?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) to (c). Out of eighty two labourers who died in harness in Kuju Colliery during the last five years, dependants of sixty one have been provided employment. As regards the remaining twenty one deceased employees, the dependants of only three have applied for employment and their applications are under scrutiny.

Flag Station At Piloda

8635. DR. KIRODI LAL MEENA: Will the Minister of RAILWAYS be pleased to state:

(a) whether 3 Dn Frontier Mail had derailed on Delhi-Bombay broad gauge line near Piloda in Sawai Madhopur district on 22 June, 1989;

(b) if so, the loss of life and property

suffered therein;

(c) whether the public of this areas who assisted the railway authorities in providing necessary help to the stranded passengers was assured that a Flag station would be constructed at Piloda in public interest with all basic passenger amenities; and

(d) if so, the action taken in the matter so far?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) Yes, Sir.

(b) There was no loss of life. Loss to railway property has been estimated at Rs. 1,65 lakhs.

(c) No, Sir. Flag station with basic passenger amenities already exists at Piloda. However, on a separate demand received from the Sarpanch of village Piloda, the proposal for opening of passenger half near Piloda village between Chhoti Odai and Piloda stations was examined but not found operationally feasible.

(d) Does not arise.

[*English*]

Supply of Water and Food in Kerala Express

8636. PROF. SAVITHRI LAKSHMANAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to supply purified water satchets in Kerala Express from Delhi to Trivandrum;

(b) whether the food supplied in this trains is prepared in the base kitchen than in the pantry car of the train; and

(c) if so, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) Ozonised drinking water 250 ml. sachets is supplied with Casserole meals in the pantry cars of Kerala Express from Trivandrum to New Delhi and back w e f. 25.9.1989.

(b) and (c). Casserole meals are served in this trains. These meals are picke up from base kitchens/Refreshment Rooms enroute. It is not proposed to prepare casserole meals on these trains as base kitchens/Refreshment rooms are more suitable from the point of view of proper preparation packing and hygiene

[*Translation*]

Ventilation System in Collieries of B.C.C.L.

8637. SHRI DEVENDRA PRASAD YADAV. Will the Minister of ENERGY be pleased to state

(a) whether the ventilation system in the collieries under BCCL, Dhanbad (Bihar) is inadequate and thousands of workers have become ill as a result thereof.

(b) whether the British Mining Council had visited the said collieries and given some suggestions regarding ventilation;

(c) if so, the details thereof;

(d) the steps taken by Government to improve the ventilation system on the suggestions of the British Mining Council; and

(e) if not, the reasons therefor?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) The ventilation system in the collieries under BCCL, Dhanbad is in conformity with the provisions of the

Coal Mines Regulations 1957. However, there is room for bringing about improvements. It is not a fact that because of inadequate ventilation, thousands of workers have become ill.

(b) to (e). The British Mining Consultants have visited Moonidih mine of BCCL and given the following short-term and long-term suggestions for further improving the ventilation:

Short-term suggestions:

- i) Improving performance of existing fan by putting deflectors in fan drift;
- ii) Reducing leakage through air lock;
- iii) Widening of return airway for reducing resistance;
- iv) Installation of booster fan in high resistance district; and
- v) Bye-pass drivage for chocked return due to fall.

Long-term suggestions:

Changing the present main fan by higher capacity main fan.

B.C.C.L. are taking necessary action to implement the above suggestions.

Rest Houses for Coolies on Central Railway

8638. SHRIMATI USHA VERMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a long standing demand to construct rest-houses for licensed coolies on Bhusawal, Manmad, Khandwa, Bina and Akola railway stations of Central Railway;

(b) whether Railway Board have issued a circular on 9th December, 1989 in this regard and have asked all General Managers to construct rest houses for licensed coolies;

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

(d) whether the railway administration has received representations from National Federation of Railway Porters, Vendors and Bearers for the construction of rest-houses for them on the aforesaid stations; and

(e) if so, the action taken thereon?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) Some representations have been received.

(b) Yes, Sir. A circular was issued on 9th December, 1988 (and not on 9.12.89) asking the Zonal Railways to review the resting facilities for the licensed porters at stations and to provide the same wherever these are inadequate.

(c) Railways have taken/are taking action keeping in view the need/justification for such rest shelters at various stations within the availability of funds.

(d) Yes, Sir.

(e) Rest shelters for licensed porters are available at Bhusawal and Akola and are under construction at Khandwa and Bina stations. A rest shelter at Manmad Station is proposed to be included in 1990-91 Works Programme subject to availability of funds.

[English]

Air Taxi Operation in Southern Zone

8639. SHRI MULLAPPALLY RAMACHANDRAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government have received any more requests for permission to operate Air Taxis in the Southern Zone i.e. from airports like Trivandrum, Cochine, Calicut, Madras, Bangalore etc.; and

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

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) and (b). Subsequent to the meeting of the Air Taxi Committee held on 30.4.1990, no more applications has been received for permission to operate Air Taxis in the Southern Zone.

[Translation]

New Train Services in Madhya Pradesh

8640. DR. LAXMINARAYAN PANDEY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to introduce new trains covering Madhya Pradesh during 1990-91; and

(b) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) and (b). The following new trains introduced in May 1990 time table pass through Madhya Pradesh:

- i) Jammu Tawi-Mangalore/Tiruchchrapalli weekly Express (via Gwalior-Bina-Bhopal-Itarsi).
- ii) Surat-Varanasi bi-weekly express (via Khandwa-Itarsi-Jabalpur-Katni-Satna).
- iii) Dadar-Muzaffarpur weekly Express (via Khandwa-Itarsi-Jabalpur-Katni-Satna).

iv) **Bilaspur-Gevra Road Passenger.**

In addition, a daily express train between Delhi and Goa (via Bhopal-Bina) is being introduced w.e.f. 18.6.1990.

Closure/sick industrial units in Rajasthan

8641. **SHRI KAILASH MEGHWAL:
SHRI GULABCHAND
KATARIA:
SHRIMATI VASUNDHRA
RAJE:**

Will the Minister of INDUSTRY be pleased to state:

(a) the number of large and small scale industrial units in Rajasthan as on 31st March, 1990 and the total number of workers engaged therein;

(b) the number of industrial units declared sick units in Rajasthan and reasons therefor and the workers retrenched thereby;

(c) the number of industrial units closed down from 1.4.89 to 31.3.90 in Rajasthan alongwith reasons therefor;

(d) the total Government and bank money involved in sick and closed units in Rajasthan; and

(e) the steps taken to revive those units?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) The data on sick Industrial units assistant by banks in the country are collected by the Reserve Bank of India as per the definition of sickness adopted by it. The data collected by RBI do not indicate the total number of existing large, medium and small scale industrial units in Rajasthan and total number of workers engaged therein. It only gives information with regard to the sick

industrial units.

(b) and (d). As per the latest information available from the RBI, there were 44 Non-SSI sick units and 9,989 SSI sick units in Rajasthan and the amount outstanding against them was Rs. 80.40 crores and Rs. 50.05 crores respectively as at the end of December, 1987.

A number of causes, both external and interhal, are responsible for industrial sickness in the country. Among the major causes are faulty project planning, management deficiencies inefficient financial control, diversion of resources, inadequate attention to R &D, obsolescence of technology and machinery, poor industrial relations, change in market demand, high cost and scarcity of raw materials and infrastructural constraints.

As reported by Ministry of Labour, 1,255 workers (provisional figures) have been retrenched in Rajasthan during 1989.

(e) The data on industrial closures in being maintained by Ministry of Labour who have not reported any closure in Rajasthan during 1989.

(d) For revival of sick industrial units, Government of India have got a uniform policy for the whole country. Some of the important aspects are as follows:

- i) The government have enacted a comprehensive legislation namely "The Sick Industrial Companies (Special provisions) Act, 1985." A quasi-judicial body designated as the 'The Board for Industrial and Financial Reconstruction (BIFR); has been set up under the Act to deal with the problems of sick industrial companies in an effective manner, which has become operational with effect from the 15th May 1987.

- ii) The Reserve Bank of India have issued guidelines to the banks for strengthening the monitoring systems and for arresting industrial sickness at the incipient stage so that corrective measures are taken in time.
- iii) The banks have also been directed by the Reserve Bank of India to formulate rehabilitation packages for revival of potentially viable units. The banks and financial institutions evolve rehabilitation packages for the revival of sick units
- iv) Reserve Bank of India have also issued guidelines separately to the banks indication parameters within which banks could grant relief and concessions for rehabilitation of potentially viable sick units without references to RBI both in the large and small scale sectors.
- v) Government of India introduced a Margin Money Scheme with a view to supplementing the efforts of the State Governments in reducing the incidence of sickness in the small scale sector. Under the liberalised scheme the maximum amount of assistance per unit available to sick small scale units for rehabilitation has been increased from Rs. 20,000 to Rs. 50,000.
- vi) An Excise Relief Scheme for weak units has also been announced. The scheme would apply to any units in which 50% or more of the maximum net worth in any of the previous five accounting years has been eroded by accumulated losses. The unit should have a rehabilitation, modernisation or diversification package approved by a designated financial institu-

tion. the eligible units would be entitled to an interest free loan, with a grace period of 3 years and repayable over seven years, amounting to 50% of its actual excise payments for three years subsequent to the approval of the scheme. The total amount given by way of such 'excise loans' will not exceed 25% of the overall cost of rehabilitation/modernisation/diversification.

- vii) A Small Industries Development Bank of India (SIDBI) is being established to function as an apex Bank for tiny and small scale industries. The authorised capital of this bank will be Rs. 250 crores and will be subscribed to by IDBI. The same has been set-up since 2nd April, 1990.

[Translation]

Bio-Gas and Solar Energy Programmes in Rajasthan

8642. PROF. RASA SINGH RAWAT: Will the Minister of ENERGY be pleased to state:

(a) the names of places in Rajasthan where bio-gas and solar energy programmes have been implemented;

(b) the number of biogas solar energy plants set up in each district of Rajasthan so far; and

(c) the number of villages along with the names of districts in Rajasthan to be benefited by these plants?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) and (b). The number of biogas plants and solar energy

systems and the names of places (districts) where they have been set up in Rajasthan are given in the attached statement.

About 647 villages in 27 district of the

State have benefitted from installation of solar energy systems. A very large number of villages in the 27 districts have benefitted from installation of biogas plants.

STATEMENT

Sl. No.	Name of District	Total number of Solar Systems installed upto 31.3.1989	Number of bio-gas plants installed upto 31.3.1989
1	2	3	4
1.	Ajmer	65	1502
2.	Alwar	64	1315
3.	Banswara	353	440
4.	Barmer	125	275
5.	Bharatpur	217	1128
6.	Bhilwara	189	1765
7.	Bikaner	33	847
8.	Bundi	51	649
9.	Chittorgarh	131	808

Sl. No.	Name of District	Total number of Solar Systems installed upto 31.3.1989	Number of bio-gas plants installed upto 31.3.1989
1	2	3	4
10.	Churu	104	1100
11.	Dholpur	73	295
12.	Dungapur	145	542
13.	Ganganagar	1196	3064
14.	Jaisalmer	438	271
15.	Jaipur	313	1289
16.	Jalore	76	737
17.	Jhalawar	187	649
18.	Jhunjhunu	—	1295
19	Jodhpur	63	1376

Sl. No.	Name of District	Total number of Solar Systems installed upto 31.3.1989	Number of bio-gas plants installed upto 31.3.1989
1	2	3	4
20.	Kota	153	1216
21.	Nagpur	56	957
22.	Pali	66	1240
23.	Sikar	3	783
24.	Sirohi	2	500
25.	S. Madhopur	125	1720
26.	Tonk	72	650
27.	Udaipur	271	4460

[English]

Transportation of Betel Baskets

8643. SHRI SATYAGOPAL MISHRA Will the Minister of RAILWAYS be pleased to state the steps taken or proposed to be taken to state the steps taken or proposed to be taken for quick transportation of betel baskets from machedo, Panskura, Howrah, Bagnan and Srirampur stations in south Eastern of Eastern Railway?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES) Betel leaves being a perishable parcel traffic gets priority for clearance by Mail/Express trains. For clearance of the traffic from these stations, arrangements for loading have been made on various Mail/Express trains originating passing through these stations.

Computerisation of Reservations in Rajasthan

8644 SHRIMATI VASUNDHRA RAJE Will the Minister of RAILWAYS be pleased to state

(a) whether the reservation system is being computerised in different stations for different trains

(b) if so, the railway stations in Rajasthan where computerised reservation system has been introduced,

(c) whether Government have a proposal to introduce computerised railway reservation facility in some more station in Rajasthan during 1990-91, and

(d) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES) (a) The reservation system has been computerised at Delhi, Bombay, Calcutta, Madras, Secunderabad,

Ahmadabad, Bangalore, Bhopal and Lucknow. The system covers all the trains originating or passing through these stations. The system will be extended to nine more stations, viz. Pune, Guwahati, Jaipur, Patna, Gorakhpur, Trivandrum, Jammu Tawi, Bhubaneswar and Cuttack during 1990-91.

(b) No railway station in Rajasthan has been provided this facility so far.

(c) and (d) This facility is scheduled to be extended to Jaipur during 1990-91.

Emergency Oxygen System in IL-62 Aircraft

8645 SHRI NIRMAL KANTI CHATTERJEE Will the Minister of CIVIL AVIATION be pleased to state

(a) whether the IL-62 aircraft operation in India-USSR sector on Wet Lease Agreement have Emergency Oxygen System in the cabin,

(b) if not, whether it is a grave risk to the life of crew and passengers in the case of decompression,

(c) if so, whether Government are reviewing the Wet Lease Agreement, and

(d) whether it is feasible to operate Air India's 747 Jumbos on this sector?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN) (a) to (c) This type of aircraft does not have oxygen masks which fall automatically in case of cabin decompression. However, oxygen bottles have been provided in the aircraft. This present Agreement between Air India and Aeroflot, for wet lease on One IL-62 M Passenger aircraft is valid till 14th November, 1990.

(d) Yes, Sir

Closure of refractory units in Bihar

8646. SHRI A.K. ROY: Will the Minister of INDUSTRY be pleased to state:

(a) the names of the refractory units closed or stopped production in Dhanbad district of Bihar;

(b) the capital blocked, number of workers unemployed as on 1 April, 1990 with facts in details;

(c) the reasons for closure of the factories;

(d) whether there is any fall in demand for refractory brick, and other potter materials;

(e) if so, the details thereof;

(f) whether Union Government propose to take steps to cure the sickness of the vital industry of Bihar; and

(g) if so, the details thereof?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) Government are not aware of any refractory unit in organised sector closed or having stopped production in Dhanbad District of Bihar.

(b) and (c). Do not arise

(d) to (g). Refractory industry has been facing demand recession mainly because of shift of user industries like steel, cement, fertilisers, petrochemicals etc. from conventional refractories to sophisticated refractories, leading to about 50% capacity utilisation. Government is allowing induction of the latest know-how for upgradation to technology in this industry.

Railway Claims Tribunal at Meerut

8647. SHRI GOVINDBHAI KANTIBHAI SHEKHADA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there are persistent demands to set up a third railway claims tribunal in the State of Uttar Pradesh at Meerut for the convenience of the public; and

(b) if so, the action proposed to be taken in this regard?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) Yes, Sir.

(b) At present, there is no proposal to create any additional Bench of the Railway Claims Tribunal.

[Translation]

Conversion of Sheopur-Bhind N.G. Line and Construction of B.G. line From Etawah to Kota

8648. SHRI CHHABIRAM ARGAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether survey for conversion of narrow gauge line into broad gauge line from Sheopur to Bhind has since been completed;

(b) whether Government also propose to construct broad gauge rail line from Etawah to Kota after extending it from Bhind to Etawah and Sheopur to Kota; and

(c) if so, the details of progress made in this regard and the time by which this work will be completed?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) and (b). Gwalior-Bhind NG section is proposed to be

converted to BG as part of Guna-Gwalior-Etawah new line project which has since been approved. A survey for conversion of Gwalior-Sheopur Kalan NG line to BG and its extension to Kota has been approved in 1989-90.

(c) Work is in progress on Guna-Gwalior section, Guna-Kolaras has been opened. Completion would depend upon availability of resources in the coming years.

[English]

LPG Agencies in Andhra Pradesh

8649. SHRI M.M PALLAM RAJU: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) the places in Andhra Pradesh identified for locating LPG agencies and the number of people who are expected to be covered at each of these places; and

(b) the likely year by which these new LPG agencies are expected to start functioning?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M.S. GURUPADASWAMY): (a) Currently, there are 15 proposals for establishing LPG distributorships in Andhra-Pradesh as per details given in the attached statement. New LPG connections are released in a phased manner under the annual programme for enrolment of customers, subject to the ceiling fixed for the distributors, depending on the population.

(b) In view of the various steps preceding commissioning of LPG distributorships, it will not be possible to indicate the exact time by when these will be commissioned.

STATEMENT

The names of Locations in Andhra Pradesh where new LPG distributorships have been proposed.

-
1. Gopalapatnam
 2. Ganappavaram
 3. Hyderabad (2 Distributorships)
 4. Srikakulam
 5. Vijayawada (2 Distriibutorships)
 6. Alwal
 7. Cudur
 8. Pattancheru
 9. Piduguralla
 10. Bheemavaram
 11. Tirupathi
 12. Nalagonda
 13. Koyalagudem

Total : 15 Distributorships.

Close Circuit T.Vs. at Railway Stations

8650. SHRI A. VJAYARAGHAVAN: Will the Minister of RAILWAYS be pleased to state:

(a) the total number of Railway Stations having the close circuit T.V. facilities;

(b) the other stations where close circuit T.V. system is going to be introduced in 1990-91; and

(c) whether Government will introduce close circuit T.V. system at Palghat junction also?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) 33.

(b) Installation of CCTV system is proposed at 36 more stations.

(c) At present there is no proposal to introduce CCTV system at Palghat Junction.

Computerised Passenger Reservations In Delhi

8651. PROF VIJAY KUMAR MALHOTRA: Will the Minister of RAILWAYS be pleased to state:

(a) the details of computerisation centres for rail reservations in Delhi;

(b) the average number of passengers provided this service at these centres daily;

(c) whether more computerisation centres are proposed to be opened in Delhi in near future, if so, the details thereof;

(d) whether any arrangements for emergent reservations in the case of death, severe condition of patients and any such contingencies for common massive have been made;

(e) if so, the details thereof; and

(f) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) and (b). The facility of computerised rail reservation is available from the following locations of Delhi: Main Reservation office at State Entry Road; New Delhi (Current Reservation), Delhi, Hazrat Nizamuddin, Delhi Shahadra, Kirti

Nagar and Sarojini Nagar stations; Vikas Marg Extension and Parliament House. The daily average number of passengers handled at these centres are 20961, 414, 6901, 2135, 3115, 2045, 3542, 1308, 636 respectively.

(c) One more reservation centre in NOIDA (in U.P.) is proposed to be opened during 1990-91.

(d) and (e). A small number of seats/berths are kept as an emergency quota in each trains which also caters to the contingencies of death, serious sickness etc. to the extent possible.

(f) Does not arise.

Financing of Power Projects in Kerala of P.F.C

8652. SHRI PALAI K.M. MATHEW: Will the Minister of ENERGY be pleased to state:

(a) whether the power Finance Corporation has financed or propose to finance, any power projects in Kerala;

(b) whether Kerala Government has made any request in this regard;

(c) if so, the details thereof; and

(d) the details of the finance and other assistance provided by the Power Finance Corporation?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) and (b). Power Finance Corporation (PEC) sanctioned on 1.9.1989 the financial assistance to the tune of Rs. 91.00 lakhs for Poringalkuthu Hydro Electric Project of Kerala State Electricity Board (KSEB). The sanctioned amount was disbursed in April, 1990.

Further KSEB has requested the following capacitor installation schemes to be financed by PFC:-

- i) Scheme of 40 MVAR Capacitor installations; and
- ii) Scheme of 415 MVAR Capacitor installation upto 1994-95.

[*Translation*]

Expenditure Incurred on Repair and Maintenance of Power Projects

8653. SHRI R.L.P VERMA: Will the Minister of ENERGY be pleased to state:

(a) the expenditure incurred on the repair and maintenance of the Thermal and Hydro-electric power plants of NTPC and NHPC in Bihar during 1985-90; and

(b) the annual increase or decrease in the power generating capacity and the power generated by these plants?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) and (b). There is no operating power plant of NTPC or NHPC is located in Bihar at present

[*English*]

Rise In prices of Paper

8654. SHRI RAMDAS SINGH: Will the Minister of INDUSTRY be pleased to state:

(a) whether there has been a steep rise in the prices of different varieties of paper during the last three years particularly during 1989-90; and

(b) if so, the steps taken by Government

to check the rising trend in the prices of paper and also to ensure full utilisation of the installed capacity in the paper industry?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) Different varieties of paper and paper board and produced and marketed by the industry and their prices vary from mill to mill and from region to region. Increase in the prices of paper had been noticed from the beginning of 1988. Increase in prices had been reportedly on account of increase in the cost of inputs, freight charges, excise levies, etc

(b) There is, at present, no statutory control over the prices of paper in the country. Steps have been taken by the Government to increase the production of paper and paper board, as a result of which the country is nearly self-sufficient in so far as common varieties of paper is concerned.

[*Translation*]

Power Generation

8655. SHRI GULABDCHAND KATARIA: Will the Minister of ENERGY be pleased to state:

(a) the percentage of increase in the power generation in each plan period since 1950 and whether this percentage has come down after 1980 and if so, the reasons therefor; and

(b) whether a comprehensive time bound plan has been chalked out for development of power and if so, the details thereof?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) The Plan-wise power generation is given below:

<i>Plan</i>	<i>Power Generation at the end of Plan Period (Utilities) (GWH)</i>	<i>Percentage increase over the preceding plan</i>
1	2	3
1st Plan (1951-56)	8592	68.2
2nd Plan (1956-61)	16937	97.1
3rd Plan (1961-66)	32990	94.8
3 Annual Plans (1967-69)	47434	43.8
4th Plan (1969-74)	66689	40.6
5th Plan (1974-79)	102523	53.7
Annual Plan (1979-80)	104627	2.1
6th Plan (1980-85)	156859	49.9
7th Plan (1985-90)	244971	56.2

[English]

The percentage of power generation at the end of Sixth Five Year Plan (1980-85) as compared to the Fifth Five Year Plan (1974-79) had decreased due to slippages in the capacity additions, unsatisfactory performance of thermal stations, inadequacy of funds etc. However, the power shortage had decreased from 16.1 percent in 1979-80 to 6.1 percent in 1984-85.

(b) It is tentatively envisaged to add generating capacity of about 38,000 MW in the country during the Eight Plan Renovation & Modernisation of some of the existing power stations, reduction in transmission and distribution losses, efficient load management and energy conservation are some of the other measures which would improve the availability of power.

Award of Compensation by M.R.T.P.C.

8656. SHRI JANAKRAJ GUPTA: Will the Minister of INDUSTRY be pleased to state:

(a) whether the Monopolies and Restrictive Trade Practices Commission has awarded any compensation to consumers after the amendment made in MRTP Act; and

(b) if so, the details thereof?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) and (b). Yes, Sir. From 1.1.85 to 31.3.90, the Monopolies and Restrictive Trade Practices Commission has

disposed of about 5000 compensation applications. These include a number of compensation applications in which the Commission has awarded compensation to the party concerned or has otherwise disposed them off. The number of cases being very large, the time and effort involved in the compilation of details regarding quantum of compensation awarded by the Commission in each and every case, will not be commensurate with the purpose sought to be achieved.

[*Translation*]

**Accidents Due to LPG Cylinder Blasts
in U.P.**

8657. SHRI SHEO SHARAN VARMA:
Will the Minister of PETROLEUM AND
CHEMICALS be pleased to state:

(a) the total number of LPG consumers
in Uttar Pradesh;

(b) the number of accidents occurred in
Uttar Pradesh due to bursting of LPG cylinders
during 1989; and

(c) the steps being taken by Govern-
ment to check these accidents?

THE MINISTER OF PETROLEUM AND
CHEMICALS (SHRI M.S. GURU-
PADASWAMY): (a) As on February 1, 1990
there were approximately 17.16 lakh LPG
consumers in U.P.

(b) During 1989, only one accident due

to bursting of LPG cylinder was reported
from U.P.

(c) Information on the safe use of LPG
cylinders is disseminated to the consumers
through the media, consumers guidance
seminar, safety clinics, hoardings and pam-
phlets. Training programmes of LPG dis-
tributors and deliverymen are also carried
out regularly by the oil companies. Strict
quality control measures are also enforced
on the cylinder manufacturer, to ensure
quality.

[*English*]

Railway Projects in Punjab

8658. BABA SUCHA SINGH:
SHRI KAMAL CHOUDHRY:

Will the Minister of RAILWAYS be
pleased to state:

(a) the details of ongoing railway proj-
ects being implemented in Punjab alongwith
the target dates, extent of work down and the
cost of the projects in each case;

(b) the steps taken to complete the said
projects; and

(c) the details of proposals received for
inclusion of more railway projects in Punjab?

THE MINISTER OF RAILWAYS (SHRI
GEORGE FERNANDES): (a) Construction
on the following new line railway project is in
progress:

Rs. in Crore

Sl. No.	Name of Project and length	Anticipated cost	Expr. upto 3/90	Allocation in 90-91	%age Progress	Remarks
1	2	3	4	5	6	7
1.	Nangal Dam-Talwara (84 km) and taking over siding from Mukerian to Talwara (29 km) (Year of approval 1981-82)	100.00	19.04	5.00	21	Only 22 km in Punjab in 2 patches. No target date for completion has been fixed so far.
2.	Beas-Goindwal (27 km) (Year of approval 1989-90)	21.13	0.25	2.00	Nil	Final Location Survey completed upto 19.36 km. No land has so far been handed over by the State Government to Railway to commence the work. No target date for completion has been fixed so far.

(b) This will depend upon handing over the further land by the State Governments and availability of funds in the coming years.

(c) i) The following proposals for the construction of new lines have been received recently:

a) Qadian — Beas (27 Km)

b) Patiala-Narwana via Samana, Patran and Khanauri (95 Kms).

ii) In addition, the following surveys have been done in the past.

Sl. No.	Name of Survey and length	Survey completed in year	Estimated Cost (Rs. Crore)	Return
1	2	3	4	5
1.	Bhatinda-Kotkapura Fazilka conversion NG to BG (123 km)	1985	25.44	3.46
2.	Chandigarh-Ludhiana (94.93 km) Final Engg.-cum-Traffic Survey (95 km)	3/73	19.56	3.22
3.	Jagadhri-Chandigarh Final Location Engg.- cum-Traffic Survey (80 km)	7/73	14.82	2.6

(iii) Besides, survey for a new BG line from Gondwal to Tarn-Taran (30 Km) has been approved

Night Landing Facilities at Rajkot Airport

8659. SHRI BALVANT MANWAR: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether there are no facilities for night landing and night-take off at Rajkot Airport; and

(b) if so, the steps taken to make these facilities available at Rajkot Airport?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) Night landing facilities and night take-off facilities are available at Rajkot Airport.

(b) Does not arise.

Power Breakdown in West Delhi

8660. SHRI TEJ NARAYAN SINGH: Will the Minister of ENERGY be pleased to state:

(a) whether there are frequent power breakdowns in many areas of West Delhi causing lot of hardship to the residents during the summer;

(b) if so, the reasons thereof; and

(c) the remedial measures taken to avoid the frequent breakdowns and arrange regular supply of power in these areas particularly in Ram Nagar, Choukhandi, Mukhran Garden and Sant Nagar?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) to (c). According to DESU, the power supply position in the various areas of West Delhi is by and large satisfactory. Adequate arrangements already exist for attending to the unforeseen power

breakdowns. Routine maintenance and augmentation of the distribution system is also carried out regularly to ensure regular supply in the various areas.

Transfer of Electricity Connections

8661. SHRI DILIP SINGH JU DEO:
SHRI SANAT KUMAR MAN-
DAL:
SHRI RESHAM LAL JANGDE:

Will the Minister of ENERGY be pleased to state:

(a) the number of cases pending in various Zonal offices of the Delhi Electric Supply Undertaking regarding transfer of domestic consumption electricity connections and the security deposits;

(b) the break up of these cases according to the period for which these are pending;

(c) the reasons for the delay in taking action on these cases;

(d) the time by which the pending cases will be disposed off; and

(e) the measure which Government propose to take to streamline and simplify the existing procedure for the transfer and refund of security deposits?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) to (e). The information is being collected and will be laid on the Table of the House.

Flight to Bhubaneswar from different places

8662. SHRI GOPI NATH GAJAPATHI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the flights to Bhubaneswar from different places have been curtailed;

(b) if so, the reasons therefor; and

(c) the steps taken to increase the flights to Bhubaneswar?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) and (b). Due to acute capacity constraints the flights operated to Bhubaneswar by Indian Airlines and Vayudoot from different places have been curtailed.

(c) Indian Airlines would consider restoring the curtailed flights in a phased manner once the capacity position normalises. Vayudoot do so after the aircraft fleet is adequately augmented.

Deputationists in Vigilance Department Northern Railway

8663. SHRI GOVINDA CHANDRA MUNDA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a policy to induct railway-employees or persons from outside the Railways on deputation into the Vigilance Department of the Northern Railway;

(b) if so, the categories that come under the purview of this policy and the procedure/criteria thereof; and

(c) the number of the employees/persons thus inducted on deputation, their period and the rules for extending the period?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) and (b). The posts of Vigilance Inspectors and officers are filled on tenure basis from employees working in the various disciplines of the Railway such as Accounts, Traffic (Com-

mercial), Engineering, Mechanical, Personnel, Security and Stores. However, one post of an Assistant Vigilance Officer, is filled by an official drawn on deputation from the Police Department. The posts of inspectors are filled on the basis of a selection from amongst the volunteering, staff after a careful check of their service record and integrity. Officers are taken on the basis of their experience, service record and integrity.

(c) The number of Vigilance Inspectors and officers is 29 and 7 and their normal tenure is 4 and 3 years respectively. In the case of meritorious service, for inspectors, this can be extended to 6 years. Beyond that and in all cases of officers extension of tenure is given by the Railway Board only in a few exceptional cases.

Increase in Air Flights from Hyderabad

8664. SHRI BASAVAPUNNAIAH SINGAM: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the reasons for which the Air India has reduced the frequency of its International flights to and from Hyderabad (A.P.);

(b) whether there is any proposal to increase the Air India international flights from Hyderabad (A.P.);

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) and (b). Air India has not reduced the frequency of its international flights to/from Hyderabad.

(c) Does not arise.

(d) It has been assessed that the current services satisfactorily cater to the de-

mand to/from Hyderabad.

[*Translation*]

**Overbridges on level crossings in
Madhya Pradesh**

8665. SHRISATYANARAYANJATIYA:
Will the Minister of RAILWAYS be pleased to state:

(a) the names of places in Madhya Pradesh where overbridges are proposed to be constructed on railway level crossings and the amount proposed to be spent on each overbridge,

(b) the present position of construction

work on each bridge; and

(c) the time by which the construction is likely to be completed there?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES). (a) and (b) A statement showing the requisite information is attached.

(c) All the works are to be executed jointly by the Railways and the State Government on this bridge proper over the tracks and the bridge approaches respectively. Completion of these work will mainly depend on this completion of the bridge approaches by the State Government

STATEMENT

(a) and (b). The details of road over/underbridge sanctioned in Madhya Pradesh are as under:—

Sl. No.	Name of work	Total estimated cost (Rs. in lakhs)	Progress/Remarks
1	2	3	4
1.	Road overbridge (ROB) near Ratlam (Jaora Road)	149 68	Plans have been finalised. The State Government are yet to convey acceptance to the combined estimate
2.	Road overbridge (ROB) near Ratlam (Sailana Road)	294 00	The work is in progress on the bridge proper as well as approaches.
3.	Road overbridge (ROB) near Ujjain (Hari Pathak)	405 00	Plan have been finalised. The State Government are yet to convey acceptance to their share of expenditure for the work.
4.	Road overbridge (ROB) near Indore (Rajkumar mill)	199.91	The State Government are yet to finalise the plans for the approaches
5.	Road overbridge (ROB) near Maksi	102 10	The Ministry of Surface Transport are yet to accord approval to the scheme for the work

Sl. No.	Name of work	Total estimated cost (Rs. in lakhs)	Progress/Remarks
1	2	3	4
6.	Road overbridge (ROB) at Nagda	150.00	The State Government has recently approved the detailed estimate for the work.
7.	Road overbridge (ROB) near Dewas	273.29	The work is in the planning stage.
8.	Road overbridge (ROB) near Sithouli	155.67	Railway portion-60% Approaches-not yet started.
9.	Road overbridge (ROB) near Birla Nagar (Cimmco-level crossing)	350.40	Railway Portion-in Progress, Approaches-not yet started
10.	Road overbridge (ROB) near Gwalior (Palace Wall)	358.23	Railway portion completed Approaches in progress.
11.	Road overbridge (ROB) near Hoshangabad	208.55	The work is in the planning stage.
12.	Road overbridge (ROB) at Itarsi	490.00	Railway portion completed-Approaches in progress.

Sl. No.	Name of work	Total estimated cost (Rs. in lakhs)	Progress/Remarks
1	2	3	4
13.	Road overbridge (ROB) near Vidisha	105.64	Railway portion completed. Approaches in progress.
14.	Road overbridge (ROB) near Ashok Nagar	206.54	Railway portion completed. Approaches in progress.
15.	Road overbridge (ROB) near Guna	210.54	Railway portion in progress, Approaches-not yet started
16.	Road overbridge (ROB) near Damoh	255.95	The work is in the planning stage
17.	Road overbridge (ROB) Betul	200.23	Railway portion-29% Approaches-not yet started.
18.	Road overbridge (ROB) near Jabalpur (Kachohpura)	574.07	Railway portion-62% Approaches-not yet started
19.	Road overbridge (ROB) near Khandwa	289.90	The work is in the planning stage

Sl. No.	Name of work	Total estimated cost (Rs. in lakhs)	Progress/Remarks
1	2	3	4
20.	Road overbridge (ROB) near Raipur	203.39	Overall progress-65%
21.	Road overbridge (ROB) near Chindwara	251.52	Work will be started, after the State Government is ready to take up their portion of work
22.	Road overbridge (ROB) near Manendragarh	37.58	Railway portion completed, Approaches-60%.
23.	Road overbridge (ROB) near Durg	139.98	Railway portion-60% Approaches-82%.
24.	Road overbridge (ROB) near Bhilai Power House Station	590.63	The work is in the planning stage.
25.	Road overbridge (ROB) near Bilaspur (Chuchiapara)	499.50	The work is in the planning stage.

[English]

Vayudoot Service to Thanjavur, Tamil Nadu

8666. SHRI S. SINGARAVADIVEL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Vayudoot service available to Thanjavur, Tamil Nadu has been suspended indefinitely;

(b) if so, the reasons therefor; and

(c) the steps taken for the revival of Vayudoot service to Thanjavur?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN) (a) to (c) Vayudoot services to Thanjavur were suspended for want of aircraft. Due to the shortage of aircraft capacity, it would not be possible for Vayudoot Limited to recommence the service immediately.

Import of N-Methyl Piprazine

8667. SHRI K. MANVENDRA SINGH: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether N-Methyl Piprazine, a chemical used in the manufacture of drug intermediates for use as anti-TB drug, is restricted for import under the current Import and Export Policy

(b) whether the final intermediate is allowed for import; and

(c) if so, the reasons therefor?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M.S. GURUPADASWAMY): (a) Yes, Sir.

(b) and (c). The final intermediate 1-Amino-4 Methyl Piperazine is allowed for import under OGL but with registration. This is as per the EXIM Policy.

Shifting of Office of Salt Commissioner from Jodhpur to Ahmedabad

8668. SHRI SHANTILAL PURUSHOTAMDAS PATEL: Will the Minister of INDUSTRY be pleased to state:

(a) whether a number of requests and representations have been made to Government to shift the office of Salt Commissioner from Jodhpur to Ahmedabad; and

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

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) and (b). Representations were received in the past for shifting the Office of Salt Commissioner from Jaipur to Ahmedabad. There is, however, no proposal at present to shift the office of the Salt Commissioner as the Regional Office of Salt Department at Ahmedabad is sufficient to cater to the needs of salt industry in that region.

Introduction of Airbuses in Indian Airlines and Air India

8669. SHRI CHIRANJI LAL SHARMA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the number of Airbuses introduced during 1989-90 by the Indian Airlines and Air India; and

(b) the number of Airbuses to be introduced during 1990-91?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) During 1989-90

Indian Airlines introduced 15 Airbus A-320 aircraft, out of which one met with an accident. Air India did not introduce any Airbus aircraft.

(b) Indian Airlines is expected to induct six Airbus A-320 aircraft and Air India, two Airbus A 310 aircraft during 1990-91.

[*Translation*]

**Corruption cases against officers of
Bharat Heavy Electricals Ltd.**

8670. SHRI RAM PRASAD
CHAUDHARY
SHRI JANARDAN TIWARI:

Will the Minister of INDUSTRY be pleased to state

(a) whether cases of corruption have been pending against several senior officers of the Bharat Heavy Electricals Limited, and

(b) if so, the details thereof?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) No corruption case in respect of BHEL's senior officers in the rank of Additional General Manager and above is pending

(b) Does not arise

Kathara Coal Washery

8671 SHRI RAMASHRAY PRASAD
SINGH
SHRI RAJ MANGAL MISHRA:

Will the Minister of ENERGY be pleased to state:

(a) whether any cases of corruption, relating to some officers of Kathara coal washery, a subsidiary of Coal India Limited, are pending,

(b) if so, the details thereof and since when these cases are pending;

(c) whether the accused officers have been transferred after these allegations;

(d) if not, the reasons for not transferring the concerned officers so far; and

(e) the preventive measures adopted to check recurrence of such incidents in future?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) and (b). Yes, Sir. A chargesheet filed by the SPE/CBI, Ranchi against Shri R.J.P. Upadhyay, Sr. Executive Engineer (E & M), Kathara Washery, Shri B. Sharan, Ex-General Manager, (Washery) CCL (Since retired) and Shri J.P. Sureka, Proprietor, M/s Shanker Engineering and Trading Co., Calcutta has been pending since 31.12.86 for trial in the Law Court u/s 120 B/420/471/466 IPC.

The details of the case are that the SPE/CBI, Ranchi had lodged an FIR on 29.8.86 alleging that M/s. Shankar Engineering and Trading Co. Calcutta in conspiracy with Shri R.J.P. Upadhyay, Sr. Executive Engineer (E&M), Kathara Washer, CCL had supplied substandard cast steel balls to Kathara washery against the supply order placed for forged steel balls. Subsequent investigation conducted by the SPE/CBI disclosed that there was substance in the said allegation. The case has been pending for trial in the court since 31.12.1986.

Besides, an anonymous complaint lodged against the management of Kathara coal washery, CCL is under verification by the Vigilance Department. This anonymous complaint was lodged on 14.8.89 alleging that substandard spares have been supplied to Kathara Washery by M/s Tooe Metal Industries, Howrah, in connivance with the

officers of Kathara Washery and Purchase Department, CCL, Ranchi.

(c) and (d). Shri R.J.P. Upadhyay, Sr. Executive Engineering (E&M) was transferred from Kathara to Gidi Washery in January, 1989. Shri B. Sharan, General Manager (Washeries) retired from service on 30.9.86 and Shri M.P. Rao Adhikari, Dy. Chief Engineer (E &M), has been transferred from Kathara to Kedla Washery in June, 1989.

(e) Prior to 1986 when the case in question cropped up, payment for steel balls supplied to Kathara Washery was being released on the strength of certificates produced by the supplier from Government Test House 'Government recognised Test House. Since 1986 the practice has been introduced for drawing samples from the supplies received and sending them to National Metallurgical Laboratory, Jamshedpur or Central Laboratory at Barkakana for testing the composition and hardness of the steel balls. The bills are processed only on the strength of the certificates issued by these laboratories. This practice of getting the supplies tested at NML, Jamshedpur and Central Laboratory, Barkakana is continuing and will continue in future also

Shyamganj Station in Bareilly

8672. SHRISANTOSH KUMARGANGWAR: Will the Minister of RAILWAYS be pleased to state.

(a) whether the Shyamganj railway station of North-Eastern Railway in Bareilly is in use.

(b) if not, whether Government propose to use it for any public purpose; and

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

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) to (c). There is no Railway station by the name Shyamganj on North Eastern Railway. However, there is a goods shed by the name 'Shamatganj' which is served by Bareilly Railway station. There is however, no proposal to close it.

[English]

Commission Agent of I.D.P.L.

8673. SHRI MADAN LAL KHURANA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to refer to reply given on 10th April, 1990 to Unstarred Question No. 4229 regarding commission by IDPL for hospital supplies and state:

(a) The reasons for appointing commission agents by the Indian Drugs and Pharmaceuticals Limited; and

(b) the details of the agents appointed, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI BHAJAMAN BEHERA): (a) IDPL has stated that with the emergence of Keen competition the existing field set up, with the limited number, is not able to effectively obtain and retain business, service the orders and collect payments in the Institutional sector. It has, therefore, become necessary for IDPL to appoint Institutional Agents which is a common business practice among other public sector units as well as private sector companies in the Pharmaceutical Industry.

(b) A list showing number of statewise agent of IDPL is enclosed in the statement. The names of the institutional agents whose services are being utilised by IDPL is a commercial information and its disclosure is

likely to adversely affect the business of the company.

STATEMENT

*Details of Statewise Agents During
1989-90*

Karnataka	3
Madhya Pradesh	6
Haryana	1
Delhi	2
Maharashtra	1
Madras (Tamil Nadu)	3
Pondicherry	1
Bihar	1
Punjab	1
Himachal Pradesh	1
Jammu & Kashmir	1
Uttar Pradesh	4
Rajasthan	1
Gujarat	1
West Bengal	1
N E States	1
Assam	1
Andhra Pradesh	1

Railway Lines in Kerala

8674. SHRI S KRISHNA KUMAR: Will the Minister of RAILWAYS be pleased to state.

(a) the total kilometres of railway line added in Kerala since the First Five Year Plan;

(b) the railway line in Kerala per lakh of population;

(c) the national average of railway line per lakh of population; and

(d) the steps being taken to bring Kerala upto the level of national average?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES). (a) 311 Km.

(b) and (c) The Route Kilometres per lakh of population of Kerala is 3.64 as against national average of 9.05. The route Kilometres per thousand sq. km. area of Kerala is 23.85 as against national average of 18.86.

(d) Railway lines are constructed to meet the specific transportation requirements and not on the basis of area or population of the region or State.

[*Translation*]

Issue of Licences to Multi-national companies for items which can be Produced Indigenously

8675. SHRI HARSH VARDHAN: Will the Minister of INDUSTRY be pleased to state.

(a) whether licences have been issued to multi-national companies for producing such items which can be produced by Indian companies,

(b) if so, the reasons therefor;

(c) whether keeping in view the intertests of indigenous producers and the spirit of 'Swadesh' it is proposed to stop issuing of licences in future to multi-national

companies for production of these items;

(d) whether Government propose to review the licences given to Multi-national companies for producing these items; and

(e) if not, the reasons therefor?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) to (e). Companies having operations in more than one country, are generally known as multi-national corporations/companies (MNCs). A company incorporated in India having more than 40% equity is termed as a FERA company.

As per current policy guidelines, FERA companies are eligible to participate in core industries listed in Appendix I of the Industrial Policy Statement of 2nd February, 1973.

FERA companies are also permitted to participate in non-Appendix I industries with an export obligation of at least 60 per cent. However, this export obligation for non-Appendix I industries is 25% for locations in Category 'B' and 'C' Centrally notified backward districts and nil in Category 'A' backward districts. FERA companies can also be permitted to manufacture items reserved for small scale sector provided they undertake an export obligation of at least 75%.

At present, there is no proposal to modify the above guidelines.

[English]

Modernisation of Nagaland Pulp and Paper Company, Tuli, Nagaland

8676. SHRI SHIKIHO SEMA: Will the Minister of INDUSTRY be pleased to state:

(a) whether the modernisation programme of putting up gas bottles and other plant and equipment in the Nagaland Pulp and Paper Company at Tuli has been taken

up by the Hindustan Paper Corporation Ltd.;

(b) if so, when it will be completed; and

(c) what other measures Government propose to take to improve the performance of the Company?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) to (c). An integrated scheme at an estimated cost of Rs. 10.76 crores was drawn by the Hindustan Paper Corporation Ltd. envisaging installation of new gas fired boiler, conversion of one coal fired boiler and recovery boiler into a gas fired system and installation of certain other balancing equipment at the Nagaland Pulp and Paper Company; Tuli, Nagaland. However work could not progress due to non-availability of "Right of Use" for laying of gas pipeline from Galeki Oil Fields in Assam to the factory site at Tuli (Nagaland).

[Translation]

Nationalisation of Ashok Paper Mills

8677. SHRI BOGENDRA JHA: Will the Minister of INDUSTRY be pleased to refer to the reply given on 10 April, 1990 to Starred Question No. 400 regarding production in Jogikhopa unit of the Ashok Paper Mills Limited and state:

(a) whether the comments of the Government of Bihar on the observations/suggestions made by Government of India while conveying the President's Instructions on draft ordinance have been received;

(b) if so, the details thereof;

(c) whether any steps are contemplated by Government of India and Central Financial Institutions to make the Ashok Paper Mills viable;

(d) the steps being taken, towards na-

tionalisation of Ashok Paper Mills as per agreement between Governments of Bihar and Assam; and

(e) the difficulties in setting up pulp factory in Rameshwar Nagar?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) No, Sir.

(b) Does not arise.

(c) Government of India have decided to provide a sum of Rs. 67.08 crores as outright grant to the Government of Assam for the revival of the Ashok Paper Mills

(d) Governments of Assam and Bihar had sent draft Ordinances for nationalising the two units of Ashok Paper Mills Limited located in their respective States for receiving President's instructions thereon, before promulgating the Ordinances. While the Government of Assam have since promulgated the Ordinance, certain observations/suggestions on behalf of the Government of India have been conveyed to Government of Bihar for their comments, which are awaited. Further steps to reopen the two units located in their respective States are to be taken by Governments of Assam and Bihar.

(e) Government have not received any fresh proposal for setting up pulp factory in Rameshwar Nagar after the original one was rejected in 1982.

Connecting of Metropolitan cities with Vayudoot Service

8678. **SHRI RAJVEER SINGH:** Will the Minister of CIVIL AVIATION be pleased to state the names of Metropolitan cities proposed to be connected with Vayudoot service in the near future?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): Vayudoot services are available at all the four Metropolitan cities in the country. Due to the shortage of aircraft capacity and other resources, Vayudoot Limited is presently consolidating its operations rather than expanding the services.

Production of Coal From Singrauli Coal Mines

8679. **SHRI PHOOL CHAND VERMA:** Will the Minister of ENERGY be pleased to state:

(a) the annual production of coal from Singrauli coal mines;

(b) for how long coal-mining would be possible there;

(c) whether power plants in Madhya Pradesh will continue to get sufficient quantity of coal from these mines; and

(d) if so, for how long and the details in this regard?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) to (d). During 1989-90 coal production from the Singrauli Coalfield was 23.28 million tonnes and the target for 1990-91 is 26.50 million tonnes. Coal production from this Coalfield will increase to over 50 million tonnes per annum by turn of the century. Taking into account the gross coal reserve of over 9000- million tonnes indicated by Geological Survey of India, no difficulty is envisaged in continuing coal production for over 40 years for meeting the requirement of the pit head and other thermal power stations located in Madhya Pradesh, Uttar Pradesh and other States linked to this Coalfield.

U.S. Aerospace Trade Mission

8680. DR. BANGALI SINGH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether a high level U.S. aerospace trade mission visited India recently;

(b) if so, the object of this mission; and

(c) the extent to which the visit of the mission has proved useful to the country?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) Yes, Sir.

(b) and (c). The objective of the mission was to explore possibilities of trade with India. The visit provided a useful forum for interaction between the two countries.

[English]

Capacity Utilisation by TAFCO

8681. SHRI V. SREENIVASA PRASAD: Will the Minister of INDUSTRY be pleased to state:

(a) whether the Tannery and Footwear Corporation of India Limited, Kanpur has not been utilising the total installed capacity;

(b) if so, the reasons therefor;

(c) whether the production target for 1989-90 has been achieved; and

(d) if not, the reasons therefor?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) and (b). Yes, Sir. The main reasons for not utilising the full capacity are low productivity of labour, obsolete technology, oil machinery, unremunerative price structure, etc.

(c) and (d). No, Sir. The main reasons for not achieving the production target for the year 1989-90 were non-materialisation of the orders for supply of footwear for Defence requirements to the extent anticipated, and delay in commissioning of facilities for the manufacture of Jungle Boots.

Production of Honey

8682. SHRI N. DENNIS: Will the Minister of INDUSTRY be pleased to state the steps taken for the promotion of production of honey in the country?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): As far as beekeeping under KVIC is concerned, financial assistance on concessional terms and free technical guidance to state Khadi & Village Industries Boards, registered institutions and beekeepers' cooperatives are extended for the development of beekeeping industry. The assistance is extended in the form of distribution of bee equipment including the bee boxes and honey extractors, setting up of bee nurseries, providing funds to set up medium scale and semi-commercial apiaries, helping introduction of beekeeping in schools and construction of honey houses. KVIC is encouraging bee migration to increase honey production and agro horticultural harvest. Graded courses of training are conducted. Institutions/societies are assisted in marketing of honey including providing working capital loan for purchase of honey from beekeepers. Institutions/cooperatives are also guided in the matter of quality control of honey and ensuring testing facilities. Some of the important research and development efforts to increase the quantity and quality of honey production are:

1. Bee pollination experiments undertaken on ridge gourd, on fenugreek (Methi, Kasturi Methi) and Niger at Bhigwar (Maharashtra) which revealed that bee pollination in-

creased fruit and seed yield, see weight and quality.

2. A demonstration of the utility of honey bees in increasing production of bitter gourd was successfully organised at Yeola (Maharashtra) and as well as on farmers yield.

[*Translation*]

Claims Cases

8683. SHRI RAMESH BAIS: Will the Minister of RAILWAYS be pleased to state:

(a) the amount of compensation paid by the Railways for goods claims during the last three years;

1987-88	1988-89	1989-90
Rs. 33.34 crores	Rs 33 81 crores	Rs 30.29 crores

(b) The number of claims preferred on Northern Railway on consignments booked

(b) the number of such claims made annually at New Delhi and Delhi stations;

(c) the names of the claimants who have been paid maximum compensation each year during the last three years;

(d) whether certain institutions are regularly paid such claims every year;

(e) if so, whether Government propose to conduct an enquiry in this regard; and

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

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) The amount of compensation paid by the Railways for loss & damage claims during last three years was as under:

to these stations during last three years was as under:

	1987-88	1988-89	1989-90
New Delhi:	4705	3926	4926
Delhi	958	1161	1409

(c) Such statistics is not maintained.

[*English*]

(d) Claims are settled on individual merits. Institution-wise records are not maintained.

National Conference on India's Economic Strategies for Nineties

8684. SHRI MADHAVRAO SCINDIA: Will the Minister of INDUSTRY be pleased to state:

(e) and (f). Do not arise.

(a) whether while inaugurating the National Conference on 'India's Economic Strategies for Nineties' on April 18, 1990 he called upon the industry in India to shun protection;

(b) the main observations and suggestions made at the Conference; and

(c) the reaction of Government thereto?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) Yes, Sir.

(b) The main observations and suggestions made at the Conference were as follows:

In a fast changing world, India can no longer afford to be inward looking keeping in view globalisation of economic activity. The need for competition and competitiveness was emphasised for the Indian industry. It was felt that the key to development lies in adaptability and a strong plea was made for elimination of barriers and regulations. It was also felt that the major issues to be tackled and resolved are the efficient management of the economy, the infrastructure, the public utilities and the public sector. In order to build up the use of natural resources for economic growth of the country, it was suggested that we need to have access to investment by the private sector and even by foreign enterprises.

(c) The Government has already announced the Import Export Policy which provides new measures for boosting ex-

ports, which will help in making India industry more competitive. Medium term economic policies of the Government are prepared in the context of planning. The Eighth Five Year Plan is under preparation.

Capacity utilisation of Tyre Corporation of India Ltd.

8685. SHRI M.V. CHANDRASHEKARA MURTHY: Will the Minister of INDUSTRY be pleased to state:

(a) whether there has been under utilisation of the installed capacity of the Tyre Corporation of India Limited;

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

(c) the steps taken or proposed to rejuvenate the management of the company?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) and (b). A statement giving details of capacity utilisation for the major products of TCIL is enclosed. While capacity utilisation in the manufacture of automotive tyres is above 100% there is underutilization of capacity for manufacture of other items particularly in the Tangra and Kalyani plants. The main reasons for low capacity utilisation in these units are old and outdated machinery, obsolete technology and erratic power supply etc.

(c) Promote action is being taken to fill up board and other senior level vacancies.

STATEMENT*Installed Capacity, Production and Capacity Utilisation in Tyre Corporation of India Ltd. for 1989-90**(Qty. in lakhs)*

	1	2	3	4	5
		<i>Units</i>	<i>Installed Capacity</i>	<i>Production (1989-90)</i>	<i>Capacity Utilisation (rounded off)</i>
<i>Tyre Division Kankinara</i>					
<i>Automotive Tyres</i>		Nos.	1.23	1.36	111%
<i>Automotive Tubes</i>		Nos.	1.23	0.88	72%
<i>Industrial Rubber Product (IRP) Division Tangra</i>					
<i>Moped Tyres</i>		Nos.	0.72	0.24	33%
<i>Cycle Tyres</i>		Nos.	33.00	10.83	33%
<i>Fan and V-Belts</i>		Nos.	5.00	1.05	21%
<i>Hose (all types) (Ply and Braided)</i>		Mtrs.	9.5	4.32	46%

	Units	Installed Capacity	Production (1989-90)	Capacity Utilisation (rounded off)
1	2	3	4	5
Transmission and Conveyor Belting	Mtrs.	10.80	2.87	27%
Reclaimed Rubber RR Unit, Kalveni)				
Reclaimed Rubber	Kgs.	12.00	2.57	21%

Shifting of Nandgaon Yard to Manmad

8686 DR DAULATRAO SONUJI
AHER: Will the Minister of RAILWAYS be
pleased to state

(a) whether Government propose to
shift railway yard from Nandgaon to Man-
mad, and

(b) if so, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI
GEORGE FERNANDES) (a) No, Sir

(b) Does not arise

Industrial Growth in Bihar

8687 SHRI RAMESHWAR PRASAD
Will the Minister of INDUSTRY be pleased to
state

(a) the rate of growth of industries in

Bihar during the Seventh Plan period so far;

(b) how does it compare with the indus-
trial growth of the State during the Sixth Plan
period; and

(c) how it has helped in the growth of
industrial employment and development of
Bihar?

THE MINISTER OF INDUSTRY (SHRI
AJIT SINGH) (a) and (b) According to
Department of Industry, Government of Bihar,
the overall average rate of growth during the
Sixth Plan works out to 5.9 per cent. During
the first year of the Seventh Five Year Plan
i.e., 1985-86, the rate of growth was 7.6
percent. More or less, this trend of industrial
growth rate was maintained during the Sev-
enth Plan.

(c) A statement showing the employ-
ment in the organised sector (manufactur-
ing) in the State of Bihar for the Sixth and
Seventh Plan Periods is enclosed.

STATEMENT*Employment in the Organised Sector (Manufacturing)**(In Lakhs)*

Year ending 31st March	Bihar	
	Public Sector	Private Sector
1	2	3
1980	1.04	1.74
SIXTH PLAN		
1981	1.06	1.86
1982	1.11	1.88
1983	1.13	1.84

<i>Year ending 31st March</i>	<i>Bihar</i>	
	<i>Public Sector</i>	<i>Private Sector</i>
<i>1</i>	<i>2</i>	<i>3</i>
1984	1.12	1.85
1985	1.15	1.83
<i>SEVENTH PLAN</i>		
1986	1.15	1.71
1987	1.24	1.76
1988	1.29	1.75
1989 (Provisional)	1.29	1.67

Source: Employment Market Information Programme, Ministry of Labour.

[*Translation*]

Hydel Power Generation in Uttar Pradesh

8688. SHRI HARISH RAWAT: Will the Minister of ENERGY be pleased to state:

(a) whether there is vast potential for hydel power generation in Pinder River Valley (U.P.);

(b) if so, whether it is feasible to bring water of Pinder through a tunnel in Saryu and Gomati rivers; and

(c) if so, whether Government propose to conduct any survey in this regard?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) to (c). The River Pinder is a southern tributary of the Alaknanda

joining it near Karna Prayag. As per the hydro-electric potential reassessment studies carried out, six hydro-electric schemes with a total hydro-electric potential of 145.58 MW at 60% load-factor have been identified on the river Pinder. The above schemes do not envisage trans-basin diversion of waters of the Pinder River into the Saryu and Gomati rivers in Sarda Basin.

Increase in Vayudoot Fares

8689. SHRI RAM AWADH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Vayudoot fares have been increased and if so, the percentage increase in fares;

(b) whether there is any difference in the increase of fares by Vayudoot and the Indian Airlines; and

(c) if so, the reasons therefor?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) and (b). The increase in the fuel surcharge component of the domestic fare structure of both Indian Airlines and Vayudoot Limited has been at the same rate. The increased amount of fuel surcharge works out to 15.7% on the total pre-revised domestic Rupee fare.

(c) Does not arise.

Privatisation of Power Generation

8690. **SHRI BANWARI LAL PUROHIT:**
SHRI K.S. RAO:
SHRI PRAKASH KOKO BRAHMBHATT:
SHRI PRAKASH V. PATIL:
SHRIMATI BASAVARAJESWARI:

Will the Minister of ENERGY be pleased to state:

(a) whether the ASSOCHAM has urged for the early finalisation of the recommendations of Government expert committee on participation of the private sector in power generation;

(b) if so, the details of the recommendations of the expert committee in this regard;

(c) when Government propose to take final decision in this regard;

(d) whether the shortfall of power is likely to be reduced considerably by the entry of private sector in power generation by the end of Eighth Plan; and

(e) if so, to what extent?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) to (e). "Energy Scene in India: Problems and Prospects"—a monograph by ASSOCHAM has been received highlighting the Private Sector's participation in power generation. The question of encouraging private sector participation in power generation has been under the consideration of the Government, keeping in view the constraint of resources in regard to the installation of additional generating capacity commensurate with the growing requirements of power in the country. The modalities for implementing the scheme have been worked out and are at an advanced stage of consideration.

Rural Electrification in Uttar Pradesh

8691. **SHRI RAM SAGAR (Saidpur):** Will the Minister of ENERGY be pleased to state:

(a) the total number of villages in the Saidpur Parliamentary Constituency and how many of them have been electrified; and

(b) when the remaining villages are likely to be electrified?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) The information of village electrification is not maintained Parliamentary Constituency-wise. However, out of the total 3245 inhabited villages, 2873 villages have been electrified upto February, 1990 in the Jaunpur district of Uttar Pradesh in which the Saidpur Parliamentary Constituency falls.

(b) All the remaining un-electrified villages of the Jaunpur district are likely to be electrified in the Eighth Five Year Plan subject to availability of necessary funds and other inputs.

paper Allotted to Hindustan Paper Corporation Ltd.

8692. SHRI H.C. SRIKANTIAH: Will the Minister of INDUSTRY be pleased to state:

(a) the total quantity of paper allotted for supply to Karnataka at concessional prices during 1989 by the Hindustan Paper Corporation Ltd. and other Paper Mills;

(b) the total quantity of paper so far supplied;

(c) the names of the Paper Mills who have yet to supply the allotted quantity of paper to the State; and

(d) when the remaining quantity of paper will be supplied?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) to (d). As per the existing scheme of the Government, HPC is the only source of supply of subsidised white printing paper to the States/Union Territories for printing of text books etc. As against the total allotment of 5480 MTs of paper by the Department of Education during 1989 to the State of Karnataka, Hindustan Paper Corporation could supply about 1290 MTs of paper only. The shortfall in supply is due to certain difficulties faced by the Corporation. The Corporation has, however, been advised to make all possible efforts to complete the supplies.

[Translation]

Dieselisation of N.G. Line Between Dhaulpur and Saramathra (CR)

8693. SHRI THAN SINGH JATAV: Will the Minister of RAILWAYS be pleased to state:

(a) whether the trains hauled by steam

locomotives on Dhaulpur-Saramathra and Dhaulpur-Tantpur (Central Railway) Sections are incurring losses;

(b) whether a proposal to run diesel locomotives in place of steam locomotives is under Consideration of Government; and

(c) if so, when dieselisation of these trains running on the above lines is likely to be done?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): Train services on the branch line are incurring losses.

(b) and (c). All Narrow Gauge Steam Locomotives on Indian Railways are likely to be replaced by Diesel Engines by 1995-96, subject, however, to availability of funds and manufacturing capacity in Railway Production Units. In pursuance of this, Steam Locomotives on the Narrow Gauge Sections of Central Railway will be replaced as and when more Narrow Gauge Diesel Locomotives become available.

Facilities to Small Industrial Units

8694. SHRI BALESHWAR YADAV: Will the Minister of INDUSTRY be pleased to state:

(a) whether a demand has been made to provide some facilities to small industrial units as are being provided to the Khadi and Village Industries;

(b) if so, whether Government have considered this demand and taken any decision thereon; and

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

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) Yes Sir. It was suggested that SSI units with investment in plant and

machinery of Rs. 5 lakhs or less may be segregated under SSI Sector, protected and encouraged by providing benefits which are available to Khadi and Village Industries.

(b) and (c). Already, smaller amongst the small scale units are being provided better relief in respect of interest rates chargeable and in the levy of Central excise duty.

Composite loans upto Rs. 25,000/- are advanced by the commercial banks at an interest rate of 10 per cent in backward areas and 12 per cent in non-backward areas to smaller units. Composite loans upto Rs. 50,000/- in tiny, cottage and village sectors are also charged concessional rates by term-lending institutions. Loans advanced by banks upto Rs. 2 lakhs are charged interest at a rate ranging between 12.5 and 14 per cent which is lower than the rate of interest exceeding this amount.

To provide additional support, several measures have been initiated in the recent past for augmentation of credit to the smaller amongst small scale units. A National Equity Fund was set up in 1987 for providing equity type support for new projects in tiny/small scale sector having project cost of Rs. 5 lakhs and located in a village town with population not exceeding 5,00,000. A single Window Scheme was introduced in 1988 under which tiny and small scale units whose project cost does not exceed Rs. 5 lakhs, are provided term loan for fixed assets as well as working capital loans. Besides providing term loan for fixed assets, SFCs/SIDCs would also provide to these SSI units working capital loan upto Rs. 2.5 lakhs.

There is full excise exemption for units having clearances upto Rs. 15 lakhs (Rs. 30 lakhs in case of units manufacturing goods falling under more than one Chapter heading of Central Excise Tariff). For clearances above Rs. 15 lakhs and upto Rs. 75 lakhs, normal duty is reduced by 10 percentage

points, subject to a minimum of 5% *ad valorem*. The full exemption limit of Rs. 15 lakh is proposed to be enhanced to Rs. 20 lakhs in the budget proposals for 1990-91 while the licensing limit is proposed to be raised from Rs. 10 lakhs to Rs. 15 lakhs.

It is the policy of the Government to give a separate package for Khadi and Village Industries.

Allocation of Coal

8698. SHRI RAMESHWAR PATIDAR: Will the Minister of ENERGY be pleased to state:

(a) whether Government have any policy for allocation of coal to power plants in the country, if so, the criteria therefor; and

(b) the reasons for which coal is being transported to far flung power stations as against the Government policy of setting up major thermal-power projects in such areas of Madhya Pradesh where coal is found in abundance?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) and (b). The allocation of coal to various thermal power plants in the country is decided upon by a Standing Linkage Committee (Long-Term) consisting of representatives from Department of Coal, Department of Power, Planning Commission, Ministry of Railways, Central Electricity Authority, Coal India Limited, Central Mine Planning and Design Institute etc. The supplies of coal to the Thermal Power Plants are planned taking into account factors like priority allotted to the power station by the Planning Commission, location of the plant, distance and mode of transportation from the coalfield and the development plan for the mine (s) from which coal could be supplied. To reduce the coal transportation

problems, pit-head generation is generally given somewhat higher priority; however, the setting up of load centre power stations is also equally important from the point of view of overall plans in the power distribution

system. In case of Madhya Pradesh, a number of pit-head power stations are already operating and the following new units in Madhya Pradesh have been given coal linkage during Eighth Plan period:

		<i>Capacity</i>
Birshingpur TPS	Units 1 to 4	840 MW
Ponch TPS	Units 1 & 2	420 MW
Korba TPS	Units 5 & 6	420 MW
Vindhyachal TPS	Units 6, 7 & 8	1210 MW

Overbridge at Rampura on Delhi-Rohtak Route

8697. SHRI M.S. PAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to construct an overbridge at Rampura railway crossing on Delhi-Rohtak rail line in view of the demand of the residents of that area: and

(b) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) No, Sir. Construction of road overbridge at the location is not feasible due to heavily built up area towards Rampura side.

(b) Does not arise.

[English]

Power Crisis In Delhi

8698. SHRI KUSUMA KRISHNAMURTHY: Will the Minister of ENERGY be pleased to state:

(a) whether the present shortage of power in the capital is aggravated by the neighbouring States drawing more power and for long durations than their quota from the Northern Power Grid, if so, the steps taken to tackle this problem;

(b) whether Government have considered the feasibility of treating Delhi as a priority area for the purpose of power supply; and

(c) if so, the steps taken to increase power generating capacity and also for providing more transmission lines?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) The power supply position in the capital at present is by and large satisfactory. The actual drawl of power by Delhi and the neighbouring states of the Northern Region is regulated by the Northern Regional Electricity Board keeping in view their entitlement, actual generation, load, conditions and system parameters.

(b) In the event of any difficulty in

meeting its requirements fully, particularly during the peak hours, maximum possible assistance is afforded to Delhi from the Northern Grid, being the national capital.

(c) With a view to augment the generating capacity of Delhi, the 2x 67.5 MW Rajghat Thermal Replacement Units have been commissioned recently. Installation of 3x30 MW Waste Heat Recovery Units at the existing Gas Turbines and setting up of a 800 MW combined cycle Gas-based power project at Bawana are also envisaged, subject to the availability of resources and other inputs. Delhi would also get its share from the 840 MW National Capital Thermal Power Project being set up at Dadri by the National Thermal Power Corporation. Installation of a 400 KV transmission ring around Delhi, augmentation of 220 KV transmission and distribution network and the construction of Rihand-Dadri HVDC line are in progress.

Tellichery-Mysore Rail Line

8699. SHRI P.A. ANTONY:
SHRI RAMESH CHENNI-
THALA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received any representations for laying the Tellichery-Mysore railway line via Coorg; if so, the details thereof;

(b) whether Government propose to conduct any fresh survey into the feasibility of this project; and

(c) if so, the findings of the surveys conducted previously for this railway line alongwith the details with regard to dates, authority by which surveys were made, allocation/cost of each survey etc.?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) Yes, Sir. The request has been received from the State Government of Kerala and other public bodies/individuals.

(b) No, Sir.

(c) Does not arise.

Computerisation of Passenger Traffic and Reservations

8700. PROF. P.J. KURIEN: Will the Minister of RAILWAYS be pleased to state:

(a) the stations where computerisation for passenger traffic has been introduced so far;

(b) when the stations in State Capitals and industrial centres will be covered by computerisation programme for passenger reservations;

(c) whether computerisation programme in respect of passenger traffic is restricted to on-going projects only; and

(d) if so, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) Computerised passenger reservation facility has so far been provided at Delhi, Bombay, Calcutta, Madras, Secunderabad, Ahmedabad, Bangalore, Bhopal and Lucknow.

(b) to (d). Reservation system at nine more state capitals/industrial centres, viz., Pune, Guwahati, Jaipur, Patna, Gorakhpur, Trivandrum, Jammu Tawi, Bhubaneswar and Cuttack are scheduled to be computerised during 1990-91. Further extension of the system to other stations would be considered on the basis of their reservation work-

load and importance as well as availability of funds.

[*Translation*]

Gauge Conversion of Miraj-Goa Section.

8701. SHRI R.N. RAKESH: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to convert Miraj-Goa Metre-gauge section into broad-gauge for providing direct train service between Delhi and Goa; and

(b) the steps taken so far in this regard?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) and (b). A survey for conversion of Miraj-Bangalore, and other connected MG branch lines, totalling 811 km to broad gauge was carried out in 1984. Though the survey was recently updated to arrive at the latest estimated cost, due to poor traffic prospects and constraint of resources, there is no proposal at present to take up this conversion project. However, Roha-Udupi BG rail link project approved in 1990-91, is expected to provide a BG link to Goa. A new BG/MG daily train between Delhi and Goa via Miraj is being introduced with effect from 18.6.1990.

Doubling and Electrification of Delhi-Meerut Line

8702. SHRI HARISH PAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a proposal for doubling and electrifying the Delhi-Meerut railway line;

(b) if so, when the work on this project is likely to be commenced and the estimated expenditure to be incurred thereon; and

(c) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) No, Sir. However, Delhi to Muradnagar is already a double line and Delhi-Ghaziabad section is electrified.

(b) Does not arise.

(c) With the commissioning of Delhi-Shahdara-Baghat-Saharanpur BG line two alternative routes are available between Ghaziabad and Saharanpur—one via Meerut and the other via Delhi-Shahdara-Baghat. With this arrangement, the line capacity available on Delhi-Meerut single Railway line is adequate.

Electrification of Railways being a capital intensive work, investments on electrification within the limited resources available are made as per priority, on sections which have high traffic density. Presently, priorities are to complete electrification of Delhi-Bombay (via Central Railway Route), Delhi-Madras (via Grand Trunk Route) and Howrah-Bombay (Via Nagpur Route) and some other heavy traffic density routes. In view of these priorities and constraint of resources, there is at present, no proposal to electrify Ghaziabad-Meerut section.

[*English*]

Production in BHEL, Haridwar

8703. DR. BHAGWAN DASS RATHOR: Will the Minister of INDUSTRY be pleased to state:

(a) whether a part of the total production in the Bharat Heavy Electricals Limited, Haridwar is done by the ancillary units;

(b) if so, the steps Government propose to reduce the production in the ancillary units; and

(c) whether the production capacity of the BHEL plant at Haridwar is being fully utilised?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) and (b). BHEL have developed ancillary units at Haridwar and other places where their plants are located and orders are placed on ancillary units depending on requirements of BHEL, Haridwar.

Government have not taken any decision to reduce the production in the ancillary units.

(c) During 1990-91 the capacity utilisation of BHEL Haridwar is likely to be 74%.

Underground Rail System

8704. SHRI N.J. RATHVA: Will the Minister of RAILWAYS be pleased to state:

(a) whether a new scheme for construction of under-ground and overground rail system all over the country is envisaged during the Eighth Plan;

(b) if so, the details thereof and in how many States, it will be introduced initially;

(c) the expenditure involved on this scheme; and

(d) when a final decision is likely to be taken in this regard?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) No, Sir.

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

[*Translation*]

Electrification of Delhi-Rohtak and Delhi-Panipat Line

8705. SHRIKAPIL DEV SHASTRI: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any scheme for the electrification of railway line between Delhi-Rohtak and Delhi-Panipat, if so, by what time it is likely to be completed; and

(b) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) (i) There is no proposal to electrify Delhi-Rohtak section.

(ii) A proposal for electrification of Delhi-Ambala section of which Delhi-Panipat forms a part, is presently under consideration.

(b) Presently, priorities are to complete electrification of Delhi-Bombay via Central Railway route, Delhi-Madras via Grand Trunk route, Howrah-Bombay via Nagpur route and some other heavy density routes. In view of these priorities and constraint of resources, there is, at present, no proposal to electrify Delhi-Rohtak section.

[*English*]

Production and Sales Target of H.M.T. Ltd.

8706. SHRI PRAKASH KOKO BRAHMBHATT: Will the Minister of INDUSTRY be pleased to state:

(a) whether the H.M.T. Limited has set group production and sales target during 1990-91;

(b) if so, the details thereof;

(c) whether some of the units of the HMT Ltd. in various States have been closed down due to disturbances; and if so, the names of such units; and

(d) the names of units at present working and those incurring losses?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) and (b). Subject to approval, HMT has set tentative group produc-

tion and sales target for the year 1990-91 as follows:

(Rs. in lakhs)

	<i>Production Target</i>	<i>Sales Target</i>
1	2	3
Machine Tools	25900	26297
Watches	26394	26302
Agricultural Machinery	16981	17465
Lamps	2400	2461
Total	71675	72525

(c) and (d). HMT has not closed any of its establishments except for the temporary cessation of work in its Watch unit at Srinagar. Its Machine Tools Division at Bangalore, Kalamassery, Ajmer, the Watch factory at Srinagar, the Dairy Machinery unit at Aurangabad and the Lamp Unit at Hyderabad are likely to incur losses during 1990-91.

Down Stream Projects of Naphtha Cracker Project at Vizag

8707. SHRI M.G. REDDY:
SHRI VENKATA KRISHNA
REDDY KASU:
SHRI M. BAGA REDDY:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government have issued a letter of intent for setting up a new Naphtha Cracker Project at Vizag;

(b) whether Government have received any proposals for setting up down stream projects using raw materials from the above

Naphtha Cracker Project;

(c) if so, the details thereof; and

(d) the action taken thereon?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M.S. GURUPADASWAMY): (a) Yes, Sir.

(b) Yes, Sir.

(c) and (d). Details of such proposals are not divulged until after Government has taken a decision thereon.

[*Translation*]

Chukha Power Project

8708. SHRI YUVRAJ: Will the Minister of ENERGY be pleased to state:

(a) whether the National Hydro-Electric Power Corporation has concluded an agreement with Chukha Hydro-electric Project authorities (Bhutan) and if so, when;

(b) whether the National Hydro-Electric Power Corporation supplies 70 per cent of power from Chukha to Bihar Electricity Board and 30 per cent to West Bengal according to the agreement; and

(c) if so, the reasons for not supplying adequate power to Katihar in Bihar?

THE MINISTER OF ENERGY AND
MINISTER OF CIVIL AVIATION (SHRI ARIF

MOHAMMAD KHAN): (a) The formal Agreement between the National Hydro-electric Power Corporation and the Department of Power of the Royal Government of Bhutan regarding supply of power from Chukha Hydro-electric Project in Bhutan is under finalisation.

(b) The share of Chukna power to the various beneficiaries in India, as per the allocations decided by the Government of India, is as under:—

DVC	15.00%
Bihar	25.75%
Orissa	13.50%
Sikkim	1.65%
West Bengal	29.10%
Unallocated with the Centre	15.00%

(c) Distribution of power within each State or the area of the beneficiary is the responsibility of the concerned State Electricity Board/State Government

[English]

Suburban Trains Upto Gudur

8709. SHRI P. PENCHALAI AH Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to extend the suburban trains upto Gudur, in South Central Railway in Vijayawada Division;

(b) if so, when; and

(c) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): No, Sir

(b) Does not arise.

(c) Gummidipundi-Gudur section not fit for running EMU trains.

Power Plants in Andaman and Nicobar Islands

8710. SHRI MANORANJAN BHAKTA: Will the Minister of ENERGY be pleased to state:

(a) the names and capacity of the power units located in Andaman and Nicobar Islands;

(b) whether these units are producing power to their capacity; and

(c) If not, the reasons therefor?

and Nicobar Islands as on 31.3.1989 is attached.

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) A statement showing the names and installed capacity of different power units located in Andaman

(b) and (c). The units are not giving full output due to ageing of units, difficulties in procurement of spare parts, local climatic conditions affecting nameplate rated capacity etc.

STATEMENT

Names and Nameplate Rating of Different Power Units as on 31.3.89 in Andaman and Nicobar Islands

<i>Sl. No.</i>	<i>Power Station</i>	<i>Nameplate rating (K.W.)</i>
<i>1</i>	<i>2</i>	<i>3</i>
1.	Phoenix Bay	1x630
		1x1062
		2x880
		1x856
		4x250
2.	Chathama	1x440
		5x800
3.	Bambooflat	2x250
4.	Raj Niwas	1x90
5.	Rut Land	1x15
6.	Neil Issand	1x24.4
		2x50
7.	Havelock	1x65
		1x50
		1x24

<i>Sl. No.</i>	<i>Power Station</i>	<i>Nameplate rating (K.W.)</i>
<i>1</i>	<i>2</i>	<i>3</i>
8.	Rangat Bay	6x248
9.	Sita Nagar	6x65 1x50
10.	Long Island	1x24 2x50
11.	Baratang	1x24 2x50
12.	Pashim Sagar	1x11.5
13.	Kishori Nagar	1x24
14.	Smith Island	1x14.5
15.	Mohanpur	1x18
16.	Little Andaman	1x500
17.	Car Nicobar	11x50
18.	Kamorta	3x50 1x25
19.	Champion	1x15 1x25
20.	Tapong	1x15
21.	Kakana	1x15
22.	Pilpillow	1x11.5
23.	Katchal	1x50

<i>Sl. No.</i>	<i>Power Station</i>	<i>Name, late rating (r. W.)</i>
<i>1</i>	<i>2</i>	<i>3</i>
24.	Terresa	1x25 1x50
25.	Chowra	x25
26	Kondul	1x25
27	Campbell Bay	3x80 2x125 1x50
28	Pilobabi	1x11.5 1x6
29	Pilomilo	1x15

Procurement of Safety Glasses

8711 SHRI VASANT SATHE: Will the Minister of RAILWAYS be pleased to state:

(a) the policy in regard to the procurement of toughened safety glasses (ISI Mark) for use in railway coaches/engines.

(b) the number of various manufacturing units having ISI standards registered with the Ministry of Railways and the details of procurement made from these units during the last three years, year-wise;

(c) whether any preference is given to small scale units manufacturing such glasses with ISI marks; and

(d) if so the details thereof and if not,

the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) For procurement of toughened/safety glasses for use in railway coaches/locos generally ISI mark is not insisted upon and materials are procured as per IS specification/railway drawings.

(b) There is no separate registration for manufacturers having ISI mark and all Units manufacturing/supplying to IS specifications are registered provided they are otherwise qualified for the same. As such, the question of furnishing details of firms having ISI standard registered with Railways and procurement made from such units does not arise.

(c) and (d). No preference is given to any manufacturer who supplies glasses with

ISI marking over any other supplier supplying to IS specification since railway's policy is generally to procure as per IS specification/railway drawings.

Petrol/Diesel Pumps and LPG Agencies in Uttar Pradesh

8712. SHRISARJU PRASAD SAROJ:
SHRI SHEO SHARAN VERMA:
SHRI RAJVEER SINGH:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) the number of LPG agencies and petrol/diesel pumps in Uttar Pradesh with their locations,

(b) whether LPG agencies and petrol/diesel pumps in U.P. are adequate to meet the demands of the people;

(c) if not, whether Government propose to open new gas agencies and petrol/diesel pumps in the current financial year;

(d) if so, the district-wise details thereof;

(e) the number of consumers awaiting gas connections in each of the existing LPG agencies in U.P. as on date; and

(f) the steps taken to expedite to allot gas connections to them?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M.S. GURUPADASWAMY): (a) As on 1.1. 1990, there were 400 LPG distributorships and 1798 Retail Outlets (Petrol/Diesel) in Uttar Pradesh.

(b) Periodic surveys are conducted to identify potential location for establishment of LPG distributorships/Retail outlet dealer-ships. Locations satisfying the laid down volume/distance norms are included in the

Marketing Plans, subject to overall product availability.

(c) and (d). 103 LPG distributorships and 219 Retail Outlet Dealer-ships (Petrol/Diesel) are planned for Uttar Pradesh.

(e) and (f). As on February 1, 1990, there were approximately 8.38 lakh persons in the waiting list for new LPG connections in Uttar Pradesh. New connections are released by the Oil Industry all over the country, in a phased manner, under the annual programme for the enrollment of customers, subject to availability of LPG. The availability of LPG is augmented through increased production and import.

The efforts involved in providing the data (a) location wise, (d) districtwise and (e) distributorship wise, may not be commensurate with the purpose sought to be achieved.

Flights Between Gulf and Trivandrum by Air India

8714. SHRI T. BASHEER: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether any study survey had been conducted in the past on passenger traffic potentialities between Gulf and Trivandrum by Air India;

(b) if so, the findings/recommendations thereof;

(c) the action taken by Government on these findings/recommendations;

(d) whether there is any proposal to increase the number of flights between Gulf and Trivandrum;

(e) if so, the details thereof; and

(f) if not, the reasons therefor?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) While no formal survey has been conducted in the recent past on passenger traffic potential between Gulf and Trivandrum, desk studies and day-to-day monitoring of traffic flows are undertaken by Air India.

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

(d) No, Sir.

(e) Does not arise

(f) The presently deployed capacity of 11 direct flights per week between Gulf and Trivandrum is sufficient to cater to the traffic demands.

Delivery of Remaining Airbus A-320

8715. **SHRI SANAT KUMAR MANDAL:** Will the Minister of CIVIL AVIATION be pleased to state the decision taken for taking the delivery of the remaining four Airbus A-320, which were originally supposed to join the fleet and are now ready in Toulouse (France)?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): The matter is under consideration.

Revision of Alcohol Prices

8716. **SHRI NARSINGRAO SURYA-WANSHI:** Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether State Governments have requested Union Government to announce the revised prices of alcohol expeditiously as the present price structure was not economically viable for the industry; and

(b) if so, the action taken in the matter?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M.S. GURUPADASWAMY): (a) and (b). There is no specific request from State Governments in this regard. However, based on requests from industry associations, B.I.C.P. have been asked to conduct a fresh cost study for revision of the alcohol prices.

[*Translation*]

Shuttle Trains Service From Satna to Allahabad

8717. **SHRI SUKHENDRA SINGH:** Will the Minister of RAILWAYS be pleased to state:

(a) whether passengers from Satna to Manikpur railway stations (CR) in Madhya Pradesh are facing much inconvenience due to cancellation of Itarsi-Allahabad passenger train and the passengers have to pay express train fares for the said journey;

(b) if so, whether it is proposed to introduce a shuttle train from Satna to Allahabad keeping in view the demand of the people; and

(c) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) No, Sir. 1389/1390 Itarsi-Allahabad Passenger has not been cancelled.

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

Rural Electrification in Bihar During Seventh Plan

8718. **SHRI RADHA MOHAN SINGH:** Will the Minister of ENERGY be pleased to state:

(a) whether the Rural Electrification Corporation has achieved the target fixed for

rural electrification in Bihar during the Seventh Plan;

(b) if not, the reasons therefor; and

(c) the number of villages electrified in Eastern and Western Champaran districts during the Seventh Plan?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) and (b). Yes Sir, against the target of 12493, Bihar State Electricity Board has electrified 12724 villages during the Seventh Five Year Plan (1985-90).

(c) The number of villages electrified in East and West Champaran districts during the 7th Plan upto January, 1990 is 280 and 333 respectively.

[English]

Cancellation of Trivandrum-Gulf Flight

8719. PROF. K.V. THOMAS: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Air India flights between Trivandrum-Gulf countries have been cancelled several times without prior notice to the passengers;

(b) if so, how many times this cancellation has taken place since 1 January, 1990;

(c) the reasons for the cancellation of these flights; and

(d) the arrangements made for the passengers stay and alternate journey, when the flights are cancelled?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) to (c). During the

period 1.1.90 to 1.5.90, only four Air India flights between Trivandrum and Gulf countries were cancelled. Out of the four, one flight was cancelled due to commercial reasons and the other three due to Engineering problems.

(d) Whenever Air India flights are re-scheduled/cancelled, due to unavoidable reasons, passengers are transferred on other flights of Air India or other carriers to minimise inconvenience. Hotel accommodation/meals/refreshments are also provided, whenever, necessary.

Transmission Line from Chandrapur to Ramagundam

8720. SHRI RAJAMOHANA REDDY:
SHRI J. CHOKKA RAO:
SHRI P. NARSA REDDY:

Will the Minister of ENERGY be pleased to state:

(a) whether a 400 kw double circuit transmission line from Chandrapur to Ramagundam is being constructed by the National Thermal Power Corporation;

(b) the time schedule for the completion of this line;

(c) whether the early completion of this line will help Andhra Pradesh in obtaining surplus power from the Western Region during peak hours; and

(d) if so, the details thereof?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) A 400 KV double circuit transmission line (360 ckt. kms) from Chandrapur to Ramagundam is under execution by the National Thermal Power Corporation as part of the Central Transmission Project-I.

(b) The line is expected to be completed by about January, 1991.

(c) and (d). At present, Andhra Pradesh in Southern Region is connected with Madhya Pradesh in Western Region through a 220 KV double circuit from Lower Sileru (AP) to Basrur (MO). Another 220 KV double circuit inter-connection from Belgaum to Kolhapur between Karnataka in Southern Region and Maharashtra in Western Region is also existing. Transfer of power on these two lines is taking place depending upon availability of power and system conditions. The completion of Chandrapur-Ramgundam line would further strengthen the interconnection between Western and Southern regions and considerably enhance the power transfer capability between the two regions.

EMU Facility from Ahmedabad-Surat-Virar

8721. SHRI KASHI RAM RANA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a proposal to start EMU facility from Ahmedabad-Surat-Virar to ease the difficulties of the commuters; and

(b) if is, the action taken in the matter?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) and (b). Presently, a survey is in hand to determine the techno-economic feasibility of introduction of EMU services on this section.

[*Translation*]

Closure of Japla Cement Factory

8722. SHRI CHHEDI PASWAN: Will the Minister of INDUSTRY be pleased to state:

(a) whether 5000 labourers were ren-

dered unemployed in Baulia quarries in Rohtas district in Bihar due to closure of Japla Cement Factory since 29 September, 1985;

(b) whether Japla Cement factory and Baulia quarries are lying closed despite repeated assurances by Union and State Governments in this regard; and

(c) the steps being taken by Government to restart them?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) to (c). M/s. Sone Valley Portland Cement Company Ltd. has intimated that this factory has been under lock-out from September, 1985. Baulia quarries is part of the company and about 1700 workers at the Baulia quarries have been laid off in January, 1986. The Board for Industrial and Financial Reconstruction (BIFR) has already approved a scheme for revival of M/s. Sone Valley Portland Cement Company Ltd. on 14th August, 1989. Management of the company is taking further steps for restarting the factory in terms of the revival package drawn up by BIFR.

[*English*]

Gas Based Power Plants in Kerala

8723. SHRI A. CHARLES:
SHRI T. BASHEER:

Will the Minister of ENERGY be pleased to state:

(a) whether there is any proposal to set up gas based power plants in Kerala; and

(b) if so, the details thereof and locations identified therefor?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) and (b). At pres-

ent, there is no proposal for setting up gas based power plants in Kerala for examination in Central Electricity Authority regarding techno-economic clearance. However, a Feasibility Report in regard to the setting up of 90 MW Combined Cycle Power Plant, based on LSHS/fuel/oil/natural gas, at Brahmapuram, Cochin at an estimated cost of Rs. 106.66 crores was received by the Central Electricity Authority (CEA) from the Kerala State Electricity Board, in April, 1988. The proposal could be processed by the CEA for techno-economic clearance after the fuel availability is confirmed; other requisite inputs are tied up and necessary clearances have been obtained by the State Electricity Board.

Bridge Across Revas-Karanja Harbour

8724. SHRI A.R. ANTULAY: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a proposal for constructing railway bridge across the Revas-Karanja harbour with a railway line going to Uran and Thal Vaish joining the Konkan railway;

(b) if so, the time by which Government are likely to take a decision in this regard; and

(c) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) No, Sir.

(b) Does not arise.

(c) Uran is already connected by rail to Konkan Railway line at Panvel. Due to constraint of resources it would be difficult to connect Thal Vaishet.

[*Translation*]

Cadre Review of Booking Clerks and Ticket Collectors on Western Railway

8725. SHRIMATI JAYAWANTI NAVINCHANDRA MEHTA: Will the Minister of RAILWAYS be pleased to state:

(a) the number of vacant posts of Booking Clerks and Tickets Collectors as per the existing cadre of Commercial Department in Western Railway Suburban Block;

(b) how many times and when the cadre review of th Department has been done during the last decade; and

(c) when the next review would be undertaken?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) Information is being collected from the Western Railway and will be laid on the Table of the Sabha.

(b) Different cadres of Commercial Department on Railways were reviewed in January, 1979 and in December, 1983.

(c) Next review will be taken ups as and when a committee on cadre review is constituted.

[*English*]

Abolition of Suburban Train Services in Calcutta

8726. SHRIMATI MALINI BHATTACHARYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there was a plan to gradually withdraw suburban train services since these involved heavy subsidies;

(b) whether in consequence, Divisional Railway authorities in Sealdah, West Bengal have been converting many short distance trains into long-distance ones and suspending some of the local services;

(c) if so, whether Government propose to review this plan which aims at denying a public utility service; and

(d) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES). (a) and (b). No, Sir.

(c) and (d). Do not arise

[*Translation*]

Restoration of Trains Between Fatuha and Islampur, Bihar

8727. SHRI R.S. PRASAD. Will the Minister of RAILWAYS be pleased to state:

(a) whether trains on meter gauge line between Fatuha and Islampur (Bihar) on Eastern Railway were used to run regularly during the last three years;

(b) whether serious problem of transport has developed in this densely populated area after discontinuing train services on this railway line; and

(c) if so, whether Government propose to restore train services on this railway line, if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) No, Sir.

(b) No, Sir.

(c) The Central Government was incurring losses on the working of this line, which was also considered unsafe for running of

trains. This line was, therefore, dismantled with the permission of State Government. Due to constraint of resources and heavy commitments on hand, there is no proposal to restore this line at present.

[*English*]

Security of Trains on Suburban Railway Bombay

8728. SHRI VAMANRAO MAHADIK: Will the Minister of RAILWAYS be pleased to state the security measures adopted for round the clock vigil in railway yards where passenger rakes are stationed?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): Railway yards where passenger rakes are stationed are adequately guarded by the Railway Protection Force personnel and the supervisory officers regularly check them. Instructions exist that all passenger rakes are thoroughly searched before placement on platform.

Model Stations

8729. SHRI SRIKANTA DATTA NARASIMHARAJA WADIYAR: Will the Minister of RAILWAYS be pleased to state:

(a) the amount spent on the construction of model railway stations so far; and

(b) the funds allocated for this purpose during 1990-91?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) Upto 31.3.1990, Rs. 35.25 crore have been spent on the work of Model Stations.

(b) Rs. 25.35 crore. However, as the emphasis has shifted towards basic passenger amenities at all stations, eventually the expenditure on model stations during 1990-91 is likely to be substantially less.

Status Paper

8730. SHRI PRATAPRAO B. BHOSALE: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have taken any steps to achieve the objectives of the 'Status Paper' brought out by his Ministry; and

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

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES) (a) Yes, Sir

(b) Wide publicity had been given through media. Workshops and seminars had been organised throughout the country.

Supply of Levy Cement to Maharashtra

8731 SHRI S B THORAT Will the Minister of INDUSTRY be pleased to state:

(a) the total quantity of levy cement supplied to Maharashtra State out of the central pool in the last three years, year-wise;

(b) whether the allocation of levy cement made to Maharashtra was much below its requirement, and

(c) if so, the reasons therefor?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) The details about the total quantity of Levy Cement supplied to Maharashtra State during the last three years, are given below:

<i>Year</i>	<i>Total supplies (in lakh tonnes)</i>
1	2
1987-88	8.67
1988-89	7.03
1989-90 (Up to January)	0.35

(b) and (c). After the introduction of partial de-control of Cement in February, 1982, the Levy obligation of Cement factories had been progressively reduced. The allocations of Levy Cement were made taking into consideration the overall availability of Levy Cement.

Industrial Production

8732 SHRI KAMAL CHAUDHRY: Will the Minister of INDUSTRY be pleased to state:

(a) whether there has been a deceleration in the industrial production since December, 1989 on a monthly basis;

(b) if so, the index of production for each month in 1989 and how it compares with the production during the corresponding period last year;

(c) whether the rate of increase in production for the last four months of 1989-90 has been much less than the corresponding increase during 1988-89;

(d) the contribution of the fertilizer sector to the deceleration in the industrial production; and

(e) the remedial measures contem-

plated to restore the rate of growth in industrial production?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) According to the Index of Industrial Production compiled by Central Statistical Organisation which is available upto January, 1990, the average rate of increase during the period (December, 1989-January, 1990) was 10.2 per cent as against an average rate of growth of 10.4 per cent observed in these two months of last financial year

(b) A statement showing the monthly index of industrial production for the years 1988 and 1989 alongwith the percentage rate of change in 1989 over 1988 is enclosed.

(c) and (d). During the period (October, 1989-January, 1990) the industrial production registered an average growth of 9.1 per cent as compared to increase of 10 per cent in the corresponding period of last financial year. During the same period, the production of fertilisers declined by 6.3 per cent.

(e) Government have been taking various steps to give a further boost to industrial growth through a more liberal licensing policy, promotion efforts, incentives and subsidies, provision of concessional finance and infrastructural development. Various measures taken to boost industrial growth in the industrial sector include delicensing of industries, broad banding, re-endorsement of capacity with reference to minimum economic scales of operation, review of industries reserved for small-scale sector, etc.

STATEMENT*Index of Industrial Production**% Rate*

<i>Sl. No.</i>	<i>Period</i>	<i>1988</i>	<i>1989</i>	<i>% Rate of change</i>
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>
1.	January	175.0	192.8	+10.2
2.	February	177.3	185.6	+4.7
3.	March	196.6	207.9	+5.7
4.	April	169.9	177.5	+4.5
5.	May	173.3	175.7	+1.4
6.	June	179.1	181.3	+1.2
7.	July	169.6	178.5	+5.2
8.	August	169.4	181.3	+7.0
9.	September	171.6	183.3	+6.8
10.	October	174.6	185.5	+6.2

<i>Sl. No.</i>	<i>Period</i>	<i>1988</i>	<i>1989</i>	<i>of change</i>
1	2	3	4	5
11.	November	181.0	198.4	+9.6
12.	December	194.5	211.4	+8.7
	Average	177.7	188.3	+6.0

Source: C.S.O.

Railway Hospital at Kolhapur

8733. SHRI UDAISINGRAO GAIKWAD: Will the Minister of RAILWAYS be pleased to state:

(a) the expenditure incurred on the railway staff hospital at Kolhapur in Maharashtra;

(b) whether the hospital has started functioning;

(c) if not, the reasons therefor; and

(d) the steps being taken in this regard?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) There is no Railway Hospital at Kolhapur

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

Gas Based Industries in Andhra Pradesh

8734. DR. VISHWANATHAM: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether any new gas based industries are being set up in Andhra Pradesh; and

(b) if so, the details thereof?

THE MINISTER OF PETROLEUM AND CHEMICALS. (SHRI M.S. GURUPADASWAMY): (a) and (b). A commitment of 0.4 MMCMD of gas has been made for setting up a 3 x 33 MW Power Plant at Vijjeswaram by Andhra Pradesh State Electricity Board. Apart from this, commitments in principle of 1.3 MMCMD of gas for a fertilizer plant and 0.8 MMCMD of gas for a sponge iron project have been made. Availability of gas has also been indicated for a large power plant in Kakinada.

In addition smaller quantities of gas have been committed/are being supplied to following industrial customers in Andhra Pradesh:

	(MMCMD)	
Delta Paper Mills	..	0.028
Andhra Sugars	..	0.016
Gowthami Solvent	..	0.005
Coastal Agro Industries	..	0.005
Southern Magnesium	..	0.010
A.P. Bagasse Product	..	0.009
A.P. Sugars	..	0.006
Southern Pesticides	..	0.006
Claymen Porcelain	..	0.003
Kirloskar Services (only for 24 months)	..	0.018

Railway Coach Factories

8735. SHRI VENKATA KRISHNA REDDY BASU:
SHRI S. KRISHNA KUMAR:
SHRIMATI VIDYA CHEN-
NUPATI:
SHRI SANTOSH KUMAR
GANGWAR:
SHRI T. BASHEER:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have any proposal to set up new railway coach factories during the Eighth Plan period; and

(b) if so, the details of such factories likely to be set up alongwith their proposed

locations?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) No firm proposal.

(b) Does not arise in view of reply at (a) above.

[*Translation*]

Reopening of Nirmali-Saraigarh Bhattihall Line.

8736. SHRI SURYA NARAYAN YADAV: Will the Minister of RAILWAYS be pleased to state

(a) whether there is a proposal to reopen for traffic the Nirmali-Saraigarh and Bhattihall railway line which is lying damaged for a long time.

(b) if so, when, and

(c) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) No, Sir.

(b) Does not arise.

(c) Due to constraint of resources and heavy commitments on hand.

[*English*]

Ranjit Sagar Dam

8737. Will the Minister of ENERGY be pleased to state:

(a) the time by which the Ranjit Sagar Dam is likely to be completed;

(b) the amount already spent thereon; and

(c) the estimated cost of the Dam?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) Ranjit Sagar Dam is scheduled for completion by 1995-96.

(b) An expenditure of Rs. 545 crores has been incurred on the project upto February, 1990.

(c) The estimated cost of the project at December, 1988, price level is Rs. 1275.32 crores.

Clearance to Small and Mini Hydel Projects

8738. SHRI PYARELAL KHANDELWAL: Will the Minister of ENERGY be pleased to state:

(a) the names of the small and mini hydel projects pending with the Rural Electrification Corporation and Department of Non-Conventional Sources of Energy for grant of financial assistance; and

(b) when these projects are likely to be approved?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) No proposal for grant of financial assistance for small and mini hydel projects is either pending with the Rural Electrification Corporation or Department of Non-Conventional Sources of Energy.

(b) Does not arise.

Vayudoot Service to Cuddapah Airport

8739. SHRI Y.S. RAJA SEKHAR REDDY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the progress made with regard to the extension of runway at Cuddapah airport;

(b) the reasons for discontinuing the Vayudoot service to this airport;

(c) whether there is any proposal to restore the air service in the near future; and

(d) if so, when?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN) (a) The National Airport Authority has no plan to extend the existing runway at Cuddapah airport

(b) Vayudoot service to Cuddapah has been suspended, due to the shortage of aircraft.

(c) and (d). The shortage of aircraft capacity with Vayudoot, at present, does not permit resumption of service to Cuddapah.

Implementation of Revised Prices of Drugs

8740. SHRI B.N. REDDY: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state

(a) whether some drug companies have not implemented the revised prices as fixed by Government,

(b) if so, the details thereof; and

(c) the action taken by Government in this regard?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M.S. GURUPADASWAMY) (a) to (c). Nine (9) drug companies have already implemented the prices fixed in respect of formulations based on 21 bulk drugs recently brought under

price control. Further, the Department of Chemicals and Petrochemicals has asked telegraphically all the concerned State Drug Controllers to ensure that the prices fixed have been implemented by the concerned companies and send the necessary compliance Report.

Train from Poona to Calcutta

8741. SHRI V.N. GADGIL: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is great public demand for a direct train from Poona to Calcutta; and

(b) if so, when the said train is proposed to be introduced?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): Yes, Sir.

(b) Presently not feasible due to operational and resource constraints.

Vayudoot Service From Bhilwara and Chittorgarh

8743. SHRI HAMENDRA SINGH BANERA:
SHRI VIJAY KUMAR MALHOTRA:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether modern landing ground facilities with adequate infrastructure and complete terminal building for waiting lounge etc. exist at Hamirgarh Airstrip in Bhilwara district (Rajasthan);

(b) if so, whether Government propose to link Bhilwara and Chittorgarh with Vayudoot Service; and

(c) if so, when?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) Hamirgarh airstrip in Bhilwara district has an asphalt concrete runway with dimensions of 4180'x100' and a small terminal building suitable for Dornier-228 aircraft. The airstrip has been constructed by the Government of Rajasthan.

(b) and (c). Vayudoot has no immediate plans to link Bhilwara and Chittorgarh.

[*Translation*]

Setting up of Refinery in Punjab

8744. S. ATINDER PAL SINGH: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state

(a) whether Union Government propose to set up an oil-refinery in Punjab:

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M.S. GURUPADASWAMY): (a) to (c). The location of an oil refinery is decided on the basis of various techno-economic consideration which inter-alia include availability of crude oil, demand/supply balance of products in the area to be served etc. Keeping in view the above, there is no proposal at present to set up an oil refinery in Punjab.

Extension of Hariharnath Express

8745. SHRIRAMENDRAKUMARRAVI YADAV: Will the Minister of RAILWAYS be pleased to state:

(a) whether the people of Madhepura district in Bihar do not have adequate facilities:

(b) if so, whether Government propose to extend the Hariharnath Express train from Barabanki to Sonpur via Madhepura, Saharsa; and

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

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) The services available at stations in Madhepura district are considered adequate to cater the present level of traffic.

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

LPG Agency in Pratapgarh, Rajasthan

8746. SHRI NANDLAL MEENA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) the names of cities in Rajasthan where cooking gas is being supplied at present;

(b) whether applications were invited in December, 1989 for allotting gas agencies in Pratapgarh Tehsil of Chittorgarh district in Rajasthan; and

(c) if so, the progress made in this regard so far?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M.S. GURUPADASWAMY): (a) The required information is given in the statement below.

(b) and (c). An advertisement for an LPG distributorship at Pratapgarh was released in October, 1989. The applications received in response to this advertisement have been forwarded by the concerned oil company to the Oil Selection Board (North) for interview and selection of a distributor.

STATEMENT

The names of Cities in Rajasthan where cooking gas is being supplied:

<i>Sl. No.</i>	<i>Location</i>	<i>District</i>
1	2	3
1.	Abu Road	Sorohi
2.	Ajmer	Ajmer
3.	Alwar	Alwar
4.	Balotra	Barmer
5.	Barmer	Barmer
6.	Banswara	Banswara
7.	Baran	Kota
8.	Bewar	Ajmer
9.	Bharatpur	Bharatpur
10.	Bhilwara	Bhilwara
11.	Bikaner	Bikaner
12.	Bilara	Jodhpur
13.	Bayana	Bharatpur
14.	Bari	Dholpur
15.	Bundi	Bundi
16.	Chittorgarh	Chittorgarh
17.	Chomu	Jaipur
18.	Churu	Churu
19.	Dariba Mines	Udaipur
20.	Dausa	

<i>Sl. No.</i>	<i>Location</i>	<i>District</i>
1	2	3
21.	Dholpur	Dholpur
22.	Dungerpur	Dungerpur
23.	Deeg	Bharatpur
24.	Gangapur	Sawaimadhopur
25.	Hanumangarh	Sriganganagar
26.	Hindaun	Sawaimadhopur
27.	Jaipur	Jaipur
28.	Jaisalmer	Jaisalmer
29.	Jhunjhunu/Pilani	Jhunjhunu
30.	Jodhpur	Jodhpur
31.	Jhalarapatnam	Jhalawar
32.	Jhalawar	Jhalawar
33.	Kerauli	Sewaimadhopur
34.	Ketrinagar	Jhunjhunu
35.	Kota	Kota
36.	Kuchaman	Nagaur
37.	Lachmangarh	Sikar
38.	M. Pali	Pali
39.	Makrana	Nagaur
40.	Mount Abu	Sirohi
41.	Nagaur	Nagaur
42.	Neemka Thana	Sikar

<i>Sl. No.</i>	<i>Location</i>	<i>District</i>
1	2	3
43.	Nesirabad	Ajmer
44.	Nawalgarh	Jhunjhunu
45.	Nokha	Bikaner
46.	Nimbahera	Chittorgarh
47.	Phalodi	Jodhpur
48.	Rajasmand	Udaipur
49.	Rajgarh	Alwar
50.	Ratangarh	Sikar
51.	Rawatsar	Sriganganagar
52.	Ramgarh	Sikar
53.	Rawatbhata	Chittorgarh
54.	Sawaimadhopur	Sawaimadhopur
55.	Sriganganagar	Sriganganagar
56.	Sojat	Pali
57.	Sujangarh	Churu
58.	Sirohi	Sirohi
59.	Suratgarh	Sriganganagar
60.	Sardar Shahar	Churu
61.	Tonk	Tonk
62.	Udaipur	Udaipur
63.	Zawar	

[English]

Transportation of Betel-Leave

8747. SHRI HANNAN MOLLAH. Will the Minister of RAILWAYS be pleased to state:

(a) the total earning of last three years, year-wise by Indian Railways from freight charges for carrying betel-leave,

(b) the amount of freight collected from West Bengal on that account; and

(c) the quantity of betel-leave booked at various Railway stations in West Bengal last year and the amount collected from each stations in that State?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES):

STATEMENT

	1	2	3	4	5
			1987-88 (Rupees in thousands)	1988-89 (Rupees in thousands)	1989-90 (Rupees in thousands)
(a)	Total earnings from Betel Leave traffic		10,04,27	11,07,67	10,98,16
(b)	Total earnings from Betel Leave traffic from stations in West Bengal		7,05,32	7,69,63	7,61,80
(c)	Details of quantity and earnings of betel leaves traffic originating from stations in West Bengal in 1989-90				

<i>Sl. No.</i>	<i>Station</i>	<i>Weight (in tonnes)</i>	<i>Earnings (in thousands)</i>
1	2	3	4
1.	Howrah	21,058	10,992
2.	Sealdah	37,016	19,322
3.	Krishna Nagar (city)	7,800	4,321
4.	Srirampur	3,600	1,879
5.	Bardhaman	3,600	1,879
6.	Malda Town	2,880	1,503
7.	Asansol	210	168
8.	Begampur	180	93
9.	Baruipara	75	39
10.	Durgapur	3	1
11.	Uluberia	966	437

<i>Sl. No.</i>	<i>Station</i>	<i>Weight (in tonnes)</i>	<i>Earnings (in thousands)</i>
1	2	3	4
12.	Bagnan	1,878	1,407
13.	Mechada	14,906	14,873
14.	Khāragpur	6,577	6,042
15.	Panskura	5,484	4,015
16	Howrah	11,660	9,225

Outstandings to State Electricity Boards

8748. SHRI Y.S. MAHAJAN Will the Minister of ENERGY be pleased to state:

(a) the amount State Electricity Boards owe to the Coal India Ltd.,

(b) the action being contemplated to realise the amount; and

(c) whether the State Electricity Boards pay reasonable interest over the defaulted payments?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) Total outstanding dues of Coal India Ltd., as on 31.3.90 from various Electricity Boards/Power Utilities are Rs. 1876.60 crore including Rs. 715.08 crores which is under dispute.

(b) Steps taken/being taken to liquidate the outstanding dues include:

(i) Regular follow up action is being taken by Coal India Ltd and its subsidiaries to realise outstanding dues from State Electricity Boards.

(ii) States Electricity Boards were advised to Open Letter of Credits in favour of coal companies to cover future supplies. But response from them has been, so far, negative. Therefore, from 1.4.1990 a system of linking supplies of coal progressively to advance payment to State Electricity Boards having outstanding dues equivalent to two months' billing has been introduced. In case of State Electricity Boards defaulting in observing this dis-

cipline coal companies will be free to take steps in the direction of curtailing or stopping supplies of coal to their power stations.

(c) As per agreement State Electricity Boards/Power Utilities are supposed to pay interest for delayed payment of the bill, but they are generally not making any payment of interest.

Availability of Films Manufactured by Hindustan Photo Films Co. Ltd.

8749. SHRI E.S.M. PAKEER MOHMED:
SHRI R. MUTHAIH:

Will the Minister of INDUSTRY be pleased to state:

(a) whether attention of Government has been drawn to the report in Indian Express of 11 April, 1990 on Government policy on photo films;

(b) if so, whether the Hindustan Photo Films Manufacturing Co. Ltd. is able to meet the demand of the country in Photo Paper, Cine Films and Industrial X-ray films; if not, how many of these items are on OGL;

(c) whether the import of X-ray films has been banned;

(d) if so, the reasons therefor;

(e) whether any complaints have been received regarding poor quality or shortage of the films manufactured by the Hindustan Photo Films Mfg. Co. Ltd. and their pricing; and

(f) if so, the action taken thereon?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) Yes, Sir.

(b) M/s. Hindustan Photo Films Ltd. (HPF) has been progressively meeting the demand of black and white range of photographic products through its integrated production programme. For meeting the demand in respect of products such as cine colour positive, X-ray films, graphic art films, colour paper etc. the company is undertaking conservation for imported Jumbo rolls. The company is presently setting up facilities for integrated manufacture of polyester based medical X-ray, industrial X-ray and graphic art films. Jumbo rolls of all converted products are presently under OGL

(c) and (d). Four special types of X-ray films which are being manufactured by HPF have been shifted from OGL to the list of 'limited permissible items' under the current Import Policy.

(e) and (f). There have been some complaints about the quality and shortage of films. Whenever complaints are received, these are investigated and corrective steps taken either to replace the material or to advise the user about the proper usage of the materials. The company has a well defined quality assurance programme. It also maintains a good level of inventory to meet any contingencies

As regards prices, the same are guided by a formula laid-down by the Bureau of Industrial Costs and Prices (BICP).

Fall in International Oil Prices

8750. SHRI SHANTARAM
POTDUKHE:
DR. Y.S. RAJA SEKHARA
REDDY.

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether there has recently been a fall in the international oil prices;

(b) the Government's present oil import strategy to get maximum price advantage;

(c) whether Government are contemplating spot market buying of crude and petroleum products in the present day falling market; and

(d) if so, the quantity of crude etc. likely to be purchased?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M.S. GURUPADASWAMY): (a) Yes, Sir. However, international market in crude oil is very volatile and subject to seasonal fluctuations. Current low prices may be a short term phenomenon.

(b) to (d). Import of crude oil is made both under term contracts with national oil companies of producing countries as well as through purchases in the spot market. Prices under all our term contracts are now also market related i.e. they are fixed according to a formula linked to spot market quotations of crudes which are heavily traded on the spot market. Therefore, benefit of any fall in the international oil prices automatically accrues to us for upliftments under our term contracts also.

Quantities of crude to be purchased each month depend on the projected refining requirements, our inventory holding capacity of imported crude and upliftments under term contracts. Spot purchases are made as and when required to meet the balance requirements after term purchases. Presently, no additional quantities in spot market are being purchased because of limitations of inventory holding capacity.

New Trains in South Central Railways

8751. SHRI RAMA KRISHNA KONTALA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to introduce new trains in South Central Railways; and

(b) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) Introduction of new trains at the time of every revision of All India Railway Time Table is a continuous process.

(b) In the May, 1990 Time Table, following new train services have been provided in South Central Railway:

1. Jammu Tawi-Mangalore/Tiruchchirappalli Weekly Express (via Vijayawada, Kazipet etc)
2. Two pairs of passenger trains between Guntur and Macherla.
3. Two pairs of passenger trains between Guntur and Sattenapalla.
4. One pair of passenger trains between Macherla and Nadikudi.
5. Tirupati-Kakinada Tirumala Express extended to/from Visakhapatnam.
6. Ongole-Vijayawada Passenger extended to Eluru.
7. Secunderabad-Nadikudi Passenger extended to Guntur.

In addition to the above, a new super-fast Broad Gauge-cum-Metre Gauge service between Delhi and Vasco-da-Gama via Miraj is being introduced with effect from 18.6.1990.

Purchase of Airbus A-320

8752. SHRI YADVENDRA DATT: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether file No. A.V. 18018/14/84 AC dealing with the purchase of Airbus A-320 is untraceable and missing;

(b) if so, the steps Government are taking to trace the file and punish those responsible for losing the file; and

(c) whether the contents of the missing file have been retrieved from other files?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) Yes, Sir.

(b) Efforts are being made to trace the file.

(c) Some part of the correspondence portion of the file has been retrieved from other records.

Power Survey Committee

**8753. SHRI GANGA CHARAN LODHI:
DR. LAXMINARAYAN PANDEY:**

Will the Minister of ENERGY be pleased to state:

(a) whether the Fourteenth Power Survey Committee set up to review the demand projections to finalise the Eighth Plan proposals for Power Sector, has submitted its report to Government; and

(b) if so, the details thereof?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMED KHAN): (a) and (b). No, Sir, The Fourteenth Power Survey Committee was set up on 13th February, 1989 and is to submit its report by 31st December, 1990.

[*Translation*]

LPG Agencies in Bharuch, Gujarat

8754 SHRI CHANDUBHAI DESHMUKH: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state.

(a) the number of cooking gas agencies in Bharuch district of Gujarat.

(b) the names of tehsils in this district which do not have any cooking gas agency;

(c) whether Government propose to allot such agencies there; and

(d) if so, by what time?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M. S. GURUPADASWAMY): (a) As on 1.4.1990, 11 distributorships were in operation in Bharuch district of Gujarat.

(b) The following Tehsils in this district have not been covered by LPG distributorship:

Amod, Dediapada, Hansot, Jhagadia, Sagbara, Valia and Vagra

(c) No distributorships have been planned by the oil companies in the above Tehsils so far.

(d) Does not arise.

[*English*]

LPG Connections from M. P.s Quota

8755. SHRIGUMAN MALLODHA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government have discontinued the practice of allotting LPG connections on Priority basis on the recommendations of Members of Parliament;

(b) if so, the reasons therefor; and

(c) if not, the number of such connections released during the last six months?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M. S. GURUPADASWAMY): (a) No, Sir.

(b) Does not arise.

(c) During the last six months, following numbers of LPG connections have been released on priority basis on the recommendations of the Members of Parliament:

<i>Month</i>	<i>No. of connections</i>
November, 1989	1,348
December, 1989	952
January, 1990	606
February, 1990	1,141
March, 1990	1,596
April, 1990	1,779 (Provisional)

**New Station Buildings and other
Passenger Amenities on S.E. Railway**

8756. SHRI ANADI CHARANDAS: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a proposal to construct new buildings for railway stations which are very old and outdated on South Eastern Railway;

(b) if so, whether passenger amenities like drinking water, catering/retiring room are proposed to be provided in the new buildings;

(c) whether the matter is proposed to be discussed with various Zonal railway users committees etc; and

(d) if not, the reasons therefor?

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

(b) Yes, Sir, depending on the level of traffic dealt with at each station.

(c) Yes, Sir.

(d) Does not arise.

[*Translation*]

Conversion of Kachiguda-Manmad Line

8757. SHRI ASHOK ANANDRAO DESHMUKH: Will the Minister of RAILWAYS be pleased to state:

(a) the amount required to complete the first stage of work for converting Kachiguda-Manmad metre gauge rail line into broad gauge line;

(b) the allocation made therefore during 1990-91;

(c) whether Government propose to increase it if it is not sufficient to complete the work; and

(d) if not, the reasons therefor and details in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI AJAY SINGH): (a) and (b). Only the following sections of the MG line have been approved for conversion to BG. The allocation approved in 1990-91 is given against each:

(*Value in Crores of Rs.*)

<i>Name</i>	<i>Length Km</i>	<i>Estimated Cost</i>	<i>Outlay 90-91</i>
1. Manmad-Parbhani-Parli Vaijnath Conversion.	354	140.00	14.00
2. Parbhani-Puran and Mudkhed-Adilabad Conversion & Purna- Mudkhed Parallel BG line.	248	107.42	9.50

(c) and (d). Due to constraint of resources it will be difficult to increase the

allocation made.

LPG Agencies in Ahmedabad, Gujarat

8758. SHRI RATILAL KALIDAS VERMA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) the total number of LPG agencies in Ahmedabad district of Gujarat;

(b) the total number of persons on the waiting list for LPG connections at each agency; and

(c) when all those on the waiting list are likely to be provided LPG connections?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M. S. GURUPADASWAMY): (a) As on 1.4.1990, there were 57 LPG distributorships in operation in Ahmedabad district of Gujarat.

(b) The required information is given in the attached statement.

(c) New LPG connections are released in a phased manner all over the country through the distributors generally operating below the ceiling limit subject to availability of product, equipment and facilities. Hence it is not possible to indicate a time limit to clear the waiting list.

STATEMENT

Number of persons on the waiting list for LPG connections with each agencies in Ahmedabad District of Gujarat:

<i>Name of the Distributor</i>	<i>Waiting List</i>
1. M/s. Aketa Gas	6518
2. M/s. A. K. Gas	591
3. M/s. Apana Gas	3075
4. M/s. A. R. A. Co. Op.	7895
5. M/s. A. G. Gas	2315
6. M/s. Ambika Gas	4170
7. M/s. B. M. Gas	2470
8. M/s. Bright Gas	84
9. M/s. Carol Gas	9077
10. M/s. Gayatri Gas	631
11. M/s. Gori Gas	910
12. G. S. C. S. C.	279

*Name of the Distributor**Waiting List*

13. M/s. Harish Gas	775
14. M/s. H. S. Gas	801
15. M/s. Kirti Gas	1579
16. M/s. Pauravi Gas	974
17. M/s. Rajmin Gas	38
18. M/s. Raaso Gas	1867
19. M/s. Sabar Gas	3270
20. M/s. Sahil Gas	863
21. M/s. Santosh Gas	304
22. M/s. Shakti Gas Agency	2578
23. M/s. Satyam Gas	845
24. M/s. Chhatra Chaya	1697
25. M/s. Somal Gas	978
26. M/s. Suchita Gas	4073
27. M/s. Suvidha Gas	7740
28. M/s. Teela Gas	2684
29. M/s. Uday Gas	4340
30. M/s. Unity Gas	385
31. M/s. Utkarsh Gas	3718
32. M/s. Vasudhara Gas	6388
33. M/s. Vihar Enterprises	2788
34. M/s. Vishal Gas	2242
35. M/s. Harshida Gas	—

<i>Name of the Distributor</i>	<i>Waiting List</i>
36. M/s. Vaibhav Gas, Bavla	345
37. M/s. Panchavati Gas, Dehgam	1312
38. M/s. Dhruvin Gas, Sanand	422
39. M/s. Shri Gananath, Dholka	368
40. M/s. Suvidha Gas	600
41. M/s. M.. M. Gas	450
42. M/s. Ashirwad Gas	617
43. M/s. Pramukh Gas	300
44. M/s. Malhar Gas	4221
45. M/s. Deepti Gas	4917
46. M/s. Garrisons Gas Service	400
47. M/s. Indequip Limited	—
48. M/s. Navrangapura Gas Service	289
49. M/s. Saraspur Gas Service	3670
50. M/s. Jacobs Gas Agencies	754
51. M/s. Unique Gas Agency	391
52. M/s. Vinay Gas Service	1097
53. M/s. Shivshakhti Gas Service	100
54. M/s. Shivam Gas Service	1288
55. M/s. Shree Ganesh Gas Agency	930
56. M/s. Love Gas Agency	3000
57. M/s. Viramgam Gas Agency	468

Coal Supply to Power Plants in U. P.

8759. SHRI KALPNATH SONKAR: Will the Minister of ENERGY be pleased to state:

(a) the number of coal based power plants in Uttar Pradesh;

(b) the quantity of coal required every month for these power plants;

(c) whether adequate quota of coal is supplied to these plants; and

(d) if not, the steps taken by Government to supply adequate quantity of coal to these plants to meet their requirement and the ensure uninterrupted supply of electricity in the State?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) to (d). The total number of coal based thermal power plants of capacity of 20 MW and above in Uttar Pradesh is eleven (11). The average monthly requirement of coal of these power plants during the year 1989-90 was assessed at 18,79,000 tonnes against which the actual receipt was 16,51,000 tonnes. The coal supply to these power stations is being continuously monitored by the concerned agencies

Conversion of Jogbani-Katihar Line

8760. SHRI SUKDEV PASWAN: Will the Minister of RAILWAYS be pleased to state.

(a) whether the proposal to convert Jogbani-Katihar railway section into broad gauge is pending with Government;

(b) whether the survey report of the said railway section has been submitted to Government and

(c) if so, by what time this railway line is likely to be converted into broad gauge and if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI AJAY SINGH): (a) to (c). A survey conducted in 1984 for conversion of this section, 107 Km long, from MG to BG, revealed that the cost of the conversion would be about Rs. 30 crores. The present day cost would be around Rs. 60 crores. Due to acute constraint of resources and heavy commitments on hand, there is no proposal at present to take up conversion of this line.

[English]

Foreign Airlines Operating Through Calcutta

8761. SHRI SUDARSAN RAY CHAUDHURI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the number of foreign Airlines operating through the Calcutta Airport; and

(b) the steps taken so far to improve infrastructural facilities at Calcutta Airport?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) At present, seven foreign airlines are operating through Calcutta Airport.

(b) The construction of a New International Terminal Complex with all modern facilities at an estimated cost of Rs. 19.58 crores has been taken up by the International Airports Authority of India at Calcutta Airport to improve the infrastructural facilities there

Growth of Small and Tiny Unit

8762. SHRI PRAKASH V. PATIL:
SHRI PRAKASH KOKO
BRAHMBHATT:

Will the Minister of INDUSTRY be pleased to state:

(a) whether to promote and encourage the growth of small and tiny units, Government proposes to prepare a long-term perspective plan;

(b) if so, the details of the perspective plan; and

(c) the time by which it is likely to be implemented?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) to (c). Considering the special characteristics of small and tiny units in (i) producing industrial produce in a short gestation period; (ii) creating large employment opportunities at relatively low capital cost; (iii) dispersal of industrial activity and (iv) expanding the base of indigenous entrepreneurship, successive Five Year Plans have accorded due importance to them in the overall development of the economy. Special measures have been taken to promote and encourage the growth of small and tiny units. The programmes of the Central and State Governments for the development of small and tiny industries are generally promotional in nature and public sector outlays have been provided for catalytic purpose. As a major policy initiative to give further boost to small, village and agro based industries the Government have set up a new Department for Small Scale, Agro and Rural Industries. Government have established Small Industries Development Bank of India, for meeting the long standing demand of small and tiny units. The policies and programmes for the promotion and growth of small and tiny units are reviewed,

from time to time, keeping in view the emerging needs.

Dulhasti Hydrel Power Project

8763. KUMARI UMA BHARTI
DR. BENGALI SINGH:

Will the Minister of ENERGY be pleased to state:

(a) whether the Dulhasti hydel power project on river Chenab in Jammu and Kashmir was estimated to cost Rs. 130 crores in 1980 which was revised to Rs. 498 crores in 1986 and to Rs. 1263 crores in 1989;

(b) if so, the reasons for such a stupendous rise in the estimated cost of the project;

(c) whether some extraneous considerations had influenced the project, if so, the facts in this regard; and

(d) the exact amount of assistance for Kawas project extended by the World Bank and the interest incurred thereon so far?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) to (c). Dulhasti Hydrel Power project in Jammu & Kashmir was initially approved in November, 1982 at an estimated cost of Rs. 183.45 crores, including interest during construction, at March, 1980 price level, based on indigenous execution of works with a construction period of 8 years. This cost did not include escalations, contingencies and liabilities on account of taxes and duties.

Keeping in view the acute power shortage in the country, the resource constraints and the need to induct latest techniques, including scientific project management techniques and to complete the project in a compressed time schedule, it was decided to implement the project through a foreign

consortium on a turn-key basis. On the basis of the evaluation of the two offers received for this purpose, a conditional Telex of Intert was placed on the Consortium led by M/s. CGEE Alsthom (France) in December, 1986 for turn-key execution of the project in a period of 57 months, at the basic quoted price of Rs. 496.71 crores (May, 1986 exchange rates), excluding contingencies, escalation, duties and taxes etc. The completion cost of the project for such execution was at that time estimated at Rs. 672.92 crores (April, 1986 price level), including contingencies and escalations, this, however, did not include complete liability on account of taxes and duties and Interest During Construction.

Some outstanding contractual issues could not be satisfactorily resolved with the Consortium in spite of prolonged discussions, which necessitated simultaneous opening of negotiations with the other Consortium. After the finalisation of various pending issues, both the Consortia gave their revised price offers in October-November, 1988 and the contract was finally placed by the NHPC on the Consortium led by M/s. CEGELEC (formerly M/s. CGEE alsthom) at October/November, 1988 quoted price of Rs. 823.89 crores excluding contingencies, on-share escalation, duties and taxes etc. The total completion cost of the project at the revised prices including contingencies, escalation, taxes, interest during construction and NHPC's cost, is estimated as Rs. 1262.97 crores. The contract has been awarded to the foreign consortium after taking all the relevant factors into account, including the grant element in the financial package.

(d) World Bank loans of US \$ 485 million have been tied up for three gas based power projects of the NTPC i.e. anta, Auraiya and Kawas. Out of this a sum of US \$91.4 million is available for Kawas gas project. An initial advance of approximately US \$ 44 million has been paid and claimed

from the Work Bank during April 1990. As per the agreement, interest on the loan is payable half yearly on May 15 and November 15 and November 15 each year.

Pepsi Foods Advertisement

8764. SHRI K. PRADHANI: Will the Minister of INDUSTRY be pleased to state:

(a) whether the attention of Government has been drawn to the Pepsi foods advertisement where bicycles are being given to the potato chips and cheetos customer appearing in the 'Hindustan Times' of 17 April, 1990;

(b) whether the Monopolies and Restrictive Trade Practices Commission' permission is required for such advertisements;

(c) whether the MRTP Commission has intitured by enquiry against Pepsi Foods Private Limited.

(d) if so, the details thereof; and

(e) the action being taken/proposed in this regard?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) to (e). Under the provisions of the MRTP Act, 1969, permission of the MRTP commission is not required for issue of advertisements. However, the Commission has the power to enquire into any unfair trade practices. In the present case, the Commission has taken cognizance of the advertisement in question and has considered it to be attracting Section 36A (3) (b) of the MRTP Act, 1969. Accordingly, the Commission in accordance with Regulation 19(2) (c) of the MRTP Commission Regulations, 1974, has ordered investigation on 24.4.1999 into the matter by the Director General (Investigation & Registration). The MRTP Commission being a quasi-judicial body is empowered to take necessary action

in the matter under the provisions of the MRTP Act.

[*Translation*]

Judgement on Wage Settlement in IDPL

8765. SHRI BASUDEB ACHARIA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Patna High Court gave a judgement in favour of the Federation of Medical and Sales Representatives Association of India against the management of IDPL for violation of terms of wage settlement and ordered payment of all arrears within two months from the date of judgement; and

(b) if so, whether the Management of the India Drugs and Pharmaceuticals Ltd. has abided by the said judgement?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI BHAJAMAN BEHERA): (a) Yes, Sir.

(b) the management of IDPL is going in for an appeal in the Supreme Court against Patna High Court's judgement.

LPG Agencies in Bihar

8766. SHRI JANARDHAN YADAV: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) the district-wise number of cooking gas agencies allotted so far in Bihar;

(b) whether there is no such agency in Godda and Banka districts of Bihar; and

(c) whether Government propose to open cooking gas agencies in these districts if so, the details thereof?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M. S. GURUPADASWAMY): (a) The information is given in the Statement given below.

(b) and (c). At present there is no LPG distributorship in Godda District and Banka in Bhagalpur District of Bihar. There is also no proposal to set up LPG distributorship at these locations.

STATEMENT

District-wise number of Cooking Gas Agencies allotted so far in Bihar:

<i>Name of the District</i>	<i>No. of LPG Distributorships</i>
1. Aurangabad	1
2. Arrah	3
3. Arraria	2
4. Begusaria	2
5. Bagalpur	3
6. Chapra	2

<i>Name of the District</i>	<i>No. of LPG Distributorships</i>
7. Deoghar	2
8. Darbanga	2
9. Dhanbad	14
10. Daltonganj	1
11. Gaya	4
12. Giridh	2
13. Gopalganj	1
14. Hazaribagh	6
15. Hajipur	1
16. Jahanabad	2
17. Kathihar	3
18. Khagaria	1
19. Madhepura	1
20. Mazaffarpur	3
21. Monghyr	4
22. Madhubani	1
23. Nalanda	3
24. Nawada	1
25. Patna	27
26. Purnia	2
27. Purwa	1
28. Paschim Champaran	3

<i>Name of the District</i>	<i>No. of LPG Distributorships</i>
29. Purbi Champaran	2
30. Ranchi	16
31. Lohar Daga	1
32. Gumla	1
33. Rohtas	2
34. Singhhum (East)	9
35. Singhbhum (West)	3
36. Samastipur	2
37. Santal Parganas	1
38. Siwan	1
39. Saharsa	2
40. Sitamarī	1
41. Sahibganj	1
Total.	140

[English]

**Vidarbha Express Between Bombay
and Nagpur**

8767. SHRI BHAOSAHEB PUNDLIK
PHUNDKAR: Will the Minister of RAILWAYS
be pleased to state

(a) whether there is great public de-
mand to run the Vidarbha Express train
between Bombay and Nagpur daily,

(b) if so, the reaction of Government

thereto; and

(c) when it is proposed to run this train
daily?

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

(b) Not feasible due to operational and
resource constraints.

(c) Does not arise.

Uneconomic Branch Lines

8768. SHRI GIRDHAR GOMANGO: Will the Minister of RAILWAYS be pleased to state:

(a) whether the uneconomic Branch Line Committee had recommended for abolition of certain uneconomic Branch lines;

(b) if so, the names of those railway lines;

(c) whether his Ministry had examined the report and taken a decision thereon; and

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

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) and (b). Yes Sir. The Uneconomic Branch Lines committee, 1969 recommended that the following lines served no useful purpose and could be closed down;

1. Jorhat- Neamati
2. Lataguri - Famshai.
3. Kunkurav - Derdi.
4. Than - Chotila
5. Hadmatiya - Jodiya
6. Madurai - Bodinayakanur.
7. Walajah Road - Ranipettai.

(c) and (d). Further review was made by the Railway Reforms Committee in 1983 and than- Chotila, Hadmatifya - Jodiya and Kunkuvav- Derdi lines have been closed down. Jorhat- Neamati portion of Mariani- Jorhat- Neamati section has been abandoned due to non-offering of traffic and excessive damage to non-offering of traffic and excessive damage to track.

Allotment of Catering Stalls

8767. SHRI RAMESH CHENNITHALA: Will the Minister of RAILWAYS be pleased to state:

(a) the established norms adopted for allotment of the catering stalls at railways stations;

(b) whether there is any limit of the period of which the licences are given; and

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

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI AJAY SINGH): (a) Allotment of catering/vending contracts is made by the Zonal Railways after following prescribed procedure. The main terms and conditions are that the persons applying for the licence have sufficient experience, general capability to manage the unit, sound financial standing and character. Smaller contracts of 1/2 units are exclusively reserved for SCs/STs.

(b) Yes, Sir.

(c) The normal tenure of these contracts is five years.

Rail Line Between Bhuj and Nalia

8770. SHRI BABUBHAI MEGHJI SHAH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the railway line between Bhuj and Nalia in Kutch district of Gujarat has been laid;

(b) the total expenditure incurred thereon;

(c) whether the track has been tested for running trains on it;

(d) if so, when the trial run was taken on this line; and

(e) when trains will start running on this track?

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

(b) Rs. 35.9 crores.

(c) and (d). Yes, Sir. The trial was conducted on 25.10.89,

(e) A daily mixed train is proposed to be run on this line on experimental basis, after about two months.

[*Translation*]

Rail Link to Buddhist Pilgrim Centres

8771. **SHRI ISHWAR CHAUDHARY:** Will the Minister of RAILWAYS be pleased to state:

(a) whether there is no direct rail link for ancient Nallanda University, Rajgir Bodhgaya, Gorakhpur, Gorakhpur, Gonda, Sarnath, Kushinagar, Lumbini, Varshavash and Shravasti, the places of Budhist pilgrimage;

(b) if so, whether Government propose to accord sanction for a new railway line for Rajgir, Bodhyaga, Sarnath, Gorakhpur, Kushinagar and Gonda-Shravasti and to double the tracks of Gaya Patna and Gaya Kiul railway lines;

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

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

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) Nalanda, Rahgir, Gorakhpur, Gonda, Sarnath are linked by rail. The other stations are not linked by rail.

(b) No, Sir.

(c) and (d). Representations have been received for extension of Baktiarpur-Rajgir line to Bodhgaya, Deoria-Padrauna link, Sahjanwa-Balrampur-Shravasti new lines and for doubling of Patna-Gaya and Gaya-Kiul lines. Due to constraint of resources there is no proposal at present to take up above works.

[*English*]

Rail Link to Agartala

8772. **SHRI K. B. K. DEB BURMAN:** Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have decided to accord high priority to bring Agartala, the capital of Tripura, on the rail map of the country; and

(b) if so, the provision made in this regard under the annual plan for 1990-91?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) Final Location Survey for extension of Railway line upto Agartala has been taken up.

(b) An amount of Rs. 18 lakhs has been allotted to this survey during 1990-91.

BG Rail Line Between Manmad and Aurangabad

8773. **SHRI MORESHWAR SAVE:** Will the Minister of RAILWAYS be pleased to state:

(a) the progress made so far in laying

broad gauge line between Manmad and Aurangabad and when it is likely to be completed and commission to traffic;

(b) whether this line is planned to be taken up in phases; and

(c) if so, details thereof and the time schedule for their completion?

THE MINISTER OF INDUSTRY (SHRI AJITSINGH): (a) Manmad-Aurangabad, 114 km long section is part of Manmad-Parbhani-Parli Vaijnath, Gauge Conversion Project. Upto 31st March, 90, 62% of work on this section has been completed. Completion will depend upon availability of resources in coming years

(b) Manmad-Aurangabad is proposed to be taken up as Phase-I of the project.

(c) the remaining section will be taken up as Phase-II and its completion will depend on availability of resources in coming years.

Air Linking of additional place in Orissa

8774. **SHRI D. AMAT:** Will the Minister of **CIVIL AVIATION** be pleased to state the number of additional places in Orissa which are proposed to be linked by Air Service during the current year?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) There are no plans to airlink any new place in Orissa during the current year.

Allotment of LPG Agencies and Petrol Pumps in Punjab

8775. **SHRI KIRPAL SINGH:** Will the Minister of **PETROLEUM AND CHEMICALS** be pleased to state:

(a) the number of applicants who applied for L.P.G. agencies and Petrol pumps in Punjab during the last three years;

(b) how many, out of them have been allotted these dealerships so far, district-wise;

(c) the criteria for allotment of these dealerships;

(d) whether some cases of the ex-serviceman and freedom fighters are lying pending with Government;

(e) whether the victims of 1984 riots in Delhi and in other parts of the country have also been considered for allotment of these agencies; and

(f) if so, the action proposed to be taken by Government in this regard?

MINISTER OF PETROLEUM AND CHEMICALS (SHRI M. S. GURUPADASWAMY): (a) During the last three years, B LPG distributorships and 21 Retail Outlet (Petrol/Diesel) dealerships were advertised in response to which 484 and 1431 applications were received respectively.

(c) Out of the above, 1 LPG distributorship and 7 Retail Outlet dealerships have been allotted so far at the following locations: LPG Distributorship

1. Kapurthala, District Kapurthala

Retails Outlet Dealership

1. Ropar, District Ropar

2. Kamiana, District Faridkot

3. Bauli, district Amritsar

4. Patiala, District Patiala

5. Arniwala, District Ferozpur
6. Palijhikai Adda, district Jallandar
7. Sahoran, district Ropar

(c) The marketing oil companies appoint Petrol/Diesel dealers, LPG distributors on the basis of recommendations received from the concerned Oil Selection Board. In making selection of candidates who meet the eligibility conditions in regard to income, educational qualifications, residence, category, age etc. the Oil Selection Boards take the following factors into account:

(i) Personality;

(ii) business ability/salesmanship;

(iii) capacity to arrange finance and capability to provide facilities:

(iv) preparedness for working fulltime as a dealer; and

(v) general assessment and extra curricular activities.

(d) Applications received in response to the LPG distributorship at Ludhiana under Freedom Fighter Category are awaiting consideration of the Oil Selection Board (North).

(e) and (f). As per the prevailing policy guidelines, there is no separate reservation for the victims of the 1984 riots, who may however, apply if eligible, for dealership/

distributorship under various existing categories.

[Translation]

Power Supply to Azamgarh District in U. P.

8776. SHRI JANARDAN TIWARI: Will the Minister of ENERGY be pleased to state:

(a) the quantum of power being supplied from National power grid to Azamgarh district of Uttar Pradesh;

(b) the comparative position of supply of power to the neighbouring district of Siwan in Bihar; and

(c) the reason for the difference in the supply of power and the steps proposed to be taken to obviate this difference?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) to (c). The U. P. (including Azamgarh District) is part of the Northern Regional Grid, whereas Bihar (including Siwan District) is a part of the Eastern Regional Grid. The Central Generating Stations in each region supply power to the respective grids. Allocation of power from the Central stations is made for the State as a whole and not district wise. The details of the entitlement and the actual drawal from the Central Generating Stations to Uttar Pradesh in the Northern Region and Bihar in the Eastern Region during 1989-90 are indicated below:

(All Figures in MU)

<i>Supply from Central Stations during 1989-90</i>	<i>U. P.</i>	<i>Bihar</i>
Entitlement	6716	1053
Actual drawal	7227	1741*

*Include assistance from Northern Region.

*[English]***Railway Service from Puri to Madras**

8777. SHRI BALGOPAL MISHRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to introduce railway service from Puri to Madras;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI AJAY SINGH): (a) No, Sir.

(b) Does not arise.

(c) Presently not feasible due to operational and resource constraints

*[Translation]***Electrification of Bayana-Tundla Railway Line**

8778. SHRI DAU DAYAL JOSHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Bayana-Tundla rail line is being electrified;

(b) if so, the target fixed for completion of this project; and

(c) the estimated expenditure likely to be incurred on this project?

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

(b) already completed in March, 1990.

(c) Rs. 23.02 crores.

Issue of railway passes in Bhopal division

8779. SHRI RAGHAVJI: Will the Minister of RAILWAYS be pleased to state:

(a) the grounds on which first class railway passes are issued by his Ministry:

(b) the names of persons from Bhopal division in Madhya Pradesh who were in possession of railway passes for travel by first class as on 28 February, 1990;

(c) the justification for the issue of these passes; and

(d) the details of such passes issued during the last four months?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI AJAY SINGH): (a) and (c). It is presumed that the question relates to the issue of Complimentary Card Passes, other than Freedom Fighters Passes. Such Complimentary Passes are issued by the Ministry of Railways to eminent persons, organisations devoted to social, cultural, scientific, literary, sports and other educational activities of 'All India' character, etc. based on the justification/merits of each case.

(b) While issuing such passes it is not known as to whether the recipients belong to the Bhopal division area or otherwise. However, details of passes issued for travel by first class valid as on 28 Feb., 1990, is in the attached statement-I.

(d) Details of such passes issued during the last four months i.e. 01st Jan, 1990 to 30th April, 1990, is also in the attached statement — II

STATEMENT—

(b) Details of individuals/organisations granted First Class Complimentary Card Passes—Current as on 28.02.1990.

1. Dr. Charanjit Chanana, Ex-M.P. and Chimman, Institute for Urban/Rural Development, New Delhi
2. Swami Swarupananda/Swami D.K. Chakravarti, Ramakrishna Ashram, Ramakrishnapuri, Gwalior, (one to travel at a time).
3. Shri Jagdishwar Prasad Srivastava, Lucknow Naka, Sultanpur, U.P.
4. Shri S.L. Bahuguna, Chipko Suchna Kendra, Tehri Garhwal, Uttar Pradesh.
5. Shrimati Vidya Ben Shah/Shrimati Indra Trivedi, President/General Secy., Indian Council for Child Welfare, New Delhi (one to travel at a time)
6. Major (Shri Birendra Bahadur Singh (Retd.) of Khairagarh.
7. Kumari Nirmala Deshpande, President, Harijan Sewak Samaj, Delhi.
8. Shrimati Nirmala Ram Das Gandhi, daughter-in-law of Mahatma Gandhi, Sevagram Ashram, Wardha.
9. Sardar Laxman Singh, National Commissioner, Bharat Scouts and Guides, New Delhi
10. Shrimati Monika Das, Ex-M P., New Delhi.
11. Shrimati Kameshwari Devi W/o late Shri L.N. Mishra, Ex-Minister, for Railways, New Delhi

12. Shri Durga Vijay Pandey Sto Shri Raghu Nath Pandey, District Azamgarh, Uttar Pradesh.
 13. Shri Babasaheb Purandhare, Pune.
 14. Ms. G. Sarla Kumari, Kuchipudi Dancer, Hyderabad.
 15. Ms. Champa Behn, social Worker, Satya Shodhan Ashram, Sagar.
 16. Dr. D.G. Kelkar, Director, Raja Dinkar Kelkar Museum, Pune.
 17. Dewan Syed Zainul Abedin Ali Khan, Dewan Dargah, Ajmer.
 18. Dr. S.N. Narula, Freedom Fighter, Kanpur, Uttar Pradesh.
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STATEMENT-II

1. **Shri V.P. Singh, Sarwadhikari, Akhil Bhartiya Sri Gurudeo Sevamandal, District Amravati.**
2. **Baba Amte, Krti India Movement, Maharashtra.**
3. **Shrimati L.B. Shastri, New Delhi.**
4. **Major A.K. Singh, with wife and two daughter, of 'Trishna Expedition', 57 Engineer Regiment C/o 99 APO.**
5. **Swami Tapananda, Secy. R.K. Mission, Ranchi, (Valid over South Eastern Railway only).**
6. **Shri Kapildeo Singh, V.R.O. Barhuj, District Monghyr, Bihar.**
7. **Swami Vijoyanda, Bharat Sevashram Sangh, New Delhi.**
8. **Dr. Sushila Nayar, Kasturba Health Society, Wardha**
9. **Shri S.P. Tare, Gandhi Memorial Leporsy Foundation, Wardha**
10. **Swami Gahananda/Gitananda/Prabhananda/S. Atamasthananda, R K Mission, Belur Math (one to travel at a time).**
11. **Shri S.L. Bahuguna, Chipko Information Centre, Tehri Garhwal, Uttar Pradesh**
12. **Shri M.G. Tapaswi, Freelance Journalist, New Delhi.**
13. **Mrs. Prabha Tripathi, Educationist, Social Worker, Amravati.**

14. Swami Swrupananda, Secy. Ramakrishna Ashram, Gwalior or Brother Asita Chaitanya, Joint Secy.
15. Shri Nanaji Deshmukh, Ex-MP, Founder President, Deen Dayal Research Institute, New Delhi.
16. Ms. G. Sarla Kumari, Kuchipudi Dancer, Hyderabad.
17. Ms. Nirmala Deshpande, President, Akhil Bharat Rachnatmak Samaj, Delhi.
18. Shrimati Kameshwari Devi, W/o Ex-Railway Minister late Shri L.N. Mishra., New Delhi.
- 19A. Sister Mary Mascarenhas, Social Worker and Placement officer, Sumana Halli Leprosy Rehabilitation Centre, Bangalore.
19. Dr. (Shrimati) Santosh Goindi/Shri T.G.K. Menon, Secy./Director, Kasturba Gandhi National Memorial Trust, Indore, Madhya Pradesh.
20. Four Office Bearers of the All India Federation of the Deaf, 18, R.K. Ashram Marg, New Delhi (one to travel at a time)
21. Three Office Bearers of Society for Prevention of Blindness, New Delhi (one to travel at a time).
22. Swami Harinarain Nanda, Chairman, Bharat Sewak Samaj, New Delhi.
23. Shri M.A. Mallik, attendant to Kumari Kamla Kumari, Ex-M.P., New Delhi.
24. Shri (Prof.) Santimoy Roy, Social Worker, New Delhi.
25. Shri Bal Vijay, Private Secy. to late Shri Vinoba Bhave, Wardha.
26. Swami Amritarupananda, Monk of R.K. Mission, Jamshedpur

27. Shrimati Vimla Farooqui, General Secy., National Federation of Indian Women, New Delhi.
28. Shri A. Solomon/Prof. V.K. Sinha, Indian Secular Society, Pune, (one to travel at a time).
29. Shri Prakash Narain, Ex-CRB, Railway Board/Shri Sankata Prasad, Chairman/Hon Secy, Indian Humanist Union, Lucknow
30. Shri Avais Ahmed, New Delhi.
31. Shri Rohit Bal Vohra, New Delhi.
32. Shri C S. Ramchandran, Dy. Chairman, Adi Sankara Vimana Mandappa Committee, New Delhi.
33. Miss Avantika Maken D/o late Shri Lalit Maken, New Delhi
34. Shri K. Arunachalam, Chairman, Gandhi Samarak Nidhi, New Delhi
35. Brahamchari Subudhanand, Secy Jagatguru Shankaracharya, Jyotishpeeth, Bihar
36. Shri Ram Ashray Pandey, Social Worker, District Azamgarh, Uttar Pradesh
38. Shri M. Chaudhary/Nalini Bhain Mehta, Secy /Member, Kasturba Health Society, Wardha (one to travel at a time)
38. Three Office Bearers of Mahatma Gandhi Institute of Medical Sciences, Sevagram, Wardha, (one to travel at a time)
39. Shrimati Abha Gandhi, Kasturba Ashram, Kasturbadham
40. Shri Madhukar Rao Chaudhary, President, Rashtra Bhasha Parchar Samiti Wardha

41. Shri Dwarika Das Vaid, Joint Secy. Rashtra Bhasha Prachar Samiti, Wardha.
42. Prof. Asutosh Sharma, Hon. General Secy., Women Cricket Association of India, Jammu.
43. Shri V.P. Wagh, Sarwadhikari, Akhil Bhartiya Sri Gurudeo Sevamandal, District Amravati.
44. Shri Aziz Qureshi, President, Indo Arab Centre for International Relations, Bhopal.
45. Shri Shamim Jaipuri, Urdu Poet, Kashana-e-Mahmood, Bani Sarai, Meerut.
46. Baba Amte, Knit India Movement, Maharashtra.
47. Shrimati L.B. Shastri, New Delhi.
48. Major A.K. Singh, with wife and two daughters, of 'Trishna Expedition', 57 Engineer Regiment, C/o 99 APO.
49. Swami Tapananda, Secy. R.K. Mission, Ranchi (valid over South Eastern Railway only).
50. Shri Kapileo Singh, V.P.O. Barhuja, District Monghyr, Bihar.
51. Swami Vijaynanda, Bharat Sevasharam Sangh, New Delhi.
52. Dr. Sushila Nayar. Kasturba Health Society, Wardha
53. Shri S.P. Tare, Gandhi Memorial Leporsy Foundation, Wardha.
54. Swami Gahananda/Gitananda/Prabhananda/S. Attasthananda, R.K. Mission, Belur Math (one to travel at a time).

[English]

Shuttle Train between Jaipur and Phulera

8780. SHRI GIRDHARI LAL BHARGAVA: Will the Minister of RAILWAYS be pleased to state:

(a) whether keeping in view heavy traffic between Jaipur and Phulera, Government propose to introduce a shuttle train between these two stations; and

(b) if so, when?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI AJAY SINGH): (a) No, Sir.

(b) Does not arise.

Flights between Calcutta and Delhi via Patna and Patna to Bombay

8781. PROF. SHAILENDRA NATH SRIVASTAVA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether there is any proposal to introduce a daily flight between Calcutta and Delhi via Patna and enhance the number of flights between Patna and Bombay; and

(b) if so, the details thereof?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN). (a) and (b) At present, Indian Airlines is operating six times a week Boeing 737 service on the sector Calcutta-Ranchi-Patna-Lucknow-Delhi and back.

Due to suspension of operations of Airbus A-328 aircraft, capacity has been substantially reduced and, therefore, Indian

Airlines is not in a position to increase frequency of any of its present services or to introduce new service.

[Translation]

Number of Hydel, Thermal and other Power Projects

8782. SHRI BRIJ BHUSHAN TIWARI: Will the Minister of ENERGY be pleased to state:

(a) the names of the hydel, thermal and other power projects where work had started during the last two years and the number of power projects out of these for which the contracts were given to foreign firms/companies;

(b) the present stage of these projects and whether there is any inordinate delay, in starting the work on some of these projects; and

(c) if so, the reasons therefor?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) to (c). The information is being collected and will be laid on the Table of the House.

Airports in Himachal Pradesh

8783. SHRI K. D. SULTANPURI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the number of airports proposed to be constructed in Himachal Pradesh in order to link this border State with each district;

(b) whether Government have received any request from the State Government in this regard; and

(c) if so, the details thereof?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) The National Airports Authority has no plan to construct any new airport in Himachal Pradesh.

(b) No, Sir.

(c) Does not arise.

[*English*]

Loco Workshop in Lucknow

8784. **SHRI MANDHATA SINGH:** Will the Minister of RAILWAYS be pleased to state:

(a) whether the loco workshop in Lucknow is proposed to be revamped to cater to the needs of the diesel and electric run engines so that no retrenchment of workers is done in the workshop; and

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

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

(b) With the reduction in steam loco periodic Overhaul (POH), POH of diesel electric loco and electric locos and repairs to electric loco bogies and wheels, has already been introduced in Charbagh Workshop, Lucknow. The present capacity of POH at Charbagh Loco Workshop is 8 steam locos, 6 diesel locos and 1 electric loco per month. It is proposed to increase Diesel Electric

Loco POH to 8 Locomotives per month by 1995 and to 10 Locomotives per month by 2000 to provide adequate workload to the existing staff.

[*Translation*]

Compensation to Land Oustees of NTPC Projects

8785. **SHRI SUBEDAR:** Will the Minister of ENERGY be pleased to state:

(a) the number of villages uprooted due to establishment of N.T.P.C. Projects at Sakti Nagar (Sonbhadra District) and Rihand Nagar (Beejpur) Uttar Pradesh;

(b) the plans for the rehabilitation of displaced persons from these villages and payment of compensation for the land acquired for these projects and the progress made in this regard so far; and

(c) the number of families displaced as a result of establishment of those N.T.P.C. Projects and the steps taken to provide employment to the members of these families?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) The position of villages in Uttar Pradesh affected due to the setting up of Super Thermal Power Projects (STPP) by the NTPC at Singrauli (Shaktinagar) and at Rihand (Rihand Nagar) is as under:

<i>Name of the Project</i>	<i>No. of villages where land has been acquired partially</i>	<i>No. of villages where land has been acquired fully</i>
1	2	3
Singrauli STPP	11 (Eleven)	4 (Four)

<i>Name of the Project</i>	<i>No. of villages where land has been acquired partially</i>	<i>No. of villages where land has been acquired fully</i>
<i>1</i>	<i>2</i>	<i>3</i>
Rihand STPP	9 (Nine)	— (Nil)

(b) The Corporation has been providing facilities for the rehabilitation of the land oustees as per the policy guidelines framed by them. Details of the infrastructural facilities provided and compensation paid in respect of the two projects are given at attached statement

(c) 721 families have been displaced in the case of Singrauli STPP and 2005 families would be displaced in the case of Rihand STPP for the ultimate stage of the project. The land oustees are provided priority in

employment in the projects. Although it has not been possible to provide employment to all in view of the technical skills required for the operation of the sophisticated plants, and transmission lines of NTPC, efforts have been made by the project authorities to provide employment in the work-men-categories to the extent possible. The contractors working at the projects have also been impressed upon by the NTPC to provide jobs to the oustees apart from awarding them petty contracts and allotting shops at the project sites.

STATEMENT

Sl. No.	Activity	Singrauli	Rihand
1	2	3	4
1.	<i>Community Development</i>		
a)	Roads and Drainage	Bituminous roads and drains were laid in rehabilitation area Rs. 4.04 lakhs	Roads were laid in the rehabilitation area Rs. 3.31 lakhs
b)	Drinking Water facilities	Deep wells normal wells and hand pumps	17 hand pumps and 12 open wells. Rs. 4.1 lakhs.
c)	Education	2 primary school one Jr. High School Selective furniture and books to the library	One primary school Rs. 2.7 lakhs
d)	Health	Primary health Centre, Immunisation and preventive medical check up of children Rs. 0.36 lakhs	Immunisation and preventive medical check up of children
e)	Electrification	Rehabilitation area	

<i>Sl. No.</i>	<i>Activity</i>	<i>Singrauli</i>	<i>Rihand</i>
1	2	3	4
f)	Community Centres	Community Centre Panchayat Bhawan	Panchayat Bhawan
		Rs. 1 lakhs	Rs 0.40 lakhs
		Stage : 0.68 lakhs	
2.	Amount of compensation paid to State Government for disbursement to oustees (Rs. in crores)	2.42	4.09
3.	Amount spent on Rehabilitation (Rs. in lakhs)	13.31	20.95

Flyover Bridges at Railway Stations in Bihar

8786. SHRI HUKUMDEO NARAYAN YADAV: Will the Minister of RAILWAYS be pleased to state:

(a) whether the traffic from Darbhanga city to Madhubani, Nirmali and towards east has to cross the Darbhanga-Sitamari and Darbhanga-Jayanagar-Nirmali railway lines near the station itself;

(b) whether traffic remains blocked for hours at these places;

(c) if so, whether Government propose to construct a flyover there; and

(d) if not, the reasons therefor?

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

(b) No, Sir. There is, however, some detention to the road traffic at these locations during the passage of trains.

(c) No, Sir.

(d) The Railways can undertake construction of the desired flyover only after a firm proposal therefor is sponsored by the State Government duly consenting to bear its cost as per rules.

[English]

Staff Quarters in Dahod (W. R.)

8787. SHRI SOMJIBHAI DAMOR: Will the Minister of RAILWAYS be pleased to state

(a) whether the tiled roofs of 1500 railway staff quarters in the railway colony, Freelandgunj, Dahod, Western Railway are

in a dilapidated condition and the employees are living there in lurking fear of accidents;

(b) whether any definite programme has been chalked out for their replacement and funds sanctioned for the purpose; and

(c) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI AJAY SINGH): (a) 911 quarters with tiled roofing were identified requiring replacement of roof in Freelandgunj, Dahad railway colony. Replacement of roofs has been taken in hand on a programmed basis. There is no fear of any accident.

(b) and (c). Out of 911 quarters, roofs of 265 quarters have already been replaced. Work of replacement of roofs in 92 more quarters has also been sanctioned. Roofs of all the remaining quarters are programmed to be replaced during the next five years, subject to availability of funds. During the last three years, Rs. 4.5 lac have been sanctioned for this purpose.

Interim Relief Admissible in I.A.A.I.

8788. SHRI RAMJI LAL SUMAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether interim relief is admissible to the unionised cadres of the International Airports Authority of India;

(b) if so, since when it is admissible; and

(c) if not, the reasons therefor?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) to (c) According to the conditions stipulated by the Bureau of Public Enterprises, Ministry of Industry, for payment of interim relief w.e.f. 1.1.86, the

unionised category of employees of IAAI are not entitled for the relief. The Management of IAAI have, however, recently reached an understanding with the recognised Union to make payment of advance to the employees which will be absorbed in the next wage revision due from 1.9.89.

Substitute for Hard Coke

8789. SHRI MANIK SANYAL: Will the Minister of ENERGY be pleased to state:

(a) whether the Central Mine Planning and Design Institute, Dhanbad received any proposal in June, 1989 relating to production of end material as substitute for hard coke for industrial/metallurgical fuel purposes;

(b) whether Government have also received a representation in February, 1990 in this regard;

(c) if so, the details thereof and whether any decision has been taken thereon; and

(d) if not, the reasons therefor?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) to (d). It has been ascertained from the Central Mine Planning and Design Institute (CMPDI), Ranchi that a research project aimed at finding a substitute for industrial/metallurgical coke by re-constituting Jhama coal had been received

by them from Dr. D. Prasad of Dhanbad in April, 89. He had repeated the proposal in June, 89. CMPDI has intimated that they had sent a communication to Dr. Prasad on 2/3rd May, 1989 conveying that as a project similar to that proposed by him had already been undertaken by Central Fuel Research Institute, Dhanbad, they were unable to support it.

2. Dr. Prasad has submitted a representation on the subject to the Government in February, 90. This is under examination in consultation with the Central Mine Planning and Design Institute, Ranchi and Bharat Coking Coal Ltd., Dhanbad.

Self-Sufficiency in Crude Oil

8790. SHRI K. MURLEEDHARAN: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) the present status of the oil exploration in the country; and

(b) whether there is any chance to achieve self-sufficiency in respect of crude oil in near future?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M. S. GURUPADASWAMY): (a) Exploration for hydrocarbons through geo-scientific surveys and exploratory drilling has been going on in the various sedimentary basins falling within the States of :

Nagaland

Punjab plains and Haryana

Assam

Himachal Pradesh

Tripura

Jammu & Kashmir

Mizoram

Rajasthan

Meghalaya

Gujarat

Arunachal Pradesh

Madhya Pradesh

West Bengal

Andhra Pradesh

Bihar

Tamil Nadu

Uttar Pradesh

Eastern Offshore, Bay of Bengal

Manipur

East Coast (Arabian Sea) and

Orissa

Western Offshore

Andaman

Based on these efforts, a number of hydrocarbon bearing structures/fields have been discovered and production is already being obtained from structures/fields in Gujarat, Assam, Nagaland, Tamil Nadu, Andhra Pradesh, Tripura, Arunachal Pradesh and from West Coast Offshore areas.

(b) The present level of self-sufficiency in crude oil is about 59%. As the exploration for oil is highly probabilistic in nature, it is not possible to indicate with certainty as to when self-sufficiency would be attained. Besides availability of Plan outlays and growth in demand for petroleum products have also an important bearing on achievement of self-sufficiency in crude oil.

**LPG Agencies in Muzaffar Nagar,
Meerut and Ghaziabad**

8791. SHRI HARPAL SINGH PANWAR:
Will the Minister of PETROLEUM AND
CHEMICALS be pleased to state:

(a) whether there is any proposal to sanction any new gas agencies in Western Uttar Pradesh, especially in Muzaffar Nagar, Meerut and Ghaziabad districts;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF PETROLEUM AND
CHEMICALS (SHRI M. S. GURU-
PADASWAMY): (a) and (b). As at present
41 LPG distributorships have been planned
at various locations in Western Uttar Pradesh
including the districts of Muzaffar Nagar,
Meerut and Ghaziabad as per the details
given in the Statement. These are at various
stages of selection of distributors and com-
missioning of agencies.

(c) Does not arise.

STATEMENT

Number of LPG distributorship planned for Western Uttar Pradesh

Sl. No.	District	Location	No. of distributorships
1	2	3	4
1.	Agra	1 Agra	3
2.	Aligarh	2. Aligarh	1
3.	Badaun	3. Badaun	1
		4. Kakrala	1
		5. Sahswan	1
4.	Bijnore	6. Bijnore	1
		7. Nahitaur	1
		8. Sherkot	1
5.	Bulandshahar	9. Khurja	1

<i>Sl. No.</i>	<i>District</i>	<i>Location</i>	<i>No. of distributorships</i>
1	2	3	4
6.	Bareilly	10. Jahangirabad	1
7.	Dehradun	11. Bareilly	3
8.	Ghaziabad	12. Dehradun	3
9.	Hardwar	13. Modinagar	1
10.	Muzaffarnagar	14. Loni	1
		15. Noida	2
		16. Ghaziabad	6
		17. Hardwar	1
		18. Shamli	2

<i>Sl. No.</i>	<i>District</i>	<i>Location</i>	<i>No. of distributorships</i>
1	2	3	4
11.	Meerut	19. Muzaffarnagar	2
12.	Rampur	20. Meerut	2
13.	Pilibhit	21. Tanda	1
		22. Purnapur	1
		23. Bilaspur	1
14.	Saharanpur	24. Saharanpur	2
		25. Mangalore	1
Total:			41

Licences for Production of Para Nitro Chloro Benzene

8792. SHRI PARASRAMBHARDWAJ: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) the steps Government propose to take to meet the shortage of Para Nitro Chloro Benzene being manufactured by the Hindustan Organic Chemicals Limited, Rasayani, Maharashtra;

(b) whether Government propose to grant fresh licences for the manufacture of Nitro Chloro Benzene.

(c) if not, the reasons therefor; and

(d) the names of bulk consumers to whom the Hindustan Organic Chemicals Limited has supplied 360 MT or more of Para Nitro Chloro Benzene during 1989-90 alongwith the quantity supplied to each?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M. S. GURUPADASWAMY): (a) and (b). Government has already approved creation of additional Capacity for PNCB to meet the projected demand of this item for the year 1994-95. The item is under Restricted List of the present Import Policy and to meet the shortage of this item, Government grants supplementary licences for its imports based on merits in each case as and when the applications are received by the Government. M/s HOC were also granted licence for import of 1,000 tonnes of MCB (Monochlorobenzene) which is a major raw material for the manufacture of PNCB.

(c) Does not arise.

(d) Following are the names of major consumers of PNCB alongwith quantities supplied to each who have received more than 360 MT of PNCB from HOC during the year 1989-90:

<i>Name of the party</i>	<i>Qty/MT.</i>
Rohini Chem Pvt Ltd. Ghaziabad (UP)	434
Shreekrishna Pharmaceuticals Pvt. Ltd, Uppal, Hyderabad.	427
Polyolefines Industries Ltd. Thane Maharashtra.	386

Transport Companies in CCL and BCCL

8793 SHRI PIYUS TIRAKY: Will the Minister of ENERGY be pleased to state:

(a) whether a number of Ex-servicemen transport companies have been working for Central Coalfields at Ranchi and Bharat Coal Limited, Dhanbad.

(b) if so, the details of the contracts and the period of validity of such contracts;

(c) whether complaints have been received regarding irregularities in awarding transportation contracts to some of these companies;

(d) if so, the details thereof, the companies involved and names, designations and addresses of ex-servicemen;

(e) the action taken against the officials of CCL who were involved in such agreements; and

(f) the loss incurred by CCL due to this in the last five years?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) Yes Sir.

(b) 13 ex-servicemen transport companies are functioning in Central Coalfields Ltd. Their contracts are valid upto various dates from 12.9.90 to 27.11.94. The exact number of ex-servicemen transport companies functioning in Bharat Coking Coal Limited and the period of validity of their contracts are being ascertained and will be placed on the table of the House.

(c) and (d). Yes Sir. Certain complaints were received regarding irregularities in the matter of award of contracts to the following ex-servicemen companies operating in B.C.C.L.:-

- 1) M/s Sainik Goods Carriers (P) Ltd.
- 2) M/s Pragati Carriers (P) Ltd.
- 3) M/s Jawan Transport Company
- 4) M/s Experto Coal Carriers (P) Ltd.
- 5) M/s Ex-Servicemen Ambi Coal

Carriers (P) Ltd.

- 6) M/s Essem Transporters' Contractors (P) Ltd.

A statement showing the details of names and addresses of the ex-servicemen in the above companies is given below.

The contracts awarded to the above ex-servicemen companies have since been terminated. However, M/s. Sainik Goods Carriers (P) Limited and M/s, Pragati Carriers (P) Limited had approached the Hon'ble High Court at Calcutta and obtained interim stay order.

Recently a complaint has been received in respect of M/s. East End coal Carrier Co. This complaint is being looked into for necessary action.

Complaints of general nature were also received against two ex-servicemen companies, namely, M/s. Jawan Transport Co. (P) Limited and M/s. Spartan Carriers (P) Limited of Central Coalfields Limited, but CCL, on inquiry, did not find any substance in these complaints.

(e) and (f). Do not arise.

STATEMENT

Sl. No.	Name of Company	Name, Designation and address
1	2	3
1.	M/s Sainik Goods Carriers (P) Limited	1) Brig. S.D. Shukla (Retd.), B/106, Som Vihar, R.K. Puram, New Delhi 2) Lt. Col. R.K. Bhardwaj (Retd.), 738, Sector-II B, Gandhigarh 3) Shri D. Choudhury, Moimoon Mahal, Arbutthoot Road, Laithumkhari, Shillong-3
2.	Jawan Transport Company	1) Brig. J.M. Lal (Retd.), House No. 100, Sector-9, Faridabad (Haryana) 2) Col. O.S. Kashayap (Retd.), Ramgarh Cantt. Hazaribagh 3) Sub. Maj. U.O. Singh (Retd.), Ramgarh Cantt., Hazaribagh
3.	M/s Ex-Servicemen Ambi Coal Carriers (P) Limited	1) Maj. M.A. Mokshanandam (Retd.), Door No. 5, 42-53, 6/9 Brodiepet Guntur (A.P.) 2) Major Appa Saheb Dubal (Retd.), Sagar Banglow, Visharam-bagh, Sangli, Maharashtra

Sl. No.	Name of Company	Name, Designation and address
1	2	3
4.	M/s Experto Coal Carriers (P) Limited	<p>3) Maj. Hazra Singh Bhindar, 84 J Sarabha Nagar, Ludhina City, Punjab</p> <p>1) Maj. Ramayana Singh (Retd.), Village Mandipur, P.O. Manjhi, District Chhapra (Bihar)</p> <p>2) Capt R N. Singh (Retd), K.G. Hospital, near Block Office, Ramgarh Cantt., Hazaribagh</p> <p>3) Capt. N K Singh (Retd), Village Mandipur, P O Manjhi, District Chhapra (Bihar)</p> <p>4) SGT. A K Sarkar (Retd), Qr No A/165/166. P O. Bhuli, Dhanbad</p> <p>5) HAV. Ravi Dutt Sharma (Retd), Rani Bazar, P.O. Katrasgarh. District Dhanbad</p> <p>6) Maj R D Bali (Retd.), C/o Shri Anil Kumar Dutt, Park Hotel Campus. Ramgarh Cantt., Hazaribagh</p>

Sl. No.	Name of Company	Name, Designation and address
1	2	3
5.	M/s Pragati Carriers (P) Limited	1) Brig. O.P. Manchanda (Retd.), A-275, Neera Bagh, New Delhi 2) Lt. Col. Ram Murti (Retd.), 687/29, Arun Vihar, Noida, Ghazia- bad (UP)
6.	M/s Essem Transport	3) Col. Prem Nath Khera (Retd.), J-606, Som Vihar Apartment Opp. Sangam Cinema, R.K. Puram, New Delhi. 1) Lt. Col. R.U. M. Menon (Retd.), 187, Forth Floor, Tower-II, Zakir Bagh Apartment, Okhla, New Delhi 2) Lt Col Harbans Singh (Retd.), C-278, Defence Colony, New Delhi-110024 3) Maj P.G. Nayar (Retd.), 191, Sector-29, Arun Vihar, Noida. 201301

Railway Stations in Kerala

8794. SHRIMULLAPPALLYRAMA-
CHANDRAN:
SHRI A. VIJAYARAGHAVAN:

Will the Minister of RAILWAYS be pleased to state:

(a) the total amount spent on improvements on the Kasargod, Cannanore, Calicut and Palghat stations in Kerala during the past five years; and

(b) the improvements proposed to be

made on these stations during the current year and the estimated cost thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI AJAY SINGH): (a) Rs. 25.27 lac, Rs. 3.89 lac, Rs. 1.57 lac and Rs. 7.54 lac have been spent on improvements of Kasargod, Cannanore, Calicut and Palghat railway stations, respectively, during the last five years.

(b) The following improvement works are in progress/proposed to be undertaken during 1990-91:-

<i>Description of Work Cost</i>	<i>Estimated Cost (in lac of Rs.)</i>
1) Calicut	
Extension/Raising of platforms	6.35
Augmentation of Platform lighting	2.60
Provision of 2nd Class waiting hall	5.35
	14.30
2) Palghat	
Provision of Retiring rooms.	6.78
3) Cannanore	
Provision of cover over platforms.	6.62
Provision of 2nd Class waiting hall.	5.35
Improvement to lighting	3.20
	15.17

[Translation]

Introduction of New Goods Trains

8795. DR LAXMINARAYAN PANDEYA: Will the Minister of RAILWAYS be pleased to state:

(a) the total weight of goods hauled by the railways during 1989-90; and

(b) the number of new goods trains proposed to be introduced for the haulage of goods during 1990-91?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI AJAY SINGH): (a) 309.60 Million Tonnes (Provisional) of originating revenue freight traffic.

(b) During the year 1990-91, required number of goods trains will be run to ensure loading of goods traffic as per the target.

[English]

Development of Small and Tiny Sector

8796. **SHRI KAILASH MEGHWAL:** Will the Minister of INDUSTRY be pleased to state:

(a) the break up of non-agricultural national product into large, medium, small and tiny sectors of the industrial base;

(b) the industries which are reserved exclusively for small and tiny sectors;

(c) whether there are any schemes of incentives for developing these exclusive sectors; and

(d) if so, the details thereof, particularly those meant for small and tiny sectors?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) As per Seventh Five Year Plan 1985-90, in terms of value added, village and small industries contribute about 50 per cent of that of the manufacturing sector.

(b) Items reserved for exclusive development in the small scale sector have been published in Gazette of India Extraordinary Part-II, Section 3, Sub-section (ii) Notifications dated 30.6.88, 3.3.89 and 31.7.89. As on date, 836 items stand reserved in this sector.

(c) and (d). A number of measures have been taken by Government to promote small

scale industries in the country which include provision of institutional support and package of incentives and concessions like concessional finance, excise benefits, marketing support through reservation of items for exclusive production and reservation of items for purchase from small scale sector under Central Government's Stores Purchase Programme, machinery on hire-purchase, technical consultancy services, testing facilities, common facility services, provision of industrial accommodation and other infrastructural facilities.

Marketing of Turpentine and Solvent Minerals

8797. **SHRI KAILASH MEGHWAL:** Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Mineral Turpentine and Mineral Solvent oils are marketed by the oil companies;

(b) if so, the present mode of marketing these products; and

(c) if it is done through dealers and distributors, the mode of their appointments?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M. S. GURUPADASWAMY): (a) Yes, Sir.

(b) and (c). Supplies are largely made directly in bulk from Refinery/Storage points to customers. Supplies of small quantities are also being made through existing dealers/distributors in some areas to meet the requirement of small customers who do not have the facilities to receive bulk supplies directly from Oil Companies.

Separate dealers/distributors are not appointed for these products. Where necessary, the supplies are made through the existing dealer/distributors of SKO and Light

Diesel Oil (LDO).

[*Translation*]

Petrol/Diesel Retail Outlets in Rajasthan

**8798. PROF. RASA SINGH RAWAT:
SHRI THAN SINGH JATAV:**

Will the Minister of **PETROLEUM AND CHEMICALS** be pleased to state:

(a) the number of petrol and diesel pumps in Rajasthan, urban and rural area-wise:

(b) the district-wise number and locations of new petrol and diesel pumps for which licences were issued during the last three years;

(c) the number of new licences proposed to be issued for petrol and diesel pumps for rural areas of Rajasthan,

(d) whether ex-servicemen and rural educated unemployed youth are given preference and concessions in such allotment; and

(e) the number of such licences being allotted to these categories in the country and the number in respect of Rajasthan?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M. S. GURUPADASWAMY): (a) to (c). As on 1.1.1990, 850 retail outlets (petrol/diesel) are operating in the State of Rajasthan. Currently, 45 new retail outlets are proposed in Rajasthan.

The existing classification of retail outlets by the Oil Industry is based on class of markets and is not on the basis of urban/rural areas. Hence details in this regard are not maintained. The districtwise number and locations of new petrol/diesel pumps for which

licenses were issued in the last three years if being collected and will be laid on the Table of the House.

(d) 7 1/2% of the dealerships of retail outlets are reserved for Defence Category which includes ex-servicemen. This has been enhanced to 15% for the Marketing Plan 1988-89 to include the disabled, ex-servicemen and widows/dependants of the Indian Peace keeping Force Casualties. Even though there is no reservation for unemployed graduates/engineering graduates they are given preference in the Open Category.

(e) The number of such licenses being allotted to ex-servicemen and rural educated unemployed youth in the current year cannot be indicated in advance as there is no exclusive reservation for these categories.

[*English*]

Indo-Soviet Joint Ventures

8799. SHRI YASHWANTRAO PATIL: Will the Minister of **PETROLEUM AND CHEMICALS** be pleased to state:

(a) whether a new Indo-Soviet joint venture is proposed to be established for oil and gas prospecting; and

(b) if so, the details thereof?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M. S. GURUPADASWAMY): (a) and (b). Intensive Integrated Exploration is being carried out by ONGC in mutually agreed areas of Cambay(N), Cauvery and West Bengal basins with Soviet Assistance.

India and Soviet Union have agreed, in principle, for undertaking petroleum operations jointly in other countries. No proposal in this regard has been formulated as yet.

Practise of CAE and CAM

8801. SHRI M. M. PALLAM RAJU: Will the Minister of INDUSTRY be pleased to state:

(a) whether Computer Aided Engineering (CAE) and computer Aided Manufacturing (CAM) are being practised in Indian Industry; and

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

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) Yes, Sir.

(b) Computer Aided Design system is being widely used by the cutting tools and machine tools manufacturers, some of the companies that have CAE/CAM systems or manufacture equipment for CAE/CAM are:-

- (i) M/s. TELCO Ltd.
- (ii) M/s. Larsen & Toubro Ltd.
- (iii) M/s. Maruti Udyog Ltd.
- (iv) M/s. Godrej & Boyce Mfg. Co. Ltd.
- (v) M/s. BHEL.
- (vi) M/s. Jai-Hind Sciaky, Pune, etc.

Alcohol Production

8802. SHRI A. VIJAYA RAGHAVAN: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) the total production of alcohol in the country at present and whether it is sufficient to meet the demand;

(b) whether some States are facing deficiency of alcohol; and

(c) if so, the steps taken by Government to ensure the adequate supply of alcohol to the deficit states?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M. S. GURUPADASWAMY): (a) to (c). Production of alcohol during 1988-89 (December-November) was 7990 lakh liters. The current production is sufficient to meet the overall demand. Requirements of deficit States are being met by reallocation from surplus States.

Pantry Car Facility in Long Distance Trains

8803. SHRI A. VIJAYARAGHAVAN: Will the Minister of RAILWAYS be pleased to state:

(a) the long distance trains which do not have pantry car facilities;

(b) whether Government have any proposal to start pantry car services in all long distance trains which at present do not have such facilities; and

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

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI AJAY SINGH): (a) 'Long distance' is a relative term. However, there are 49 pairs of trains with journey time of 24 hours or more which do not have pantry car service.

(b) and (c). No, Sir, Pantry car service is provided only on certain selected long distance mail/express trains when catering through static catering units en-route is either not feasible or inadequate, subject to availability of pantry cars as well as room on trains.

Fire Prevention Devices in Trains

8804. SHRI A. VIJAYARAGHAVAN:
Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to provide fire prevention devices in trains considering the recent train tragedy in Arrah in Bihar; and

(b) if so, the details thereof and when these devices are likely to be provided in all the trains?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI AJAY SINGH): (a) and (b). Instructions have been issued to ensure appropriate fire fighting equipment in passenger trains in the guard's brake vans, diesel/electric locos, pantry cars and air-conditioned coaches and to give suitable training to the train accompanying staff in the use of fire fighting equipments. In addition, railways are conducting intensive drives in affected areas to check and prevent carriage of inflammable and dangerous goods in passenger compartments and luggage vans. Wide publicity is also being given to create public awareness about fire hazards and to seek public cooperation in fire prevention.

Separate Zone for South

8805. SHRI JANARDHANA POOJARY:
Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have any proposal to create a separate Zone for South;

(b) if so, the details thereof; and

(c) when this Zone will be created?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI AJAY SINGH): (a) No. Sir

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

Book Stall Contracts at Palwal, Ballabgarh, Kosikalan and Faridabad

8806. SHRI R.L.P. VERMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Central Railway has recently invited applications for award of contract for Book-stalls at Palwal, Ballabgarh, Kosikalan and Faridabad Town stations;

(b) the number of stalls proposed to be allotted; and

(c) the time by which these contracts would be awarded as per rules?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI AJAY SINGH): (a) Applications were invited for allotment of Book stall contracts at Palwal, Ballabgarh and Kosikalan Stations only.

(b) Three.

(c) The contracts have been allotted and would be operative from 4.6.1990.

Alleged Fraud in Purchase of Electrical Equipments in Eastern Railway

8807. SHRI MADAN LAL KHURANA:
SHRI L. K. ADVANI:
SHRI SHANKERSINH
VAGHELA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Central Bureau of Investigation has unearthed a massive fraud in the purchase of electrical equipment by the Eastern Railway in Bihar involving heavy excess payments to some private parties;

(b) if so, the details thereof; and

(c) the outcome of the inquiry and the further action taken in the matter?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI AJAY SINGH): (a) and (b). The Central Bureau of Investigation, have recently registered 5 cases on 28.3.1990 against 4 Railway Officials and 12 private firms, for alleged procurement of electrical equipments at high rates, and making procurement in excess of actual requirements, resulting in approximate loss of Rs. 57.5 lakhs to the Railways.

(c) The outcome will be known after the completion of investigation by the CBI and the receipt of investigation report from them. Further action can be taken only thereafter.

Cess on coal in Bihar

8808. SHRI DHARMESH PRASAD VARMA: Will the Minister of ENERGY be

pleased to state:

(a) whether the Coal India Limited and its subsidiaries are collecting coal cess on sale of coal but are not paying the cess amount to Government of Bihar and thereby causing a financial crisis in Bihar; and

(b) if so, the details thereof?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) and (b). Details of royalty and cess due to Bihar Government on coal sale from Eastern Coalfields Limited, Bharat Coking Coal Limited and Central Coalfields Limited during the year 1988-89 and 1989-90, amount paid and the balance as on 31.3.90 are given below:-

(Rs. in crores)

Sl. No.	Royalty and Cess 1988-89				1989-90			
	Due including opening balance	Paid	Balance		Due including opening balance	Paid	Balance	
1	2	3	4	5	6	7	8	
1.	Eastern Coalfields Ltd.	99.45	89.37	10.08	96.15	78.97	17.18	
2.	Bharat Coking Coal Ltd.	327.64	294.51	33.13	325.02	218.50	106.52	
3.	Central Coalfields Ltd.	291.92	291.92	—	329.10	206.17	122.93	
	Total	719.01	675.80	43.21	750.27	503.64	246.63	

Note: Figures are provisional pending finalisation of accounts by audit

[*Translation*]

Sale Price of Coal in Madhya Pradesh

8809. DR. LAXMINARAYAN PANDEY:
Will the Minister of ENERGY be pleased to state the grade-wise sale price of coal produced in Madhya Pradesh during 1981 and the number of time and dates on which it was

increased thereafter and the extent of increase thereof?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) After 1981, Pit-head prices of various grades of Non-coking coal and coking coal produced in Madhya Pradesh were fixed as under:

		Pit-head price of ROM coal fixed w.e.f. (Rs. per tonne)						
Grade of Coal		1	2	3	4	5	6	7
			14.2.81	27.5.82	8.1.84*	9.1.86*	23.12.87*	1.1.89*@
Non-Coking Coal								
'A'		165.00	200.00	264.00	296.00	351.00	399.60	
'B'		155.00	179.00	237.00	269.00	320.00	364.00	
'C'		138.00	160.00	203.00	235.00	280.00	318.00	
'D'		120.00	139.00	177.00	209.00	222.00	252.00	
'E'		99.00	115.00	125.00	138.50	176.00	200.00	
'F'		75.00	87.00	95.00	108.50	141.00	160.00	
'G'		48.00	56.00	61.00	74.50	100.00	114.00	

*Note:— There is a premium of Rs. 25/- per tonne on the long flame coals of Korea Rewa Coalfields on Grade A to D given above with effect from 8.1.1984 on wards.

<i>Grade of Coal</i>	<i>Plt-head price of ROM coal fixed w.e.f. (Rs. per tonne)</i>						
	1	2	3	4	5	6	7
<i>Coking Coal</i>							
<i>Washery Grade II</i>		171.00	195.00	257.00	289.00	343.00	390.00
<i>Washery Grade III</i>			Not exceeding				
<i>Washery Grade IV</i>		163.00	186.00	190.00	222.00	264.00	300.00
			Not exceeding				
		151.00	172.00	175.00	207.00	246.00	280.00

Cooking coal in M.P. is being produced in PENCH Coalfield and then the coal is washed at Nandan Washery and supplied to Steel Plants. The Grades of coking coal produced are Washery Grade II, III and IV.

N.B. 1. Prices are exclusive of royalty, cesses, taxes and levy if any, levied by Government, local authorities or other bodies. duties of excise and Sales Tax.

@ 2. With effect from 1.1.1989 a premium of 10% over and above the prices is chargeable by coal company for coal of Grades 'A', 'B', 'C' and 'D' supplied by some collieries in Korea Rewa Coalfields.

[English]

Petrol prices

8810. SHRI CHITTA BASU:
DR. LAXMINARAYAN PAN-
DEY:
SHRI MANIKRAC HODLYA
GAVIT:
SHRI R. N. RAKESH:
SHRI NATHU SINGH:
SHRISHEO SHARAN VARMA:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether the price of petrol in India is higher than the price in other developing countries;

(b) if so, the reasons therefor;

(c) the steps taken to bring down the petrol prices;

(d) the total import of petrol during 1989-90 and its cost; and

(e) the average growth rate of petrol consumption in the country during the Seventh Plan period and expected growth rate during the Eighth Plan period?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M. S. GURUPADASWAMY): (a) to (c). As per information available about some of the developing countries, the prices of petrol in a few countries are comparable or higher than in India. The price of petrol in India is administered by the Government and has been kept high with a view to curbing its consumption and facilitating subsidisation of petroleum products of mass consumption like HSD, Kerosene and LPG.

(d) There was no import of petrol during 1989-90.

(e) The average per annum compound growth rate of petrol consumption in the country during the Seventh Plan and estimated growth rate of the demand during the Eighth Plan period are as follows:

<i>Plan</i>	<i>% growth per annum</i>
VI (Prov)	10.8
VIII (Est.)	8.4

Manufacture of Cement from Calcium Sands at on-shore areas of Lakshadweep and A & N Islands

8811. SHRI ANBARASU ERA:
SHRI MANORANJAN
BHAKTA:

Will the Minister of INDUSTRY be pleased to state:

(a) whether there is any proposal to utilise the Calcium sands at off-shore areas of Andaman & Nicobar islands and Lakshadweep islands for manufacture of cement; and

(b) if so, the broad features thereof?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) and (b). Keeping in view the fragile nature of Islands' eco-system, setting up of a polluting industry like cement factory is not considered desirable.

[Translation]

Power Crisis in Madhya Pradesh

8812. SHRI PHOOLCHAND VARMA: Will the Minister of ENERGY be pleased to state the details of the programme formulated by Government to meet the power crisis in Madhya Pradesh?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) Out of the tentatively planned programme of capacity addition of 38,000 MW during the Eighth Plan period in the country, it is anticipated that about 2950 MW would be added in Madhya Pradesh. In addition, the State would receive its share from the existing as well as planned Central sector power projects in the western Region.

Expansion of Amarkantak and Korba Power Projects of Madhya Pradesh

8813. SHRI PHOOLCHAND VARMA: Will the Minister of ENERGY be pleased to state:

(a) whether there is any proposal for the expansion of Amarkantak and Korba Power Projects in Madhya Pradesh;

(b) if so, when the expansion work is proposed to be started;

(c) the complete details in this regard; and

(d) the extent of additional area of the state likely to be benefited therefrom?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) to (c). The proposal regarding expansion of Korba West Thermal Power Station Unit No. 5 & 6 - (2 x 210 MW) has been techno-economically cleared by Central Electricity Authority at an estimated cost of Rs. 581.15 crores and investment approval is yet to be accorded by the planning Commission. The proposal regarding expansion of Amarkantak Thermal Power Station (1 x 120 MW) could be taken up for approval by CEA after the confirmation regarding the availability of all the inputs and clearances in this respect are obtained by the Madhya Pradesh Electricity

Board.

(d) As the proposed units are to be operated in the State Sector, the additional capacity generated on commissioning of such units would be available for benefits in the State.

[English]

Use of Jute for manufacturing paper

8814. SHRI G. S. BASAVARAJ:
SHRI MATI BASAVA RAJESWARI:

Will the Minister of INDUSTRY be pleased to state:

(a) whether there is a scheme to make use of jute for manufacturing paper; and

(b) if so, the details thereof and the States where jute will be utilised for paper production?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) and (b). Government encourage the use of agri-residues, bagasse, jute, etc. for paper making by allowing such units using 50% or more of unconventional raw-materials the facility of concessional excise duty. This facility can be utilised by and State where location of jute-based Paper Units is proposed.

National Wage Policy for Railwaymen

8815. SHRI CHITTA BASU: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to evolve a national wage policy for the railwaymen:

(b) whether Government propose to take effective steps to reduce the existing gap between the minimum wages paid to

railwaymen and to those of public sector undertakings; and

(c) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI AJAY SINGH): (a) No, Sir. Railwaymen form part of Central Government employees. Rules, regulations, etc. governing the salary and allowances, working conditions, etc. evolved by the Central Government for Central Government employees are generally applicable for railwaymen.

(b) and (c). The demand of the Central Government employees for parity at the lowest level were job content, duties and responsibilities are said to be similar with that of employees of Public Sector Undertakings has already been examined by the Fourth Central Pay Commission. The Commission observed that it appears that job content of even a peon/messenger in Central Government may not be similar in all respects with that in Public Sector Undertakings for a variety of reasons. There are also differences due to combination of tasks. The Commission also observed that the pay structure for the employees of vast and complex organisation like Central Government cannot be based on simple comparison of the pay scales of posts at the lowest level in Public Sector Undertakings. The Commission finally concluded that pay structure and the conditions of service of Central Government employees have to be determined on their own merits. The structure of emoluments in Public Sector Undertakings is no doubt relevant for the purpose of forming views about emoluments of Central Government employees and that the Commission did keep in view this aspect while formulating their recommendations.

Conversion of Parli-Adilabad Rail Line

8816. SHRI UTTAM RATHOD: Will the Minister of RAILWAYS be pleased to state:

(a) the progress made so far in gauge conversion of Parli-Mudkhed-Adilabad metre-gauge section; and

(b) when this project is likely to be completed?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI AJAY SINGH): (a) Only about Rs. 20 lakhs have been spent upto march'90 on Parbhani-Purna & Mudkhed-Adilabad conversion project. However, during 1990-91, an outlay of Rs. 9.5 crore has been provided.

(b) Completion of the project would depend on availability of resources in the coming years.

Linking of Karwar Port with Rail Line

8817. SHRI C. P. MUDALAGIRIYAPPA:
SHRI V. KRISHNA RAO:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Karwar port where the naval base "Sea Bird" is fast coming up has no railway link; and

(b) if so, whether Government propose to link Karwar port with a broad gauge line and complete the construction work in the Eighth Plan?

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

(b) Construction of Roha-Udupi BG line has been approved in 1990-91. This when completed will provide a broad gauge link to Karwar. It is hoped that the construction would be completed in a period of 5 years.

Railway Lines in Karnataka

8818. SHRI C.P. MUDALAGIRI-YAPPA:
SHRI V. KRISHNA RAO:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Karnataka is not well connected by railway network; and

(b) if so, the steps taken by Government to develop railway network in that State?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI AJAY SINGH): (a) No, Sir.

(b) Does not arise.

New Train between Bangalore and Bhubaneshwar

8819. SHRI C.P. MUDALAGIRIYAPPA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to run a new train between Bangalore and Bhubaneshwar; and

(b) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI AJAY SINGH): (a) No, Sir.

(b) Does not arise.

Off-shore Drilling in Cauvery Basin

8820. SHRI R. JEEVARATHINAM: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government propose to undertake offshore drilling operations in the

Cauvery basin in Tamil Nadu in the current financial year; and

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

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M.S. GURUPADASWAMY): (a) and (b). Drilling operations are continuing in Cauvery Offshore Basin since early 1987.

During 1990-91, ONGC has a tentative plan to drill 12 wells for 40,050 metres by utilising 39 rig months.

Production of Maruti 1000 c.c. Car

8821. SHRI R. JEEVARATHINAM: Will the Minister of INDUSTRY be pleased to state:

(a) whether Government's intended policy of imposing ban on the out-go of foreign exchange will in any way impede the production of Maruti 1000 c.c. car in the country; and

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

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) and (b). Since Maruti Udyog Limited is committed to earn foreign exchange adequate to cover the cost of production of the 1000 c.c. car, no problem is envisaged on this account. The project is proceeding on schedule.

Captive Power Plants in Industrial Units

8822. SHRI ERA ANBARASU:
SHRI MANORANJAN BHAKTA:

Will the Minister of ENERGY be pleased to state:

(a) whether captive power plants are being set up in industrial units and also in industrial belts so that power shortage is met and industrial production is not hampered; and

(b) if so, the broad features thereof?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) Yes, Sir.

(b) Permission to instal captive power plants is accorded where the requirement of power is substantial and continuous and reliable power supply is necessary. The State Electricity Boards are empowered to accord such permission if the capacity is upto 25 MW; consultation with the Central Electricity Authority is necessary in case where the proposed capacity is more than 25 MW.

Capacity Utilisation of Power Plants

8824. **SHRI ERA ANBARASU · SHRI MANORANJAN BHAKTA:**

Will the Minister of ENERGY be pleased to state:

(a) the average capacity utilisation of power plants in the public sector vis-a-vis in the private sector; and

(b) the steps proposed to be taken to increase the capacity utilisation of power plants?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) During 1989-90, the average capacity utilisation of thermal stations in Public Sector and Private Sector was 55.7% and 69.5% respectively.

(b) Various measures being taken to further improve the capacity utilisation of

thermal stations include implementation of the centrally Sponsored Renovation and Modernisation Programme, assistance to State Electricity Boards in undertaking Plant Betterment Programmes as well as in the procurement of spare parts, supply of requisite quality and quantity of coal, training of personnel etc.,

Rail Line between Digha and Jaleswar

8825. **SHRI SAMARENDRA KUNDU:** Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to extend the railway line from Digha station at Digha beach in West Bengal via Chandaneswar in Orissa and to connect it to Jaleswar station on Howrah-Madras line; and

(b) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI AJAY SINGH): (a) No, Sir.

(b) Does not arise.

Regularisation of Group 'D' Workers

8826. **SHRI BHOGENDR JHA:** Will the Minister of RAILWAYS be pleased to state:

(a) whether in response to the advertisement by the Signal and Tele-Communication Department of Jamshedpur to recruit Group 'D' workers on daily wages, had applied upto 2 November, 1989;

(b) if so, the total number of such applications and the present position in regard to their processing etc.,

(c) whether the same unit is already employing a number of labourers on casual basis for the last one to twenty six years;

(d) if so, steps taken for their absorption; and

(e) whether the work at present is being done by contractors, if so, reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI AJAY SINGH): (a) and (b). Approximately 20000 applications have been received but processing could not be done due to the large number of applications and also disturbed conditions.

(c) and (d). The unit had 47 casual labour as on 1.4.90. 43 of these casual workers have been screened and empanelled for absorption against regular posts. Posting orders for 15 of the empanelled casual labour have been issued, the remaining 28 empanelled are expected to be absorbed on availability of vacancies in the coming months. Four remaining workers have put in not more than 4 years of service and have not yet been screened.

(e) Works at present are being done both departmentally and through contract according to needs. The works involving changes in working installation where safety of train running is involved are generally carried out departmentally. Other works which are labour intensive and are of seasonal nature are normally entrusted to Contractors.

Ban on molasses based Industrial Alcohol Items

8827. SHRI BALASAHEB VIKHE PATIL: Will the Minister of PETROLEUM

AND CHEMICALS be pleased to state:

(a) whether a number of items produced from molasses based industrial alcohol have been banned;

(b) if so, the details thereof and whether there is any demand to lift the ban on all these items; and

(c) if so, when the decision in this regard is likely to be taken?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M.S. GURUPADASWAMY): (a) No, Sir.

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

Performance of Power Sector

8828. SHRI G.S. BASAVARAJU: Will the Minister of ENERGY be pleased to state:

(a) the planned and actual power production during the first three months of 1990, month-wise;

(b) whether there has been a shortfall in production and if so, the reasons therefor; and

(c) the remedial steps being taken in this regard?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) and (b). The energy generation target vis-a-vis actual generation in the country during the first three months of 1990 is indicated below:—

(Figures in MU)

	<i>January, 1990</i>	<i>February, 1990</i>	<i>March, 1990</i>
<i>Total</i>			
Target	23403	21581	23861

	<i>January, 1990</i>	<i>February, 1990</i>	<i>March, 1990</i>
Actual	21961	19765	21694
%	93.8	91.6	90.9

The following are generally attributable to shortfall in generation:—

- (1) Backing down because of low system demands.
- (2) Inherent equipment constraints.
- (3) Inferior quality of coal.
- (4) Non-availability of full requirement of coal.
- (5) System load condition.
- (6) Ageing of the units and unplanned outage thereof.
- (7) Adverse hydro/thermal mix ratio.
- (8) Reactor problems in some of the Atomic Power Stations and unscheduled maintenance thereof.
- (9) Low rainfall affecting reservoir levels.

(c) Various steps taken to augment the power generation in the country include; intensive monitoring of performance of the existing power stations, extending assistance to the State Electricity Boards in procurement of spares, supply of requisite quantity and quality of coal, training of power station personnel, implementation of short gestation projects and Centrally sponsored Renovation and Modernisation Programme in uprating the existing power stations, expediting commissioning of the new generating capacity, etc.

Prices of DMT

8829. SHRI G.S. BASAVARAJ;
SHRIMATI BASAVA RAJES-
WARI:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Union Government have advised the DMT manufacturers to sell DMT at a certain price level as indicated by BICP; (b) if so, the details in this regard; and

(c) to what extent, the DMT producers have reduced the prices?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M.S. GURUPADASWAMY): (a) to (c). There is no price control over DMT which is the key input for polyester industry. However, as polyester industry is closely linked with Textiles, an item for mass consumption, close watch is kept over prices of all key input such as DMT. Accordingly Government has requested DMT producers from time to time to maintain price discipline in accordance with the cost of their input for DMT based on the advice of BICP. DMT manufacturers have adjusted their prices accordingly downwards.

Crisis in Industrial Units in Dadra and Nagar Haveli

8830. SHRI G.S. BASAVARAJ: Will the Minister of INDUSTRY be pleased to state:

(a) whether a large number of industrial

units in Dadra and Nagar Haveli are facing crisis;

(b) whether it is mainly due to non-disbursement of central investment subsidy; and

(c) if so, the number of such industrial units which are facing crisis and the steps proposed to be taken to help them?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) to (c). The Central Investment Subsidy Scheme was discontinued with effect from 1.10.1988. Government had *vide* their letter dated 21.7.1989 advised the State Governments/UT Administrations to disburse subsidy to non-manufacturing activities by 30th September, 1989 and to manufacturing activities by 30th September, 1989 and to manufacturing activities by 31st December, 1989 provided the projects were approved by the State Level Committee/District Level Committee on or before 30.9.1988, i.e. within the validity period of the Central Investment Subsidy Scheme.

The Dadra and Nagar Haveli administration had submitted claims amounting to Rs. 7.67 crores involving 77 units. As the subsidy in all the above cases was sanctioned by the State Level Committee after 30.9.1988, the amount was not released to the UT administration.

Diesellisation and retaining steam Locomotives

8831. SHRIJANARDHANAPOOJARY: Will the Minister of RAILWAYS be pleased to state:

(a) whether electrification of railways is facing difficulty due to shortage of power;

(b) whether Government propose to continue diesellisation till energy shortage is removed;

(c) whether in view of huge coal reserves Government propose to retain steam locomotives also, and

(d) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI AJAY SINGH): (a) No, Sir.

(b) Does not arise.

(c) and (d). Steam locomotives are planned to be phased out by 2000 AD. Steam traction is far more inefficient than diesel and electric tractions and hence their continuance in service is not economical. Also the Section capacity reduces considerably under steam loco operations and Railways will not be able to carry the traffic required without switch over to more efficient modes of traction.

Funding of Railway Projects by State Governments

8832. SHRIJANARDHANAPOOJARY: Will the Minister of RAILWAYS be pleased to state:

(a) whether several State Governments have opposed the move of Railways to seek their participation in funding of railway projects; and

(b) if so, the names thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI AJAY SINGH): (a) No, Sir.

(b) Does not arise.

Hydro-Electric Projects in Champaran, Bihar

8833. SHRI DHARMESH PRASAD VARMA: Will the Minister of ENERGY be pleased to state:

(a) the number of hydro-electric units proposed to be set up on Gandak Canal near Valmikinagar in West Champaran, Bihar;

(b) out of them how many units are under construction; and

(c) the reasons for not constructing all the units and the reasons for delay in completing the units under construction?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) to (c). The information is being collected and will be laid on the Table of the House.

Cement Plants during Eighth Plan Period

8834. SHRI DHARMESH PRASAD VARMA: Will the Minister of INDUSTRY be pleased to state:

(a) the places where cement plants are proposed to be set up during the current Five Year Plan period, State-wise;

(b) whether there is any proposal to set up some cement plants in the backward and neglected areas of North Bihar also; and

(c) if so, the details thereof?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) According to a preliminary assessment recently made, seventeen schemes for the manufacture of cement in the large sector with a capacity of 11.45 million tonnes are likely to materialise during the first three years of the Eighth Plan period. Details of these schemes are given below:—

<i>S.No.</i>	<i>Name of the State</i>	<i>Number</i>	<i>Annual capacity in million tonnes</i>
1	2	3	4
1.	Assam	2	1.10
2.	Bihar	2	2.11
3.	Gujarat	1	0.70
4.	Himachal Pradesh	1	1.00
5.	Karnataka	2	1.04
6.	Madhya Pradesh	6	4.40
7.	Orissa	1	0.30
8.	Rajasthan	2	0.80
Total		17	11.45

(b) and (c). As mentioned in reply to part (a) above, two schemes with a capacity of

2.11 million tonnes are likely to materialise during the first three years of the Eighth Plan

period in the State of Bihar: In addition, two more schemes with a capacity of 1.254 million tonnes have also been approved for the manufacture of cement in the large sector in the State.

**Drilling in East Champaran District,
Bihar**

8835. SHRI DHARMESH PRASAD VARMA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether gas and oil like matter is oozing from certain areas on the bank of river Arua in village Govindpur Block Gorasahan, East Champaran district, Bihar;

(b) whether the Oil and Natural Gas Commission personnel had visited the site about a year and half back; and

(c) if so, the details thereof and the findings of the ONGC team in this regard and whether Government have taken any steps for tapping of gas and oil there?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M.S. GURUPADASWAMY): (a) to (c). On information received about the possibility of hydrocarbons in Arua river bed of East Champaran District, Bihar, the site was visited by a geologist of ONGC in August 1986. A shallow bore hole was dug at the spot and core samples were collected. The samples, on laboratory analysis, did not indicate presence of hydrocarbons. In view of negative result no further action was taken.

[*Translation*]

**Rural Electrification in Etah District of
Uttar Pradesh**

8836. DR. MAHADEEPAK SINGH SHAKYA: Will the Minister of ENERGY be pleased to state:

(a) the number of villages in Etah district of Uttar Pradesh where electric poles have been installed for years which still remain without electricity under the rural electrification scheme; and

(b) the action proposed to be taken to electrify these villages?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) As per available information at the end of February, 1990, out of the 1510 inhabited villages in Etah district of Uttar Pradesh, 1056 villages have been electrified.

(b) District-wise targets for village electrification are finalised at a State level based on the availability of funds and interse priority fixed by the Government.

**Promotions in International Airports
Authority of India**

8837. DR. BENGALI SINGH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether some employees in the International Airports Authority of India have been given relaxations in experience while promoting them to the higher grades recently;

(b) if so, the number of such employees;

(c) whether such relaxation has been given to employees belonging to SC/ST communities also; and

(d) if not, the reasons therefor?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) Yes, Sir.

(b) and (c). Such relaxation has been

allowed recently in respect of two employees, of which one belongs to Scheduled Caste.

(d) Does not arise.

High Power Committee for Khadi and Village Industries Employees

8838. SHRI V. SREENIVASA PRASAD:
SHRI M.V. CHANDRASHEKARA MURTHY:
SHRI KUSUMA KRISHNA MURTHY:
SHRI PRAKASH KOKO BRAHMBHATT:

Will the Minister of INDUSTRY be pleased to state:

(a) whether Government have appointed a high power committee to look into the demands and grievances of the employees of various voluntary organisations engaged in Khadi and village industries in the country;

(b) if so, the composition of the Committee;

(c) when the Committee is likely to submit its report; and

(d) the details of benefits Government propose to give to khadi and village industries to boost their production and sale, etc.?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) to (c). The Government have decided to appoint a High Powered Committee to look into the grievances of the employees of various voluntary organisation engaged in KVI Sector in the country. The composition and the terms of reference are under finalisation.

(d) For the promotion of khadi and village industries to boost the production and sales, the following facilities have been provided:—

- (1) Provision of funds at low rate of interest,
- (2) Subsidy towards interest,
- (3) Rebate on sale of Khadi and Polyvastra,
- (4) Purchase preference to V.I. products,
- (5) Excise and customs duty exemption,
- (6) Preferential treatment in regard to supply of raw material,
- (7) Assistance for Research and Development products,
- (8) Assistance in marketing products.

New Airlink facilities in Tamil Nadu

8839. SHRI N. DENNIS: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether there are any proposals for providing new Airlink facilities in the southern part of Tamil Nadu; and

(b) if so, the details thereof?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) and (b). At present there are no plans to provide new airlinks in the southern part of Tamil Nadu.

Direct Express Trains to Kanyakumari

8840. SHRI N. DENNIS: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to increase the number of direct Express Trains to Kanyakumari; and

(b) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI AJAY SINGH): (a) No, Sir.

(b) Does not arise.

Doubling of Trivandrum-Kanyakumari Rail Line

8841. SHRI N. DENNIS: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal for doubling of the railway line between Trivandrum and Kanyakumari; and

(b) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI AJAY SINGH): (a) No, Sir.

(b) Does not arise.

[*Translation*]

Loss Due to Fire in Naphtha Tankers of goods Trains at Nagda

8842. SHRISATYANARAYAN: Will the Minister of RAILWAYS be pleased to state:

(a) the details of loss to life and property in the devastating fire in Naphtha tankers of a goods train at Nagda in April, 1990;

(b) the causes of the fire; and

(c) the details of relief given to each affected person or industry and the time by which compensation will be paid to them?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI AJAY SINGH): (a) There was no loss of life. Loss to railway property has been estimated at Rs. 1.6 crors approximately.

(b) The cause of the fire is being investigated by a Committee of senior railway officers.

(c) An ex-gratia amount of Rs. 250/- has been paid to each of the 19 injured persons. Claims for compensation as and when received will be decided as per law.

[*English*]

Resumption of Airbus A-320 flights

8843. SRIMADHAVRAO SCINDIA:
SHRI SANAT KUMAR MANDAL:
SHRI Y.S. RAJA SEKHAR REDDY:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government propose to resume the flights of A320 Airbuses;

(b) if so, when; and

(c) the financial loss suffered by the Indian Airlines so far on account of non-operation of A-320 airbuses?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) and (b). The question of resumption of the operations of the A-320 aircraft will be considered after the report of the Court of Inquiry investigating the Bangalore accident is received.

(c) The operating loss on account of suspension of the operations of the Airbus A-

320 aircraft is estimated to be Rs. 2.55 crores per week.

[*Translation*]

Setting up of news print factory at Bhojpur in Bihar

8844. SHRI TEJ NARAYAN SINGH: Will the Minister of INDUSTRY be pleased to state:

(a) whether Government have received any proposal for setting up a news print factory in Bhojpur or Rohtas districts of Bihar; and

(b) if so, whether the proposal for the news print factory has been cleared by Government and if not, the reasons therefor?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) and (b). No proposal for setting up a newsprint factory in Bhojpur or Rohtas districts of Bihar is pending consideration of the Government.

[*English*]

Compensation to victims of rail accidents at Patna and Malda

8845. PROF. VIJAY KUMAR MALHOTRA:
SHRI SHEO SHARAN VARMA:

Will the Minister of RAILWAYS be pleased to state:

(a) the number of claims made for compensation on the death of passengers killed in the rail accidents at Patna and Malda (Maharashtra) during April, 1990;

(b) the details of compensation claims filed in each accident;

(c) whether there were any cases whose dead bodies were not recognised and claims for compensation have not been filed;

(d) if so, the details thereof;

(e) whether the claims of compensation have been settled;

(f) if so, the details thereof;

(g) if not, the reasons therefor; and

(h) by what time such claims are likely to be settled?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI AJAY SINGH): (a) and (b). 4 applications for claims for compensation have been filed in the Railway Claims Tribunal Bench at Patna in respect of fire accident of 383 UP Mokama—Danapur passenger train dated 16.4.90. There is no Malda Station in Maharashtra.

(c) and (d). 15 dead passengers could not be identified.

(e) to (h). The award of compensation in the claims cases will be given by the Railway Claims Tribunal Bench, Patna which is a Judicial body. Press notification for preferring claims has already been made. In 96 cases the next of kin of the dead and injured passengers have also collected ex-gratia assistance of Rs. 5,21,500.

Survey for setting up of Power Projects in Capital

8846. PROF. VIJAY KUMAR MALHOTRA: Will the Minister of ENERGY be pleased to state:

(a) whether Government propose to set up several power projects in the capital keeping in view the growing demand;

(b) if so, whether any fresh survey has been carried out to find out the present and future demand of power in the capital;

(c) if so, the details for the same; and

(d) if not, the reasons thereof?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) With a view to augment the power supply in Delhi, the 2X67.5 MW Rajghat Thermal Replacement Units have been commissioned recently. Installation of 3X30 MW Waste Heat Recovery Units at the existing Gas Turbines and setting up of a 800 MW gas based combine cycle project at Bawana are also envisaged, subject to the availability of resources and other inputs.

(b) to (d). Periodic surveys are carried out by the Central Electricity Authority for estimating the future requirements of power in the various States, and Union Territories. According to the report of the 13th Electric Power Survey Committee published in 1987, the peak demand for power in Delhi is estimated at 1566 MW in 1990-91, rising upto 2389 MW in 1994-95.

Losses in Pawan Hans Limited

8847. PROF. VIJAY KUMAR MALHOTRA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the working results of the Pawan Hans Limited for the last three years till 1990-91;

(b) the main reasons for the losses;

(c) whether its resources have been examined, if so, the details thereof and if not, the reasons therefor;

(d) the specific measures taken to improve the working of the Corporation;

(e) whether Government propose to amalgamate the Pawan Hans Limited with Vayudoot Corporation in view of the heavy losses suffered by the Corporation;

(f) if so, the details of the proposed action; and

(g) if not, what are other alternatives which are proposed to be taken?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) The profit/(Loss) of Pawan Hans Limited for the last three years is as follows:—

(Rs. in crores)

1987-88	1988-89	1989-90
1	2	3
(6.69)	(4.94)*	8.31**

The figures pertaining to 1988-89 and 1989-90 are provisional.

*after write-back of Rs. 1.99 crores being maintenance reserve for crashed helicopters.

**after write-back of Rs. 7.67 crores being provisions no longer required/profit on settlement of insurance claims.

(b) Losses have been mainly due to high rate of depreciation and low deployment due to low serviceability of helicopters particularly Westlands, shortage of qualified manpower and non-availability of spares in time.

(c) The Company does not have any liquidity problem.

(d) to (g). Efforts are on to meet the shortage of manpower and for improving availability of spares. Further, two Committees—one to examine the serviceability and safety aspects of Westland Helicopters in the fleet of Pawan Hans Limited and the other to go into the aspects relating to the purchase—have been constituted by the Government. Specific measures, as deemed necessary, are taken to improve the working of the Company. There is no proposal at present to amalgamate Pawan Hans Limited with Vayudoot Limited.

[*Translation*]

Availability of Hydel Power Production Capacity in Uttar Pradesh

8848. SHRI HARISH RAWAT: Will the Minister of ENERGY be pleased to state:

(a) whether any estimate has been made of the hydel power production capacity in Uttar Pradesh;

(b) if so, the capacity proposed to be exploited during the Eighth Plan;

(c) whether any funds have been earmarked for purpose; and

(d) if so, the project-wise details thereof?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) Yes, Sir.

(b) A capacity addition of 259.4 M.W. from hydroelectric Projects is envisaged during the Eighth Plan period.

(c) and (d). The Eighth Plan outlay for power sector has not been finalised.

Setting up of cement unit in Pithoragarh District, Uttar Pradesh

8849. SHRI HARISH RAWAT: Will the Minister of INDUSTRY be pleased to state:

(a) whether Government have made any estimate of the deposits of lime stone in Pithoragarh District of Uttar Pradesh for production of cement;

(b) if so, the details thereof;

(c) whether there is any proposal for setting up a cement factory based on lime stone there;

(d) if so, the details thereof; and

(e) if not, the alternative measures being for exploitation of these deposits?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) and (b). The National Inventory on Cement Grade Limestone Deposits in India, compiled by National Council for Cement and Building Materials, indicates 15 million tonnes of measured and 93 million tonnes of inferred grade of limestone in District Pithoragarh.

(c) to (e). At present, one mini cement plant for a capacity of 16,500 TPA is under implementation at Pithoragarh District. No other application has been received for setting up cement plant in Pithoragarh District.

Setting up of Mini Hydel Plants in Hilly areas of Uttar Pradesh

8850. SHRI HARISH RAWAT: Will the Minister of ENERGY be pleased to state:

(a) whether it is proposed to set up mini hydro-electric projects in hilly areas of Uttar Pradesh on a large scale;

(b) if so, the number of such on going projects at present;

(c) whether Government propose to allocate funds for this purpose in 1990-91; and

(d) if so, the details thereof?

MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMED KHAN): (a) and (b). According to the Uttar Pradesh Laghu Jal Vidyut Nigam, construction work on 19 mini/micro hydro schemes of upto 3 MW capacity is going on in the hill regions of the State. Pre-construction work, such as discharge measurement, surveys and investigations and preparation of project reports, is going on in respect of 97 other mini/micro schemes in the State.

(c) and (d). Planning Commission has allocated Rs. 4.85 crores for mini/micro hydel schemes in the State during 1990-91.

Export by small scale industrial units

8851. SHRI JAGDISH SINGH KUSHWAHA: Will the Minister of INDUSTRY be pleased to state:

(a) whether increase in export by small scale industries will help in removing unemployment to a large extent; and

(b) if so, the steps proposed to be taken by Government in this regard?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) Yes, Sir. Increase in exports by Small Scale Industries will generate more employment opportunities.

(b) In the Import and Export Policy, 1990-93 effective from 1.4.1990, the small scale sector continues to get special treatment. Industrial Raw Materials Assistance Centre (IRMAC) Scheme which is meant for servicing the import requirements of indigenous industry has been simplified so that the small scale sector will now be able to avail of this benefit without the need for import licence in their favour. A special import facility for recognised service centres to encourage employment of skilled persons has been introduced in the new policy. This benefit is also in favour of the small scale sector. The new policy has continued with earlier provisions of giving double weightage of exports of the products manufactured by the small scale sector for grant of recognition as Export House/Trading House.

[English]

Cargo Transport Facilities

8852. SHRI MULLAPPALLY RAMACHANDRAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have any proposals to improve increase the cargo transport facilities of Railways; and

(b) if so, the details thereof?

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

(b) The Container Corporation of India—a Government Undertaking under the administrative control of Ministry of Railways—would establish Inland Container Depots (ICDs) and Container Freight Stations (CFSs) at various locations in the country to promote containerisation and inter-modal transport of both international trade and domestic cargo. Facilities for handling export and import cargo are being devel-

oped at Ahmedabad, Hyderabad and Pune during the current year in addition to the existing seven ICDs and 9 CFSs. Rail India a Technical and Economic Services (RITES) have recommended setting up of ICDs at 23 location and CFs at 71 places.

Rapid Transit System in Madras

8853. SHRI N. DENNIS: Will the Minister of RAILWAYS be pleased to state the details of the progress made in completion of the Rapid Transit System in Madras city in Tamil Nadu?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI AJAY SINGH): Construction of station buildings, road/rail bridges, elevated structures, laying of tracks, etc. from Madras Beach to Chepauk is in progress. Overall physical progress achieved on this project till 30.4.90 is 34%.

Vacancies in MRTTP Commission

8854. SHRI NARSINGHRAO DIKSHIT:
SHRI SHEO SHARAN VERMA:

Will the Minister of INDUSTRY be pleased to state:

(a) whether Monopolies and Restrictive Trade Practices Commission is functioning only with one member and without Chairman;

(b) the time by which all the members of the commission will be appointed; and

(c) the reasons for delay in their appointments?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) At present, there is only one Member in the Monopolies and Restrictive

Trade Practices Commission, who is also discharging the functions of the Chairman.

(b) and (c). Action is under way to fill up the vacancies as early as possible. Since the selections have to be made in a broadbased manner, and after through consideration it is taking some time to fill up the vacancies. It is expected that the appointments against the vacant posts will be notified by middle of July, 1990.

Issue on New Licences of Porters in Delhi Railway Stations

8855. SHRI GOVINDA CHANDRA MUNDA: Will the Minister of RAILWAYS be pleased to state:

(a) whether new licences for Porters have been issued by the railways at Delhi, New Delhi and Nizamuddin Stations;

(b) if so, the number of new licences issued during the last one year at these stations; and

(c) the criteria of issuing such licenses and the duties and the jurisdiction of area of their work at these stations?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI AJAY SINGH): (a) No, Sir, However, some existing licence holders have been transferred.

(b) Does not arise.

(c) New licences are issued if found justified after notifying the vacancies on Station notice board and the applicants are screened by a Selection Board comprising of a Railway representative, Headmaster/Principal of a recognised school/college and a local labour/employment exchange officer. The licensed porter is required to carry passenger's luggage within the premises of

the station for which licence has been given.

[*Translation*]

Purchase of Aircraft by A.I. and Vayudoot

8856. SHRIDASAI CHAUDHARY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether any aircraft have been purchased by the Air India and the Vayudoot during the last five years:

(b) if so, the details thereof;

(c) whether any grave irregularities in the purchase of these aircraft have come to the notice of Government; and

(d) if so, the details thereof and action taken in this regard?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) and (b). The details of the aircraft purchased by Air India and Vayudoot during the last five years is given below:—

<i>Year</i>	<i>Air India</i>	<i>Vayudoot</i>
1	2	3
1984	—	2 Dornier 228 Aircraft
1985	—	4 Dornier 228 Aircraft
1986	5 A-310-300 Aircraft	
1987	1 B-747-200 Aircraft 1 A-310-300 Aircraft	— —
1988	2 B-747-300 (Combi) Aircraft	—

(c) No. Sir.

(d) Does not arise.

[*English*]

Re-structuring of Railway Board

3858. DR. VENKATESH KABDE: Will the Minister of RAILWAYS be pleased to state:

(a) whether a proposal to reconstitute

the Railway Board or its abolition has been received by Government;

(b) if so, details thereof; and

(c) the reaction of Union Government thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI AJAY SINGH): (a) to (c). There is no proposal under consideration of the Government to

re-constitute the Railway Board or for its abolition.

Multistoreyed Building near Nanded Airport

8859. SHRI MORESHWAR SAVE: Will the Minister of CIVIL AVIATION be pleased to state:

(a) Whether the National Airports Authority has approved the construction of a multistoreyed building in the close vicinity of Nanded Airport;

(b) if so, the details thereof;

(c) whether the construction of this building would lead to overlooking of the norms of Air traffic and safety, and

(d) if so, the reasons for granting permission for the construction of this building?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMED KHAN): (a) No, Sir

(b) to (d). Do not arise

Vayudoot Service between Bombay-Ratnagiri

8860. SHRI RAM NAIK: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Vayudoot service between Mumbai (Bombay) and Ratnagiri in Maharashtra has been discontinued; and

(b) if so, the reasons therefor?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) and (b). Vayudoot service between Mumbai (Bombay) and Ratnagiri has been discontinued due to

runway repairs and shortage of aircraft capacity.

Extension of Link Express

8861. SHRI MULLAPPALLY RAMACHANDRAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to extend the Speed Link Express to any place in Kerala/Karnataka; and

(b) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI AJAY SINGH): (a) No, Sir.

(b) Does not arise.

[*Translation*]

Transfer of Porter Licences on Bombay Division

8862. SHRIMATI USHA VERMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a provision for transfer of licences of the licensed porters to their near relatives in the event of their becoming weak and incapable for performing the job;

(b) if so, the details thereof; and

(c) the number of such cases of transfer pending in the Bombay division of Western Railway and the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI AJAY SINGH): (a) Yes, Sir, in cases of death or when the licensed porter becomes very old, infirm or very sick and is not able to perform his duties properly.

(b) The licensed porter claiming to be old, infirm or incapable of performing his duty due to serious disease is to be medically examined and certified physically not fit by a railway doctor. He should also be the sole earning member of the family. The porter's licence can be transferred to his son or adopted son or if he has no son or his son is not alive, to his near relative which includes brother, brother's son or wife's brother. An affidavit is to be produced by the licensed porter under the seal of a magistrate towards proof of the dependence of the family and the nature of relationship of the nominee. The nominee is also to be certified physically fit to perform the duty of licensed porter by a railway doctor.

(c) No such case of transfer is pending in the Bombay division of Western Railway.

[*English*]

Smuggling activities by Air India Staff

8863. SHRI MULLAPPALLY RAMACHANDRAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government have initiated any enquiry into the reported incidents of involvement of the Air India staff in smuggling activities;

(b) if so, the findings of the enquiry;

(c) whether any employees of the Air India have been suspended on charges of smuggling activities during 1989-90;

(d) if so, the details thereof; and

(e) the nature of goods smuggled by or with the connivance of the Air India's staff during 1989-90?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): (a) to (e). The officials of the Customs Department investigate each seizure and initiate judicial proceedings. Action was taken against three Air India officials during 1989-90 as per statement given below.

STATEMENT

Details of employees of Air India Staff involved in smuggling activities during the year 1989-90

Sl. No.	Name of employee	Particulars of charge/Offence	Financial implication of the offence (value of item)	Remarks
1	2	3	4	5
1.	Mr. N.B. Chavan, Sr. Telephone Operator	Smuggling of Heroin (250 gms)	UKL 25,000	Suspended on 2.2.89. He was awarded five years imprisonment by London Court.
2.	Mr. B K. Salian, Jr. Operator	Smuggling of 240 gold bars	Rs. 95,00,000/-	Suspended on 23.5.89. Show Cause Notice issued on 8.11 89 by Customs.
3	Mr. J.V Gursahani, Sr A. Techn	Smuggling of 120 gold bars	Rs 46 80,000/-	Suspended on 6 2.90. He was detained under COFFEPOSA Act 1974 on 21 2.90 for the period of the year

Sick Industrial Units in Punjab

8864. SHRI KAMAL CHAUDHRY: Will the Minister of INDUSTRY be pleased to state:

(a) the number of large and small scale industrial units in Punjab as on 31 December, 1989 and the total number of workers engaged therein;

(b) the number of sick industries in Punjab alongwith reasons therefor and the workers retrenched.

(c) the number of industries closed during 1989 alongwith reasons therefor; and

(d) the total Government and bank money involved in these units?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) The data on sick industrial units assisted by Banks in the country are collected by the Reserve Bank of India as per the definition of sickness adopted by it. The data collected by RBI do not indicate the total number of existing large, medium and small scale industrial units in Punjab and total number of workers engaged therein. It only gives information with regard to the sick industrial units.

(b) and (d). As per the latest data available from RBI, there were 21 Non-SSI sick units and 2,434 SSI sick units in Punjab and the amount outstanding against them were Rs. 12.73 crores and Rs. 44.97 crores respectively, as at the end of December, 1987.

The data on industrial closures and workers retrenched etc., is being maintained by Ministry of Labour who have reported that 23 workers were retrenched during 1989 (Figures Provisional) in Punjab.

A number of causes, both external and internal, are responsible for industrial sick-

ness in the country. Among the major causes are faulty project planning, management deficiencies, inefficient financial control, diversion of resources, inadequate attention to R&D, obsolescence of technology and machinery, poor industrial relations, change in market demand, high cost and scarcity of raw materials and infrastructural constraints.

(c) As reported by Ministry of Labour, there were 2 closures (provisional figures) in Punjab during 1989 and the reason for closures are not known.

Shortage of Essential Drugs

8865. SHRIMATI J. JAMUNA : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government are aware of the shortage of essential drugs such as 'Brufen' etc. in the market and even in the hospitals:

(b) if so, the reasons therefor; and

(c) the steps taken to meet the shortage of these drugs?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M.S. GURUPADASWAMY): (a) to (c). No report of shortage of 'Brufen' has been received in this Ministry.

[*Translation*]

Production of Medicines

8866. SHRI RAMESHWAR PRASAD: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) the approved production capacity of main producers of Chloramphenicol, Sulphadimidine, PAS and I.N.H. and the actual quantity produced of these medicines during

the last three years.

(b) whether the actual production of these medicines was much less than the approved production capacity; and

(c) if so, the reasons therefor and the measures being adopted to increase production of these medicines?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M.S. GURUPADASWAMY): (a) The names of main producers of Chlorophenicol, Sulphadimidine, PAS and I.N.H. along with licensed capacities to the extent available are given in attached statement. Production of these drugs during the last three years is given below:—

STATEMENT

Sl. No.	Item	Production (T)				
		1986-87	1987-88	1988-89		
1	2	3	4	5		
1.	Chloraphenicol powder	60.5	94.64	92.84		
2.	Chloramphenicol palmitate	11.1	1.93	14.50		
3.	Sulphadimidine	268.84	475.36	465.72		
4.	PAS and ites Salts	86.33	68.77	74.48		
5.	INH	188.58	57.84	140.29		

(b) and (c). In the case of Chloramphenicol the production was comparable to the approved capacity. The decreased production of Sulphadimidine PAS and INH can be attributed to several factors including

drug obsolescence, introduction of more potent drugs and corporate plans of the companies. To increase production, these drugs have been brought under the EIR scheme.

STATEMENT

<i>Sl. No.</i>	<i>Name of item/Company</i>	<i>Capacity</i>
Chloramphenicol		
1.	B.K. Ltd.	60 T
2.	Parke-Davis	20 T
3.	Armour Chemicals	N.A.
Sulphadimidine		
1	I.D.P.L	1000 T
2.	May and Baker	210 T (includes several other items)
PAS		
1.	I.D.P.L.	400 T
2.	Pfizer	40T
3.	Wander	420 T
4.	Bio-Evans	120 T
INH		
1.	Chemo-pharma	240 T (includes other items also)
2.	Pfizer	80 T
3.	Jain Kaliawala	N.A.

[English]

**Naphtha Cracker Project at
Visakhapatnam**

8867. SHRIMATI VIDYA CHEN-
NUPATI: Will the Minister of PETROLEUM
AND CHEMICALS be pleased to state:

(a) whether there is any proposal to
establish Naphtha Cracker Project at
Visakhapatnam;

(b) whether any survey has been con-
ducted in this regard;

(c) if so, the details thereof; and

(d) the present status of the proposed
project?

THE MINISTER OF PETROLEUM AND
CHEMICALS (SHRI M.S. GURU-
PADASWAMY): (a) to (d). A letter of intent
for setting up a Naphtha Cracker at
Visakhapatnam in Andhra Pradesh has been
issued on October 13, 1989 after taking into
account the relevant techno economic as-
pects.

12.00 hrs.

[English]

SHRI VASANT SATHE (Wardha): Mr.
Speaker, Sir, I want to raise, with your kind
permission, a very import matter for the
Government to consider and in fact for the
entire House to consider in all seriousness.
It is a fact that in keeping with the democratic
pinciples, Governments have changed not
only at the Centre but also in the States. This
is how it should be in any democracy. So,
there is nothing uncommon or unusual about
it, although it is a unique situation that it is a
minority Government supported by two par-
ties from outside. That is also a fact. (*Inter-
ruption*)

[Translation]

MR. SPEAKER: Please let me seated. Mr.
Tiwari, Please take your seat. let me re-
gulate the proceedings.

(*Interruptions*)

[English]

SHRI VASANT SATHE: Still we are the
single largest Party in the country. That is
also a fact.

[Translation]

SHRI DAU DAYAL JOSHI (Kota): But
that is not the question. Your number has
shrunked to 193 from 415. The supremacy of
Congress has finished.

(*Interruptions*)

SHRI VASANT SATHE: It is true that we
have been reduced to 193 from 415. As such
we are sitting here but it is not right on your
part to be so proud.

(*Interruptions*)

Arrogance never stays for long, this is
true.

(*Interruptions*)

[English]

We have our previous experience. In
1977, when the Janata Party had come even
with a larger mandate, at that time also our
experience was that they had started a vir-
tual persecution campaign against Indiraji
and her family. Even the farms were dug up,
houses raided, everything was done and
nothing was found. But when Indiraji came
back in 1980, against opponents not a single
case was started and no raid was conducted
against political opponents. (*Interruptions*)

do not mind. If this is the attitude of the Government, let them say so. We will know once for all where we stand.

(Interruptions)

[*Translation*]

MR. SPEAKER: The State Government has its own rules and regulations.

[*English*]

SHRI VASANT SATHE: Sir, raids have been conducted in Delhi. Unless the Central Government gives its permission, no State Government can have the houses raided in Delhi. What I would like to know is this. *(Interruptions)*

MR. SPEAKER: Please take your seat. Let us have an orderly debate.

SHRI VASANT SATHE: We have also our State Governments in Maharashtra, Karnataka, Andhra Pradesh etc. This is their attitude of political vendetta. What we are seeing today is a very dangerous game. Apart from harassing, they are issuing warrants of arrest against all those who were supposed to be close to the ex-Government.

I would like to know, do we want to set up practices of healthy democracy or is this Government even today having an attitude of political vendetta? *(Interruptions)*

MR. SPEAKER: Do not look at them. You look at me.

SHRI VASANT SATHE: My worry is this. I will tell you why.

SHRI BALGOPAL MISHRA (Bolangir): Why are you worried about him? *(Interruptions)*

SHRI VASANT SATHE: I can reply to

each one of you. But the Speaker has asked me not to look at you but to ignore you.

I am worried and we are all feeling concerned about the attitude. I am not bothered about 'x', 'y' or 'z'. I am on a serious point. Let this Government tell us once for all whether this type of political vendetta is going to be pursued. I do not mind, but you tell us. There is no political person who is not in public life. We are all in public life. *(Interruptions)*

[*Translation*]

SHRIRAMDHAN (Lalgarh): Mr. Speaker Sir, I want to ask the Hon. Member as to why myself, Shri Chandrashekhar and other officials of the party were put behind the bars during emergency? *(Interruptions)*

SHRI VASANT SATHE: Will you talk about emergency throughout your life? Your Government has come to power twice on the name and pretext of emergency. *(Interruptions)* They have put on weight during their stay in jail but still they are unhappy. *(Interruptions)*

For how long will you go on talk about emergency. *(Interruptions)*

[*English*]

MR. SPEAKER: Are you yielding?

SHRI VASANT SATHE: I am not yielding. *(Interruptions)*

SHRI BALGOPAL MISHRA: I am on a point of order.

SHRI VASANT SATHE: Under what rule? Let him quote the rule.

SHRI BAL GOPAL MISHRA: Hon. Mr. Vasant Sathe is telling about the political vendetta. He is beating around the bush. Let

him explain what is that political vendetta. Why don't you explain? (*Interruptions*)

MR. SPEAKER: There is no point of order.

SHRI VASANT SATHE: I am addressing you, Sir.

(*Interruptions*)

SHRI LOKANATH CHAUDHARY (Jagatsinghpur): He has tried to raise a point of order. It is the right of the hon. Member.

SHRI VASANT SATHE: At least, persons like you, Prof. Madhu Dandavate and quite a few others...(*Interruptions*)

SHRI LOKANATH CHOUDHURY: I have the right to raise point of order.

MR. SPEAKER: I do not deny you the right of raising the point of order.

SHRI LOKANATH CHOUDHURY: The hon. Member has raised a point of order. You should allow him to raise.

MR. SPEAKER: I allowed him to raise the point of order and I have ruled out the point of order.

[*Translation*]

PROF. RAMGANESH KAPSE (Thane): Mr. Speaker, Sir, I have a point of order. Just now Hon. Satheji said that we had put on weight, while we were in jail. These words may be expunged from the proceedings. (*Interruptions*)

[*English*]

SHRI VASANT SATHE: I am really sorry that some persons are threatening us that we will be put in jail.

SOME HON.. MEMBERS: No. (*Interruptions*)

SHRI VASANT SATHE: Those of us including Prof. Madhu Dandavate and yourself, Sir, who have had the privilege of seeing jails during British time in 1942, I am sure, we will not be scared of being sent to jail by anybody. That is not the point. I am not on the point whether anybody can be sent to jail or not. (*Interruptions*)

[*Translation*]

SHRI YAMUNA PRASAD SHASTRI (Rewa): Mr. Speaker, Sir, I am raising a point of order. My point of order is as per your arrangement. In the past Members used to raise their voice and make an uproar but you started a new practice during question hour by conducting an all party meeting. The other day you gave a ruling that those who will give their notices in writing and accepted by you would be allowed to speak during question hour. You had clarified that nobody will be allowed to speak for more than one minute.

(*Interruptions*)

My point of order is this that you have permitted Shri Vasant Sathe to speak because he might have given in writing. But there should be some time limit. (*Interruptions*)

SHRI VASANT SATHE: I want to request that the raids and arrests made on account of political vendetta should be curbed at the earliest and if it is allowed to continue it will certainly effect our democratic system. I want to know the Government's policy in this regard.

[*English*]

SHRI SAMARENDRA KUNDU (Balasore): Mr. Speaker, Sir, I am very happy

and thankful to Shri Vasant Sathe that he has raised this matter. But you know I have been writing to you during the last two day about this matter. He was beating about the bush. He did not directly say about the raids conducted by National Front Janata Dal Government in Orissa in some of the houses of politicians, bureaucrats and technocrats. One of them is (*Interruptions*)..*..

MR. SPEAKER: It is a State matter.

SHRI SAMARENDRA KUNDU: You gave him ten minutes. Please give me some more time. (*Interruptions*)

MR. SPEAKER I have not allowed you, Mr. Charles.

(*Interruptions*)

SHRI SAMARENDRA KUNDU: This sort of act, that is raiding the houses of political leaders, does not concern only the States. It concerns the whole nation. It is an important political action. Therefore, it is for us to know certainly what is the result of this raid. Newspapers say that a Swiss account has been found out. Newspapers say that a huge amount of cash and ornaments costing crores of rupees have been unearthed. Newspapers say that notes are burnt (*Interruptions*) I will keep my mind very clean. Newspapers say that notes have been burnt. Newspapers say that one of the ministers wanted to escape through the sy-light of the toilet. What I am saying is, the question is whether to have a clean public life, clean political life these sort or raids should be roganised or not. In this, you have to protect me. My perosnal opinion is, no Minister, no MP is above the ordinary law. For that, I thank the bold and courageous action which Shri Biju Patnaik in Orissa has taken. We can sit down and discuss it. But at the same time, I would like to remind you that in Orissa, for the last

forty years, all the cases against the politicians have been taken but not a single man has been convicted. Not a single politician has been convicted. That must be gone into. Another question which has come out in the press is that to confiscate. (*Interruptions*)

These people appointed the Kudal Commission. Out of sheer political vendetta, these people appointed the Kudal Commission* to go into the political activities. Now they are coming out with this plea that it is political vendetta. All these forty years, they indulged in political vendetta. (*Interruptions*)

MR. SPEAKER: Names and allegatory references will not go on record, if there are any.

(*Interruptions*)

SHRI SAMARENDRA KUNDU: Are you saying that the 'Kudal Commission' will not go on record? There is a news item to the effect that the Orissa Government wants to enact a law to confiscate this property. I would like the Home Department here to help the Orissa Government as to how this property could be confiscated. I would like a statement to be made by the Home Minister in regard to this matter.

(*Interruptions*)

[*Translation*]

SHRI VASANT SATHE: You will not remain in power for ever.

[*English*]

MR. SPEAKER:: Mr. Sathe, no cross talk.

SHRI P.R. KUMARAMANGALAM (Salem): Mr. speaker, Sir, we have seen in today

morning's paper the fact that the SGPC Chairman Mr. Tohra has been shot at in Ludhiana. Ludhiana is supposed to be one of the safest places today in Punjab. He was near a *Dhaba* when he was shot at. It has been reported that eye witness said that the terrorists were in police uniform. And the Superintendent of Police has come forward saying that they do not know who did the shooting. They do not even know how many people were involved. They do not even know what has happened. But they have rounded up ten people for questioning. The situation is becoming serious. Mr. Tohra never received any direct threat. But Government had received information, according to Mr. Tohra himself, that he was on the hitlist. If Mr. Tohra can be attacked who has never been really unsympathetic to the cause that the terrorists have been raising in the past, then what is the situation? Then situation in Punjab has really come to such a level where every single person who is relevant is today going to be shot at and killed, one by one. I think the Government should come forward with statement. This is not a simple as one person having been shot. He is the President of the SGPC. It has implications. There is a political message that they are seeking to send. I hope the Government realises what is the message that these terrorists are trying to send. You must realise that it is no longer a matter of a few terrorists, a few young boys doing it. Every one of us know that aid and help is coming from abroad, money is being sent from abroad, people are being named abroad as to who are the people who are to be shot at today, tomorrow and the day after and we are not able to do anything. Are we so helpless?

We would like a statement from the Government, a specific statement and not one of those casual affairs where they come and say that this happened at 8 a.m. or 2 p.m. and we are looking into the matter. No. We would like to have the full picture as to what is the situation of law and order, why is

it in Ludhiana of all the places that this took place and in the last one month what is the situation.

[*Translation*]

SHRI JANARDAN TIWARI (Siwan): Mr. Speaker, Sir the question raised by Shri Kumaramangalam is relevant. I think the present situation in Punjab demands that the Governor of Punjab should be changed and the administration of Punjab should be given in the hands of a military man or a retired military officer. The terrorists are escalating their activities and they are doing this in connivance with the terrorists of Kashmir. I, therefore, want the Government to take stern steps so that Punjab is saved.

[*English*]

DR. SUDHIR RAY (Burdwan): The Union Government has raised the pay scales of IIT teachers. This has caused a great resentment among the university teachers because for the last thirty years university teachers and the IIT Professors received the same pay scales. This means a continuation of the same elitist education policy which started Navodaya Vidyalayas, Autonomous colleges and Institutions of Excellence.

I therefore request the Education Minister to look into this and take remedial measures.

SHRI LOKANATH CHOUDHURY: Insurgency has now spread to Manipur. The Manipur People's Army gave an ultimatum to outsiders that if they do not leave Manipur by the end of this month, they will face serious consequences. Meanwhile some killings are taking place.

As you know, the Manipur People's Army has relationship with ULFA, they have also relationship with the terrorists of

Nagaland. So the whole of Eastern region is now coming under insurgency. Therefore I want to know what the Central Government is going to do about Manipur to protect the life of outsiders who are there and who are being given the ultimatum.

MR. SPEAKER: Outsider Indians.

SHRI LOKANATH CHOUDHURY: Naturally it is a matter of serious concern. I want to draw the attention of the House towards this specific development that has taken place in Manipur. The Home Minister should give a statement in the House about the situation in Manipur and take steps to defuse the situation.

[*Translation*]

SHRI ARVIND NETAM (Kanker): Mr. Speaker, Sir, I would like to draw your attention and through you, of the august House towards the press report that yesterday prominent social workers Baba Amte and Shri Sunderlal Bhuguna with about 2,000 people staged a dharna at the Prime Minister's residence to draw the attention of the Prime Minister and Government of India to their main demand that construction of large dams cause rehabilitation problems. Some reports have appeared in the press on this subject. As such through you, I would like to tell the Government that...(*Interruptions*)

MR. SPEAKER: Please take your seat. I have called Shri Netam. No such comments should be made against anybody.

(*Interruptions*)

SHRI ARVIND NETAM: Sir, there is much difference between the facts available with the Government and those presented by the save Narmda dam agitationists. They say that the catchment area treatment plan and the afforestation programme, which were supposed to be completed by 1987, have not

been completed. Similarly, the rehabilitation work which was supposed to be completed by 1987 has not yet been completed. The Government of Maharashtra has expressed its inability even to rehabilitate three villages (*Interruptions*) Similarly, no proper study has been conducted about its probable impact on flora and fauna, water logging and the ecological system. There are conflicting figures about the financial management also and the benefits are being shown in an exaggerated manner. The hon. Prime Minister had sometimes back gone to Bastar district which falls in my constituency. He met adivasis and listened to their problems. At present, the adivasis are in Delhi. As such, I would like to request the hon. Prime Minister to meet the adivasis and listen to them. I do not say that this project should not be undertaken. What I want is that after listening to them, the entire project should be re-assessed and till such time work on the project should not start (*Interruptions*)

MR. SPEAKER: Chavada ji, please take your seat. I did not call you.

(*Interruptions*)

SHRI ARVIND NETAM : I want that the hon. Prime Minister must listen to the Adivasis.

PROF. PREM KUMAR DHUMAL (Hamirpur): Mr. Speaker, Sir, during the elections, a large number of terrorist striken people came from Gurdaspur and various other parts of Punjab and temporarily settled in Pathankot and other places. The money that they had brought with them from the sale of their land and other properties has since exhausted. Of them, 350 members of 200 families came here the day before yesterday and are camping at the boat club. Today the situation has come to such a pass that they have neither anything to eat nor a place to live in. They had to spend the little money they had brought with them on purchase of

utensile, etc. Today they are facing starvation. While maintaining the law and order situation it also becomes the duty of the Government to do something for these people. The persons to whom these people had sold their shops have also been killed. The situation today is that these people cannot sell their property. They are not getting any kind of legal protection or shelter from the Government of Punjab. Nor are they getting any job. Educated people have abandoned their jobs and come to Delhi and settled here. Fortunately, the hon. Prime Minister is sitting here. I would like to ask him as to how many people from Kashmir and Punjab would come here, how many people will be provided boarding and lodging at the boat club? There must be some limit to it. Today these people have come here after selling all that they had and abandoning their houses. Their wives and children are also with them. They are in a very deplorable condition. What arrangements this Government is going to make to provide them food, shelter and employment? These people are sitting at the boat club and they have nothing to eat.

(Interruptions)

SHRI MADAN LAL KHURANA (South Delhi): The Government should see that these people are provided food and shelter. How long will they continue to starve? The BJP is supplying flour and helping them monetarily. The BJP is also distributing meals to them. But it is not enough. How long will the people of this country continue to be beggars in their own country? Has the Government paid its attention to them? I demand that the Government should pay immediate attention to people who have come from Kashmir and Punjab.

PROF. VIJAY KUMAR MALHOTRA (Delhi Sadar): Mr. Speaker, Sir, the Supreme Court had also issued directions a few days back that all these arrangements

should be made for these people. The directives of the Supreme Court are not being complied with. *(Interruptions)*

SHRI MADAN LAL KHURANA: Is the Government not prepared to comply with the directives of the Supreme Court?

(Interruptions)

[English]

MR. SPEAKER: Let us hear the Prime Minister.

THE PRIME MINISTER (SHRI VISHWANATH PRATAP SINGH): Sir, I will personally look into the matter of the Supreme Court judgement and see what can we do in this regard.

[Translation]

SHRI CHHAVIRAM ARGAL (Morena): Mr. Speaker, there is a village called Dharowal in Patiala district of Punjab where about 20-25 terrorists came yesterday night and called the Sarpanch and the harijans of the area on the pretext that harijan areas were being developed. When they came the terrorists opened fire at the harijans and killed seven of them and injured several others. Having been scared by this incident, the harijans are fleeing from there. Harijans are also being killed in the constituency of the Prime Minister. They are being killed in other areas also. They are being harassed. Their women are being raped. There are innumerable incidents of atrocities on harijans in the whole country.

Sir, earlier also, while drawing your attention I had said in the House that there should be a discussion on the reports of Commission for Scheduled Castes and Scheduled Tribes. The Congress Party, when it was in power, neither presented the report nor held a discussion in the House when the

Commissioner submitted the report of the commission for 1988-89.

Mr. Speaker, Sir, today the incidence of atrocities on harijans is increasing all over the country. Overall situation in the country is not good. The hon. Prime Minister is present here. I would like to request him to say a few words as to what are the proposals with the Government to check atrocities on harijans and to insure peace and prosperity for them. *(Interruptions)*

MR. SPEAKER: Argalji, that's all, now please take your seat.

(Interruptions)

SHRI CHHAVIRAM ARGAL: Sir, the harijans are fleeing from Punjab because of horrible incident that took place in the State. I want that the hon. Prime Minister should order a thorough probe into the above incident. He has provided assistance to the next of kins of those killed in his constituency. He should also provide help to the next of kins of the harijans killed in yesterday's incident in Punjab. *(Interruptions)*

[*English*]

SHRIMATI GEETA MUKHERJEE (Panskura): Sir, with a heavy heart, I am raising the question of Bengal Potteries workers in this House once again. I would remind that in this House, the demand for nationalisation of Bengal Potteries has been raised many times in the last few years. During the Congress Government's tenure, many memoranda were submitted to that Government for nationalisation of Bengal Potteries in which the hon. Finance Minister, Shri Madhu Dandavate and hon. Minister for Information, Shri Upendra (then in Opposition) were also co-signatories. The Congress Government refused to accept the demand despite assurances many times on the Floor of the House. Instead, they issued

a de-notification notice to discontinue even the 'take over' status of the company. This de-notification notice was stayed by the court in response to the application from all unions, namely AITUC, CITU, INTUC, HMS and Officers Association and also due to the able pleading of my friend, Shri Somnath Chatterjee. But I understand reliably that the Department of Industry now wants to push through the de-notification notice. Moreover, it seems that the Ministry of Industry at the Centre wants to give up all responsibilities in regard to this institution and its workers.

Through you, Sir, I make a fervent appeal not only to the Minister of Industries but also to the Prime Minister who is present here now. An all-party deputation of West Bengal MPs met the Prime Minister and pleaded with him on the case of Bengal Potteries. The injunction of de-notification must not be pushed through so long as any alternative arrangement for the security of jobs of the workers is guaranteed. I implore that identification is not done.

I again appeal for the nationalisation of Bengal Potteries which can not only be made viable according to Tata Consultancy Report but whose products can earn valuable foreign exchange. I hope that the Prime Minister will look into the matter.

SHRI SOMNATH CHATTERJEE (Bolpur): Sir, I fully endorse what Shrimati Geeta Mukherjee has said. We have raised it earlier also. This is a matter concerning over 4700 workers. It is not only the question of workers which is very vital, but it is also the question of an industry which can be revived as has been proved by the report of the Tata Consultancy Services. The negotiations have been going on till now. The Industry Minister and the Chief Minister of West Bengal had some meetings, some discussions; it is not that the Central Government has finally decided not to take any steps with regard to the revival of this concern.

What has been so far happening is that under an injunction, the workers have been receiving their dues. It is true that for some time it has been pending, but when the case is pending and the order is still there, no worthwhile step is being taken seriously. What is of biggest concern is that the new Government is trying to have the stay order vacated by the Calcutta High Court. Last week there was a hearing before the Calcutta High Court and the next date of hearing is 17th May, day after tomorrow, and the present Government is fighting in the Calcutta High Court to have the stay order vacated, so that the liability to pay wages to the workers ceases.

I earnestly request the hon. Prime Minister that so long as the discussion is going on between the State Government and the Central Government on this issue, at least the Central Government should not press for vacating the injunction. The Chief Minister today is out of India leading a delegation to Vietnam. He cannot now discuss the matter. He is coming back within a week's time and after that the discussion can take place again. It is an on-going process. I have received a note only yesterday from the Industry Ministry saying that the viability of the project is being considered. The State Government has been asked to submit a proposal. I earnestly appeal to the hon. Prime Minister to see that this attempt by the Central Government to have the stay order, injunction vacated is not pressed until at least the Chief Minister comes back and there is a further discussion in the matter so that some sort of a scheme is drawn up and finalised. It is a very very sensitive matter and I earnestly make this appeal to the hon. Prime Minister.

THE PRIME MINISTER (SHRI VISHWANATH PRATAP SINGH): I accept this proposal. I will give instructions that they should not do it till the Chief Minister comes back. When the Chief Minister comes back, we will take it up.

SHRI CHITTA BASU (Barasat): Sir, I congratulate the Prime Minister and I quite appreciate the statement just now made by him assuring that he will look into the matter and would take steps so that a final decision is taken. I would also bring it to the notice of the hon. Prime Minister that it is not only the question of Bengal Potteries alone, there are certain other undertakings of this status also and one such name that comes to my mind is Indian Machinery. That is also under the hit list and is facing the threat of being closed, when it is being run by the workers with all their efforts and they are very much willing to continue the units and continue with the production. I hope that the hon. Prime Minister will look into this and see that the policy already announced that the Government of India would not take over any sick unit should be revised appropriately so that the sickness of industries can be combated to some extent.

PROF. P.J. KURIEN (Mavelikara): Sir, I would like to place a very important matter before the House. The media autonomy is a well-professed goal of this Government, but a number of instances can be quoted to show that there is suppression of facts and even distortion of facts. One such case is the fast that was kept on the 10th of this month which was led by the Congress President and the Leader of the Opposition at Rajghat. The fast was in observance of the 133rd Anniversary of our first was of Independence. More than hundred M.Ps and thousands of people took part in that fast. But, Sir, I am sorry to inform the Government through you that this important item was relegated to the last but one of the news bulletin item on that day.

SHRI SONTOSH MOHANDEV (Tripura West): That too not in Hindi only in English.

PROF. P.J. KURIEN: Secondly, Sir, in spite of the fact that it was a fast for 12 hours in which Congress President and more than

hundred M.Ps took part, it was given less prominence. A function in Meerut, where only one M.P. took part, was given more prominence. I don't grudge that.

Doordarshan also distorted the fact that it was a fast and instead said that it was a dharna. It repeated three times that it was a dharna. The most unfortunate part of it was that out of 137 words used by Doordarsah, while covering the fast on that day, 50 per cent of the words were used for describing the security arrangements made by the Government. It is very bad. This should be contrasted with the agitation led by the present Prime Minister in mid 1989. When he led an agitation against the alleged partisanship of the doordarshan, at that time Doordarshan covered it as a second news item in the news bulletin. I would only like to know whether the Government is paying only lip service to the media autonomy or are they really serious about their professed goal.

[*Translation*]

SHRI GUMAN MAL LODHA (Pali): Hon'ble Speaker, Sir, today, I would like to invite your attention to a matter of urgent public importance. Lakhs of people in India are in trouble for want of justice and delay in getting justice. Under these circumstances, at present lakhs of people are being deprived of justice after declaration of holidays on 5th May, as only one judge was made available to hear the cases and that too on 14th and 28th May during the entire month.

Mr. Speaker, Sir, I would like to draw the attention of the Hon'ble Minister of Law to the fact that two lakh cases are pending in the Supreme Court and 17 lakhs cases are pending in the High Court and 2 crore cases are under consideration in the Subordinate Courts. There are many people who are facing trouble for want of justice. Therefore, Hon'ble Minister of Law should make such arrangement in the Supreme Court that

at least one judge is available every day in the court so that any aggrieved, oppressed and exploited person for want of justice, may go to the court and could seek justice there. The gates of justice should not be closed to them. At the time of Jahangir and Vikramaditya, justice was provided to any person, whosoever rang the bell. These days, there are holidays for quite a long period in the courts. The judges are not available in the courts for two to three months and during this period all the courts are closed, although a large number of cases are pending in the courts. I would like that our Minister of Law and new Government should evolve a new policy. As ordinary workers and officers work during this period of summer vacation, similarly, work should also be done in the courts so that the people may get justice.

SHRI M.J. AKBAR (Kishanganj): Mr. Speaker, Sir, there can be a summer season in Delhi even today, but rainy season has started in Northern Bihar, particularly in the areas adjoining Nepal. The rivers in the Bihar are flooded... (*Interruptions*) recently, I have come from Bihar. Some areas like Bibicon, which is a very small town are flood prone and the people of this area have been waiting to take shelter in the High School building. It has happened every year, but this year some people had a ray of hope, because the previous Government had announced a scheme, the then Prime Minister went to Purnea and reiterated again to implement the flood control scheme with an estimated outlay of Rs. 600 crores. This scheme was mainly for the areas where water is coming from Nepal. The work on the above scheme had also started. Technology Mission also went there and started the survey but during the last 6-7 months, the people of the area have some doubts about its implementation and we are confident that perhaps the Government has abandoned that scheme. I have written to the Minister also about it, but he has not stated anything about the scheme in reply to the letter. The

Prime Minister is present here, it is a major scheme and it is very essential for a large number of people. If the Prime Minister could give assurance that the work on this flood control scheme will be undertaken at the earliest, I think it would create a ray of hope among all those people.

SHRI RAMESHWAR PRASAD (Arrah): Mr. Speaker, Sir, a reputed public leader Shri Daras Ram Sahu was murdered in Bilaspur on last 6th May. He was also a Vice-President of the working Committee of A.I.C.C.T.U. He was also Vice-President of Indian People's Front. He was also a Local Sarpanch of the area. During last few days, he had rehabilitated about 150 labourers. There is a pond in that area, which has been occupied by the priest. I have written to the Administration for supplying water from that pond as there is acute shortage of water in madhya Pradesh due to drought, but some local people and goonda elements have occupied the pond and the police machinery of the area is being pressurised continuously to dispose off this matter. Some M.Ps and M.L.As are also trying to despose off this matter. Enquiry should be held into this matter and it should be investigated as to how these political murders have been committed. Parliamentary Committee should be set up to enquire into this matter.

SHRI KASHIRAM CHHABILDAS RANA (Surat): Mr. Speaker, Sir, there is shortage of edible oil in the entire country, particularly in Gujarat, and the prices as well as shortage of edible oil has been increasing day-by-day. Our Prime Minister and the Minister of Food and Civil Supplies have also made a public statement that Government is making efforts to reduce the prices, but even then the prices are not being brought under control. I would like to submit one more serious issue before you that though the Government is making efforts, but, on the contrary, N.D.D.B. has stated in a written statement that increase in the prices of edible oil is quite in order and

the steps taken by the Government of Gujarat or by the Central Government are irrational and are against the national sentiments. The statement made by the N.D.D.B. is against the Government, as also against the public sentiments. Prices must be reduced and Government should take action against the stand taken by the N.D.D.B. The policy adopted by the N.D.D.B. with regard to edible oils should be done away with and efforts should be made to provide edible oil to the people at cheaper rates. N.D.D.B. is indulging in blackmarketing and marketing edible oil at exorbitant profits.

SHRI KIRPAL SINGH (Amritsar): Mr. Speaker, Sir, I would like to bring it to the notice of the Government through you, that huge quantity of wheat is lying all around the border area of Amritsar in heaps and Food Corporation of India has not yet sent gunny bags etc. there. Plenty of wheat is lying in the open at the mercy of God and farmers are very much perturbed about it. Neither Food Corporation of India is lifting the wheat nor any gunny bags are being made available there. I would like to request the Government to make proper arrangements for purchase of their wheat as also to pay compensation for the loss incurred by the farmers these days.

PROF. RASA SINGH RAWAT (Ajmer): Mr. Speaker, Sir, the prices of newsprint which is used for printing newspapers, have gone up very much these days, and you know the newspapers highlight the problems of crores of people inside and outside the House. It has created a big crisis to the newspaper readers and the publication of newspapers and journal whether it is fortnightly, weekly or Daily newspaper. Newsprint manufacturing mills, T.N.P.L., Nepa, M.P.M. and H.P.C. have increased price of newsprint by 40 per cent recently and even the Government owned mill, M.P.M. has increased price by Rs 1000 per metric tonne. As a result, the newspapers are facing a great crisis and the prices of newspapers

have gone up very high. Therefore, I urge the Government that the rate of newsprint produced by the Government mill may be lowered so that the prices of newspapers may come down. When Government wants to reduce the prices of all things, newsprint should also be available at cheaper rates so that crores of people of our country may get newspapers at cheaper rates.

SHRI DAU DAYAL JOSHI (Kota): Mr. Speaker, Sir; keeping in view the present circumstances in the district Kota of Rajasthan communal tension may reach a flashpoint at any time there. I am very much perturbed about it after reading the reports in all the newspapers published from Rajasthan to the effect that in the two graveyards of Kota 74 bombs and 420 other weapons...

MR. SPEAKER : The State Government of Rajasthan is competent.

(Interruptions)

SHRI DAU DAYAL JOSHI: I would like to submit this thing that such a situation is being created there. 16 country made pistols were also found there. My submission is that after the death of Salma, Police has investigated the whole matter very quickly and the action taken by the police is commendable. I would like to submit that some days back a poor labourer was killed. After this incident, police had announced that it would carry out search on a large scale within seven days. A woman named Salma was going there to put a bomb, and she died. Her two sons Salim and Gani have made a statement that there were two hundred bombs. I think that Pakistani elements are conspiring there and the whole matter should be investigated by the C.B.I. Such an atmosphere is being created by Pakistani elements in the entire country. I would like to request that the whole matter should be entrusted to C.B.I. to conduct an investigation at the earliest. A special team should be sent to Jaipur and police dogs may

be set there to make a search on a large scale, otherwise explosive situation may develop there. *(Interruptions)*

[English]

SHRI BHABANI SHANKAR HOTA (Sambalpur): One of the most prestigious institutions of higher education in the country, viz. the Aligarh Muslim University is in turmoil today. About 50 teachers of this University are on relay hunger strike for the last five days, demanding certain of their genuine and justified demands. There is none to look after their demands, because the Vice-Chancellor has not been appointed for the last seven months. It is running with a temporary Vice-Chancellor who does not have any power to look after the University. And this is not the only case. There are many such Universities, e.g. in Delhi the Vice-Chancellor has recently been appointed.

But my point is that in the Aligarh Muslim University, the teachers are demanding things; the non-teaching employees have their problem. But there is none to solve the problems among the teachers and the non-teaching staff. There is total neglect in the university. My demand is that the Government of India, and our Human Resources Ministry must take immediate and effective measures to see that the Vice-Chancellor is immediately appointed, and that the demands and fulfilled, as raised by the teachers and the other non-teaching staff.

SHRI JANARDAN YADAV (Godda): Mr. Speaker, Sir...

MR. SPEAKER: Please sit down. I have not allowed you to speak. Shri Yuvraj.

SHRI YUVRAJ (Katihar): Mr. Speaker, Sir, it is a matter of sorrow that 25 workers of Katihar Jute Mill have died one by one due to starvation and sickness. If the workers fall ill, they do not get medicines from E.S.I. Hospi-

tal. The workers have not been paid the arrears of their two year's salary. The E.S.I. contribution has been deducted from their salaries, but matching grant has not been deposited by the management. When workers fall ill, they do not get medical treatment and medicines. Workers have not been paid the arrears of their salaries and Bonus for the last two years. The High Court has given a judgement that wages and Bonus are outstanding. But the workers have not been paid the arrears of their wages even today. Two years back, Shri Vishwanath Partap Singh, when he was not the Prime Minister of India, had visited that place, 50 thousand farmers and workers had welcomed him. Our Minister of Labour Shri Ram Vilas Paswan had also visited that place. He was also welcomed by 40,000 farmers and workers. A meeting was held inside the mill. Government has not taken over the mill even today. This unit is viable and most modernised. I would like to make a request through you and through this august House that this Mill should be taken over. 1400 workers are working in this mill.

SHRI SURYA NARAYAN YADAV (Saharsa): Mr. Speaker, Sir, 20 lakh labourers from Bihar are working in Delhi. Rangdari tax is being recovered from them by some goonda elements in Delhi. When they go to the S.H.O. to lodge the complaint, he does not register their complaint. I had written to the Hon.ble Minister of Home Affairs as also to the Minister of State in the Ministry of Home Affairs in this regard, but no action has been taken so far by them. Four workers from Bihar have been murdered. This case has also been hushed up. The identity of the persons who have been murdered has also not been disclosed. I would like to request the Government that it should make immediate arrangements for the safety and security of 20 lakh workers from Bihar who are working in Delhi.

SHRI. K. MANVENDRA SINGH (Mathura): Mr. Speaker, Sir, an announcement to waive the loans upto Rs. 10,000 has been made under the scheme chalked out by our Government. An allocation has also been made in the Budget for this purpose. But the decision to waive the loans is not being implemented and recovery of loans is still continuing in the districts. I would like to bring this fact to the notice of the Government and would urge upon it that specific orders be issued in this regard and the recovery of loan upto Rs. 10,000 may be stopped. The Chief Minister of the State had also announced as to how this recovery would be stopped. But no specific instructions have been issued so far. Instructions may be issued immediately so that loan amount is not recovered. The recovery of loans should be stopped immediately.

SHRI S. KRISHNA KUMAR (Quilon): Sir, the hon. Labour Minister is here, and through you I would like to draw his attention to the problem—he is already aware of it—of the cashew workers of Kerala who are being denied ESI rights which were given to them by the previous Government. He is fully aware of this problem. The previous Government allowed the ESI rights to the three lakh cashew workers force in Kerala, who are mainly women, and belong to the poorer sections of the working class in Kerala. Even now they get employment for only 45 days in half a year. As soon as this Government came to power, I understand that without the knowledge of the Minister, without the knowledge of the political leaders the bureaucracy has stopped this benefit and the cashew workers are suffering. I had to go to court and obtain a stay and temporarily the benefits are continuing. But still, the bureaucracy in the ESI Corporation is not letting the workers avail of the benefits. The hon. Labour Minister is already aware of it. He must put his foot down and negate the anti-labour, anti-worker acts perpetrated by his Ministry. He

should overrule the bureaucracy and see that the benefits given by the previous Government are restored. In fact, as he is aware, the benefits which were available to them before 1984 were fully restored. This is above party considerations: this is above the change of the Government. This is the problem of the workers of Kerala.

SHRI MANORANJAN BHAKATA (Andaman and Nicobar Islands): Mr. Speaker, Sir, there is acute unemployment problem in the Andaman and Nicobar Islands. In the recent past, a large number of Group 'D' and 'C' posts have been lying vacant in the Administration and in spite of our efforts the posts were not filled up and, in the mean time, what has happened is, that one year before for recruitment for Mazdoors in the Marine Department, the Department asked for names from the employment exchange and thereafter they were interviewed but for some mysterious reasons the appointment letters were not issued and the panel was cancelled. Thereafter again, they were called for the interview and a panel was prepared and then appointment letters were issued to 38 persons and the names of 150 persons were in the panel. But unfortunately, two days before the same panel was also cancelled. You will understand the difficulties of the poor youths of the Andaman and Nicobar Islands, because it is not one island, it is a group of islands and from different islands these boys are going to appear for the interviews in Port Blair by spending a lot of money. Subsequently, for months together they are moving for employment and for unknown reasons when they are in the panel and the appointment letters are issued then the panel is cancelled.

Similarly for appointment of the Police Radio Operator there also one year before the names were taken, examinations held and the results were declared. They were

not interviewed and all orders were mysteriously cancelled.

Like that, while the unemployment problem is prevailing in the island territory acutely this mockery one after another was done, I would like to request the hon. Minister and the Government, that immediately they should ask the Andaman and Nicobar Administration to inquire into the matter and they should restore the appointments issued so that the youths of that far-flung island do not suffer and do not get frustrated.

MR. SPEAKER: Shri Giridhari Lal Bhargava.

[*Translation*]

SHRI GIRDHARI LAL BHARGAVA (Jaipur): Mr. Speaker, Sir the Prime Minister of Pakistan Ms. Beanzir Bhutto is going to visit major muslim countries from today to seek their support on Kashmir issue.

13.04 hrs.

[**MR. DEPUTY SPEAKER** *in the Chair*]

Mr. Deputy-Speaker, Sir the Prime Minister of Pakistan is undertaking a whirl wind tour of eight muslim countries from today and this visit is being turned as a peace visit. She would try to clarify to those countries that the people of Jammu and Kashmir have the right to self determination. She would make such demand.

Mr. Deputy-Speaker, Sir, the Indian Foreign secretary Shri Ahmed has also admitted that this tour of Ms. Bhutto would affect the situation in Kashmir Therefore, I demand that our Prime Minister and Foreign Minister should also make some efforts in this regard. Our leaders and ambassadors should mobilise opinion of neighbouring countries in our favour so that Pakistan may

not succeed in creating anti-India or anti-Kashmir atmosphere.

Mr. Deputy-Speaker, Sir on the our hand we have been demanding that terrorists should be hushed back and BJP has also been demanding the same and on the other hand the Prime Minister is saying that they would not push them back or attack them. The Foreign Minister is also giving different statements. As a result of that the terrorists in Kashmir are getting encouragement. To check the propoganda of Pakistan, our Prime Minister and the Foreign Minister should also make efforts, otherwise this visit of Ms. Benazir Bhutto would prove to be harmful for our country.

[English]

MR. DEPUTY-SPEAKER: Now papers to be laid on the Table

13.06 hrs.

PAPERS LAID ON THE TABLE

[English]

Review on and annual report of Scooters India Ltd. Lucknow and of Bharat Leather Corporation Ltd. for 1988-89 as also statement regarding delay in laying these papers

THE MINISTER OF STATE IN THE DEPARTMENT OF SMALL SCALE INDUSTRIES AND AGRO AND RURAL INDUSTRIES IN THE MINISTRY OF INDUSTRY (SHRI SRIKANTA JENA): On behalf of Shri Ajit Singh, I beg to lay on the Table :

- (1) A copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619A of the Companies Act, 1956:-

(a) (i) **A statement regarding Review by the Government on the working of the Scooters India Limited, Lucknow, for the year 1988-89.**

(ii) **Annual Report of the Scooters India Limited, Lucknow, for the year 1988-89 along with Audited Accounts and comments of the Comptroller and Auditor General thereon. [Placed in Library See No LT—818/90]**

(b) (i) **A Statement regarding Review by the Government on the taking of the Bharat Leather Corporation Limited, for the year 1988-89.**

(ii) **Annual Report of the Bharat Leather Corporation Limited for the year 1988-89 along with Audited Accounts and comments of the Comptroller and Auditor General thereon. [Placed in Library, See No. LT—819/90]**

(2) **Two statements (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above. [Placed in Library See Nos. LT—818-819/90]**

Annual reports and Annual Accounts of and Review on Indian Airlines for 1988-89 and a statement regarding delay in laying these papers

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SATYA PAL MALIK): On behalf of Shri Arif Mohammad Khan, I beg to lay on the Table-

- (1). (i) **A copy of the Annual Report (Hindi and English versions) of the Indian airlines for the year 1988-89 under sub-section (2)**

of section 37 of the Air Corporations Act, 1953.

- (ii) A copy of the Annual Accounts (Hindi and English versions) of the Indian Airlines for the year 1988-89 together with Audit Report thereon under sub-section (4) of section 15 of the Air Corporations Act, 1953.
 - (iii) A copy of the Review (Hindi and English versions) by the Government on the working of the Indian Airlines for the year 1988-89.
- (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—820/90]

Annual Report of and Review on Oil Industry Development Board, New Delhi for 1988-89 and statement re. delay in laying these papers etc.

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M. S. GURUPADASWAMY): I beg to lay on the Table:-

- (1) (i) A copy of the Annual Report (Hindi and English versions) of the Oil Industry Development Board, New Delhi, for the year 1988-89 along with Audited Accounts under sub-section (4) of section 20 of the Oil Industry (Development) Act, 1974.
 - (ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Oil Industry Development Board, New Delhi, for the year 1988-89.
- (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—821/90]

- (3) (i) A copy of the Annual Report (Hindi and English version) of the Oil and Natural Gas Commission for the year 1988-89 along with Audited Accounts and of its subsidiary viz., ONGC Videsh Limited for the year 1988-89 under sub-section (3) of section 23 read with sub-section (4) of section 22 of the Oil and Natural Gas Commission Act, 1959.
- (ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Oil and Natural Gas Commission for the year 1988-89 and of its subsidiary viz. ONGC Videsh Limited for the year 1988-89. [Placed in Library See No. LT—822/90]

- (4) A copy of the Report (Hindi and English versions) of the Comptroller and Auditor General of India—Union Government (No. 7 of 1989)—Commercial—An analysis of Oil Pricing Arrangements under article 151(1) of the Constitution. [Placed in Library See No. LT—823/90]

Reports of CAG of India for the year ending 31.3.1989 and Appropriation Account of Defence Services etc. for 1988-89 etc.

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI SATYA PAL MALIK): On behalf of Shri Anil Shastri, I beg to lay on the Table:-

- (1) A copy each of the following Reports (Hindi and English versions) under article 151 (1) of the Constitution:-
 - (i) Report of the Comptroller and Auditor General of India for the year ended the 31st March, 1989 (No. 1 of 1990) Union Government Civil. [Placed in Library See No. LT 824/90]

- (ii) Report of the Comptroller and Auditor General of India for the year ended the 31st March, 1989 (No. 5 of 1990)—Union Government (Revenue Receipts-Indirect Taxes). [Placed in Library See No. LT 825/90]
- (iii) Report of the Comptroller and Auditor General of India for the year ended the 31st March, 1989- Amnesty Scheme (1985) (No. 7 of 1990)- Union Government (Revenue Receipts—Direct Taxes). [Placed in Library See No. LT—826/90]
- (iv) Report of the Comptroller and Auditor General of India for the year ended the 31st March, 1989 (No. 9 of 1990)- Union Government—Posts and Telecommunication). [Placed in Library See No. 827/90]
- (v) Report of the Comptroller and Auditor General of India for the year ended the 31st March, 1989 (No. 12 of 1990)—Union Government—Defence Services (Army and Ordnance Factories). [Placed in Library. See No. LT—828/90]
- (2) A copy of the Appropriation Accounts of the Defence Services for the year 1988-89 (Hindi and English versions). [Placed in Library See No. LT—829/90]
- (3) A copy of the Union Government Appropriation Accounts (Postal Services) for the year 1988-89 (Hindi and English versions). [Placed in Library. See No. LT—830/90]
- (4) A copy of the Union Government Appropriation Accounts (Telecommunication Services) for the year 1988-89 (Hindi and English versions). [Placed in Library See No. LT—831/90]

13.07 hrs.

MATTERS UNDER RULE 377

[*Translation*](I) **Need to check deforestation in Bastar district of Madhya Pradesh**

SHRIMANKURAMSODHI (Bastar): Mr. Deputy Speaker, Sir under rule 377 I would like to draw the attention of the House towards the following important matter.

Forests are being destroyed at a very fast pace in Bastar district of Madhya Pradesh. People, are clearing the forest for getting cultivable land or to show the cultivable land at the site.

The forests from which the tribals get a major portion of their livelihood for all the twelve months, are being destroyed rapidly. If attention is not paid towards it, the natural wealth in Bastar district would be destroyed in the near future. The Tribals in Bastar district never go out of the district in the events of drought or famine in search of their livelihood.

Therefore, I request the Central Government to immediately direct the State Government to stop deforestation and to make up the damage, already caused to the forests, not even a single tree should be fallen for next ten years.

(II) **Need to allay the fears of the growers of spices and Subber in Kerala about possible liberal imports of these commodities**[*English*]

PROF. P. J. KURIEN (Mavelikara): Sir, the new import-export policy announced by the Government has caused great apprehension in the minds of the people of Kerala. The apprehension is with regard to the possibility of liberal imports of spices, rubber, etc. spices and rubber play the pivotal role in Kerala's economy. Any scope for liberal

[Prof. P.J. Kurien]

import of these items will only bring down their prices in the market and thus ruin the growers. It may be remembered that majority of the growers are small and marginal farmers who need to be protected. I would, therefore, request the Government to take immediate steps to remove this apprehension from the minds of the growers of spices and rubber.

(iii) Need to check under payment of minimum wages to graphite mines labourers in Bolagir district of Orissa

SHRI BALGOPAL MISHRA (Bolangir): Bolangir district is rich in graphites. There are many graphite mines in the district. Some are open cast and some are underground. The labour law is clear about the minimum wage of Rs. 17.48 and Rs. 21.48 respectively for open cast and underground mines, against which the labourers are paid only Rs. 5/- and Rs. 8/- per day. There are also four graphite beneficiation plants at Belpara village, Bolangir district. These plants are also making underpayment.

I request the Minister of Labour to act immediately to save this problem.

(iv) Need for construction of a branch line from the Hazira - Jagdishpur pipeline to enable supply of gas to Marathwada

DR. VENKATESH KABDE (Nanded): ONGC has been producing crude oil from Bombay High since 1976. Some structures in Bombay offshore like South Basin have been discovered and free gas is available from these fields. It is estimated that oil production is 20 million tonnes per annum and gas around 27 million cubic meters per day. Out of this, 12 million cubic meters gas is transported to Uran through pipelines and supplied to users in Maharashtra. 10 million cubic meters of gas is sent to Hazira and some part is flared. A proposal to make a branch pipeline from main Hazira-Bijaipur-

Jagdishpur pipeline to make natural gas available for industrial users and energy production in backward regions of Marathwada and Vidarbha has been pending with the Ministry of Petroleum. Now under the Western Offshore Integrated Development Programme (WOIDP) proposal for setting up of another gas/oil terminal in 8th plan is under active consideration. The matter is under examination by an expert committee. Marathwada is a backward region of Maharashtra. I, therefore, request the Government through you, Sir, to ensure that the branch line of this gas terminal passes through Marathwada region before onward transmission to South. This will be a boon for industrial users and assist in energy production in this backward region.

[*Translation*]

(v) Need to meet the drinking water scarcity of Patna City (Bihar)

DR. SHAIENDRANATH SHRIVASTAVA (Patna): Sir, Patna City is facing a serious water problem. There has been an abnormal increase in the populations of Patna in last ten years but in proportion to that new watertanks have not been constructed there. The water pipes are also not sufficient to meet the requirement. Due to power shortage people do not get water supply for hours together. The State Government is unable to solve this problem with its own resources. Therefore, I would request the Central Government to take effective steps to solve the problem of drinking water in Patna which is the capital of Bihar and save the lives of the people.

(vi) Need to declare Bikaner (Rajasthan) a 'B—2' class city

SHRI SHOPAT SINGH MAKKASAR (Bikaner): Mr. Deputy Speaker, Sir Bikaner city is situated at the North western border of Rajasthan and is surrounded by the irrigated areas of Indira Gandhi Canal. Therefore, this city has rich potential of development. Recently the Central Government have de-

clared this city as a growth Centre.

Being a border district headquarters of Rajasthan Education Department and Indira Gandhi Canal Project, Agriculture University, Divisional office of Northern Railway, several other offices of State and Central Government are situated there. Besides B.S.F. Centre and Army Cantonment are also there. Under such Circumstances, the population of Bikaner has increased by three times in last seven years.

Bikaner is also surrounded by many important religious places such as famous Kapil Sarovar which is a place of pilgrimage for Kolayat Bishnois Gajner Amparanya, famous Karni temple and Ramuev temple at Runova. Lakhs of tourists visit there every year. Due to cantonment area and field firing range, lakhs of Army Jawan come to the city. Bikaner is one of the costliest cities of Rajasthan which naturally affects lakhs of State and Central Governments employees and daily wage workers. Bharatiya Railway Mazdoor Union and Rajasthan Rajya Karmchari Mahasangh have been demanding from the Government for the last two years to declare Bikaner as 'B-2' class city. At present the population of Bikaner is more than five lakh. Rajasthan Government has also recommended to the Central Government vide its letter dated 16.1.90 to declare Bikaner as 'B-2' class city.

Therefore, I would request that the Government should give priority to declare Bikaner a B-2 class city.

(vii) Need for a through rail link between Sasaram and Patna (Bihar)

SHRI CHHEDI PASWAN (Sasaram): Even after so many years of independence, historical city of Sasaram has not been directly connected with the Capital city of Patna by rail. It is, therefore, requested that a new train should be introduced between Mughal-sarai and Patna via Gaya. This would benefit more than 50 lakh people in the districts of Rohtas and Aurangabad.

13.15 hrs.

**DEMANDS FOR GRANTS (GENERAL)
1990-91**

Ministry of Labour

and

Ministry of Welfare

[English]

MR. DEPUTY SPEAKER: The House will now take up together discussion and voting on Demand No. 56 relating to the Ministry of Labour for which 8 hours have been allotted and also Demand No. 79 relating to the Ministry of Welfare for which 6 hours have been allotted.

Hon. Members present in the House whose cut motion to the Demands for Grants relating to the Ministry of Labour and Ministry of Welfare, have been circulated may, if they desire to move their cut motions, send separate slips for each Ministry to the Table within 15 minutes indicating the serial numbers of the cut motions they would like to move. Those cut motions only will be treated as moved.

The lists showing the serial numbers of cut motions treated as moved will be put up on the Notice Board shortly. In case any member finds any discrepancy in the lists he may kindly bring it to the notice of the Officers at the Table without delay.

Motion moved.

"That the respective sums not exceeding the amounts on Revenue Account and Capital Account shown in the fourth column of the Order Paper be granted to the President, out of the Consolidated Fund of India to complete the sums necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1991, in respect of the heads of Demands entered in the second column thereof against Demands Nos. 56

relating to the Ministry of Labour.”
“That the respective sums not exceeding the amounts on Revenue Account and Capital Account shown in the fourth column of the Order Paper be granted to the President, out of the Consolidated Fund of India to completed the

sums necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1991, in respect of the heads of Demands entered in the second column thereof against Demand No. 79 relating to the Ministry of Welfare.”

Demands for Grants, 1990-91, in respect of the Ministry of Labour and in respect of the Ministry of Welfare submitted to the vote of Lok Sabha

No. and Name of Demand	Amount of Demand for Grant on Account voted by the House on 28th March, 1990		Amount of Demand for Grant submitted to the vote of the House	
	Revenue Rs.	Capital Rs.	Revenue Rs.	Capital Rs.
1	2	3	4	5
MINISTRY OF LABOUR				
56. Ministry of Labour	92,00,00,000	28,00,000	275,99,00,000	82,00,000
MINISTRY OF WELFARE				
79. Ministry of Welfare	94,00,00,000	2,29,00,000	281,98,00,000	6,68,00,000

SHRI P. NARSA REDDY (Adilabad): Mr. Deputy Speaker, Sir, on the Demands for Grant under the Ministry of Labour and the Ministry of Welfare, I would like to invite the attention of the Government relating to the Scheduled Tribes, which are the weakest of the weaker sections. It is said that the strength of the chain lies in its weakest link. It is imperative on the part of the Government and all of us to see that due assistance is given to the Scheduled Tribes in our country. Now, the total population of the Scheduled Tribes is 7.8 per cent of the entire population. They entirely depend on the agriculture for their livelihood. They have no other means by which to make their own living, except agriculture.

Mr. Deputy Speaker, Sir, there are about 167 lakh hectares of land under cultivation of the Scheduled Tribes, in which there are 68 54 lakhs of operational holdings. Thus, the average operational holding of the Scheduled Tribes is 2.44 hectares, although this is more than the average operational holding of the other special groups, which is 1.84 hectares only. The Scheduled Tribes, in spite of having an average holding of 2.4 hectares in the country, are not able to make both ends meet for the simple reason that out of the 167 lakh hectares of the total area sown, only 11 lakh hectares is irrigated, which would be only 8 per cent of the total area sown. So, you would see that unless the lands which are under the cultivation of the Scheduled Tribes are properly given assistance in the matter of irrigation, it would not be possible for the Scheduled Tribes to make a living in consonance with the common man or the other social groups in order that they may go up

The Scheduled Tribes in our country have been given, in my submission, a very raw deal. Under article 244 of the Constitution, there has been a difference made between Schedule V and Schedule VI. So far as North-East Frontier Province is concerned, all those areas have been given autonomy. Insofar as those areas of North East where Scheduled Tribes are living are concerned, they have their governments and also have

their honourable living, whereas in other plain areas covered by the other Schedule, the Scheduled Tribes have not been given the same type of autonomy in the matter of their living. Therefore, I strongly urge upon the hon. Labour Minister, whom I must compliment for the efforts he has taken for holding seminars to see that the attention of the nation is drawn to the tribal welfare, that he must take steps to see that other Scheduled areas in other States where there are Tribal Sub-Plans given and where you have formed Tribal Consultative Committees, which have only advisory capacity in the matters concerning their economic uplift and also their problems, should be given statutory powers. If need be, we may have an amendment of the Constitution to give statutory powers to all those Tribal Advisory Councils in areas other than the North-East Provinces which are covered under the Schedule of the Constitution, to see that they have the power to recommend for their own legislation and also have administrative powers for their benefit. The hon. Members have been inviting the Government's attention that several tribal people from Madhya Pradesh have come over here. They are not worried about the projects that are coming up, they are worried about their own rehabilitation. Many projects are constructed which cover the tribal villages. The tribals live in small habitats and they do not find rehabilitation in such a manner that they would continue to have a better living. That is why there has been an agitation and for that they are nearly at the mercy of the State Government. The Tribal Advisory Council's recommendations have no effect on anybody and, therefore, they have to adopt agitational methods.

The other point which I would like to submit is that the tribal land is subject to alienation and since the tribals are heaped in poverty for everything, there are attempts by non-tribals to occupy the tribal land and use it for their own benefit. No doubt, several States have made legislations to see that no person is allowed to occupy a tribal land and if he does so, he shall be evicted forthwith under the provisions of the law. Kerala, which

is one of the very progressive States, has made a legislation that no non-tribal shall occupy or purchase a tribal land and if he does so, he shall be evicted. But I am sorry to say that the Act has been passed but for the last ten to twelve years, no action has been taken to see that tribals' land is restored to them. The same is the case of Maharashtra and to some extent Andhra Pradesh. So, I would submit that unless we have tribal Councils also in the Agency areas not covered by the Constitutional schedules where autonomous powers are not given, we cannot uplift these tribal people and we must give powers to those tribal Councils so that they can have the right to express their desire according to which laws can be made and implemented. The Governor may not act according to the advisory body but it should be imperative for him to issue orders to the State Governments to give respect in that regard.

Another point about tribals in the implementation of the Constitutional safeguards to the services. Now, we have seen a long record where the statutory requirement of the tribals who are to be employed in the services is not being maintained. Sometime back, there was a National Commission which advised that specific steps should be taken to see that the Scheduled Castes and Scheduled Tribes are not deprived of their constitutional rights in the matter of recruitment. The Gurudas Commission was appointed and the Commission made recommendations which, I think, the Government have only accepted in principle, but they have not implemented them. It should be imperative on the part of the Central Government to see that whenever the required number of persons have not been recruited in all places, it is the duty of the State Government to see that they give them employment.

Now, so far as the plans are concerned, under the Tribal Sub-Plans, in the 7th Plan, as much as Rs. 5269 crores have been earmarked for tribal areas. It is the bureaucrats who send them to the Central Government and they decide that in what manner

the Plans for tribals are to be made. I would strongly urge upon the hon. Minister that the Government should give the right to the tribals in those areas, if there is an agency area, that they shall make their own plans so that they know what is good for them, not the officers of the Department. For example, if the tribals want cattle rearing facilities to be made which will help as an ancillary to their agriculture, the bureaucrats will recommend poultry farms, so, that sort of thrusting of their own plans on the tribals has retarded the growth of the tribals. In the 6th Plan also, Rs. 3383 crores were earmarked for the upliftment of the tribals. But what we see is that the benefits that should reach them have not reached them. According to their own statistics, out of 165 lakh of households, about 85 lakhs could only be covered by the tribal sub-plans and 12.4 lakh families are yet to be given assistance. I would therefore submit that the manner in which the tribal sub-plans in areas other than the North-Eastern areas had been done is very tardy and the plans that are made are not drawn in consultation with the tribal leaders or the tribals but the people who are responsible to administer those areas.

Now, another point to which I would like to invite the attention of the hon. Minister is that all tribal sub-plans made by the States must be made through the Tribal Commissioner and not by the individual department. Now, whatever amount is earmarked by the Central Government goes to the States and to various departments and they are credited in their own accounts. It is earmarked for the tribal areas but unfortunately it is the Commissioner who sits as a person to look after them has no authority to see that the plan is implemented. So, I would submit that the plan must be formulated in consultation with the tribal leaders in the Agency areas by the Commissioner of the Tribal Welfare Department and in the matter of execution only the other departments must come in the picture, but the funds for the sub-plans should not be given to them.

Now, so far as the subsidies and the

[Sh. P. Narsa Reddy]

loans that are given are concerned, Mr. Deputy-Speaker, I would invite the non-Minister's attention to the fact that much of the subsidies and the loans are misused. They are eaten away by the bureaucrats. They do not reach the proper persons in a proper manner. I would give an example that where a certain amount is earmarked for either poultry or cattle, 50 per cent of the principal amount is deposited in the bank and the other 50 per cent is manipulated so that, that 50 per cent is eaten away and it includes the amount to be given to the beneficiary himself. He was told that 'you are getting this amount freely without any liability you need not worry for the proper amount to which you are entitled.' For example, he is entitled to get Rs. 3000, he will be given hardly a few hundred rupees to satisfy him. Each district in each sub-plan is given crores of rupees as subsidies which are mis-utilised.

I would invite your attention to one more point, Sir. And that is that in Malaysia they have a scheme for the tribals and the landless poor, which is known as the Federal Land Development Authority. Under this Authority, for every tribal who has got a minimum holding, a well, a house and the proper infrastructure is provided by the Corporation in which the representatives of the landless poor themselves will see that the entire structure is built on behalf of the Government without the money being parted to any single person or individual and after everything is completed—the well, the electric motor, the land after being levelled—the it is handed over to the landless poor and the amount that is spent on this project is collected from him in about 15 to 20 equal instalments. This method which has been successfully carried out in Malaysia may also be implemented here because the subsidy here is eaten away by the middlemen because the tribal is uneducated and he is taken for a ride.

The other submission which I wish to make is regarding bidi workers. About bidi

workers, Mr. Deputy-Speaker, you know that in Maharashtra, in Andhra Pradesh, in Karnataka and in the South of the Vidhyas most of the ladies are involved in this. They are at the mercy of the bidi manufacturers. The Government has said that they will be given provident fund benefit. What is happening is, no provided fund is given except some fund which is given to a lady through a passbook without proper checking or survey by the Labour Department, and the female workers are kept at the mercy of management. Du to this, many lady workers are deprived of their provident fund. I have seen the report given by the hon. Minister for 1989-90. For bidi workers the amount that has been earmarked for their welfare is Rs. 11 crores. The amount spent in 1988 is hardly about Rs. 4 crores and for 1989-90 the amount earmarked is Rs. 12 crores. The amount spent is only Rs. 6 crores. and the benefit given to the lady workers is housing which is hardly to the extent of about Rs. 2000 and odd. I would respectfully submit, Sir, that in order to give the benefit to the bidi workers, we will have to see that they are not robbed of their provident fund. And then, to add to this, ESI hospitals are not being run by the Central Government in various places where ladies are there. The ESI contribution is being extracted from the bidi workers which they do not know where this amount is going. The lower level labour officers are in collusion with the management and are trying to rob the bidi workers. I would most humbly submit that the hon. Minister should not venture for such schemes which would not benefit a large number of lady workers. I would earnestly request him to see that hospital, maternity wards and child welfare centres are set up for the benefit of lady workers who are very poor. They need not have training centres as it has been shown in the programme. But it must be seen that they are not robbed by managements. They have also to be given the benefits earmarked for them. So many crores of rupees are lying idle without giving them any benefit either by way of maternity assistance or housing, although it is said in the note that Rs. 6,000 per head is being earmarked for the benefit of beedi workers.

One last point which I wish to make is about the landless labour. So far as the agricultural workers are concerned, it is a pity that they are unorganised and there is no authority at the lower level to see that whatever minimum wages we have fixed are paid to them. It is a fact that Gurudass Committee had prescribed a minimum limit. But the minimum limit which the hon. Minister had announced the other day in this House is nowhere near reality. In reality when they get Rs. 20, we say only Rs. 14 here. So, if you want to give them minimum wages, it should be given in consultation with the local people of the district. You must not rely entirely on statisticians who sit somewhere in the State headquarters giving away whatever they want and show that everything is done for the benefit of the labour. Many of the agricultural workers are at the mercy of the landlords. Now, so far as the implementation of land reforms is concerned, it is shown that we have been able to acquire only 76 lakhs of acre. By any standards, it is very low. I would submit that we would have to make a drive for the implementation of land reforms. The most important thing is that we would have to see that the tenants who occupy lands on behalf of owners are given their due share and they are not left at the mercy of the landlords. It should also be seen that they are not evicted at any time the landlords want. So, today agricultural labour is neither getting the necessary assistance from the State Governments nor from any legislation. So far as the employment for these agricultural workers is concerned, the Maharashtra Employment Guarantee Scheme is a model legislation which will have to be followed in all States. There, a programme is made right from September till the next October by the Collectors and all the able-bodied persons who register themselves have been shown the work and if the Government is not able to show them work, then they are paid Daily Allowance the extent that they would not starve. The amount is too less and I think, the State Government in its own wisdom would increase it. Similarly, in 1974, the Kerala Government had also enacted a law which is worth emulating. In order to see that the unorganised agricultural labour is given their

due share, it is for the Central and the State Governments to come forward in a big way and help them so that their minimum needs are fulfilled. I would congratulate the Government on one point. The other day, they made an announcement that they are going to allow the landless poor to plant trees in forests, where there is no growth of forest, and benefit from the trees till such time as they give fruit and afterwards cut the timber. The forest land in our country is about 6.5 crore hectares. Out of this, in 3.7 crore hectares of land, there are no trees. So, if we allow tree pattas in 3.7 crore hectares of land, for growing fruit bearing trees, I think, the cutting of trees and timber and denudation of valuable forest would be stopped. These *pattas* should be distributed to the poor people living in the forest area. This would be a very good scheme and I hope the Government will implement it soon.

DR. VENKATESH KABDE (Nanded):
Mr. Deputy Speaker, Sir, I rise to support the Demands for Grants relating to the Ministry of Labour being headed by a dynamic leader and young Minister.

In a vast country like ours, where we have a very large population, labour force is a very important ingredient for the development of our nation. This particular human resource has not been utilised to the extent possible. This is indeed regrettable. We should look upon population not only as a liability but in the given circumstances, our population or the manpower should be utilised to the best possible extent by giving suitable training and also using as a force of the people. I think, the Labour Department and the labourers deserve a great deal of respect because whatever we do in this country, the whole process of national reconstruction revolves around the work of the labourers.

In our country, unfortunately, the labour force is not well organised. Only a very small percentage of the labour force, about 10 percent is in the organised sector whereas about 90 percent of the labourers is in unorganised sector. About 27 crore labourers are

[Dr. Venkatesh Kabde]

in the unorganised sector and only 3 crore labourers are in the organised sector.

For the welfare of a large number of people, various laws are being made. We have been talking about labour legislation for a long time. A lot of legislations have already been made. But we have to seriously consider whether all the legislations have helped the labour class. I am sorry to say that a lot of these laws are just accumulating dust and they have not been really useful in many circumstances. Unless the law is practised in the proper spirit, the workers will not be benefited. This particular aspect has to be taken into account while making the legislation. Now there has to be a great deal of political will and enthusiasm to see that the labour laws are really implemented and benefit the people.

Our dynamic and young Minister has recently said in a meeting in Pune that in this Session, lot of new legislation is going to be presented. It may not be completed, in this session but certainly it is going to be introduced and it is for the benefit of organised sector. New legislation comprehensive and integrated legislation is going to be introduced by our Government for the sake of guaranteeing minimum wages and for providing pension plan for people in unorganised sector as well as for providing insurance scheme for them. It is also contemplating legislation for child labour and we have talked about the labour participation in the management at all levels. This is going to be a very important landmark for the benefit of industry and I think it is going to pave the way for a new revolution in the process of development.

Here I would like to say that it is not only enough to make laws but these laws should be explained and, for that, may I suggest to our hon. Minister, that after making the legislation, we call a meeting of all the Labour Ministers from different States and explain to them the spirit of the new legislation and how

these Acts have to be implemented for the benefit of the labourers.

The condition of the labourers is indeed very bad in our country. Look at any factories or any of the big public undertakings. How much care does the employer take for the benefit of the labourers on whose integrity and hard work, the whole enterprise of that particular industry is flourishing? You will find that very few industries really look into the different welfare aspects of the labourers. Take the example of families and children of the labourers. Do they make proper arrangement for their health care and education, leave aside their cultural upliftment or the cultural aspect of the life of the labourers? Such efforts are not made even in the organised sector. What happens in the unorganised sector is anybody's guess. The families of the labourers really are not looked upon properly and a great deal needs to be done in this regard and voluntary organisations can play some role. I saw that a very small amount 2 or 3 lakhs of rupees has been provided for the welfare of children and women in unorganised sector. I would urge upon the hon. Minister that the amount to be paid to the voluntary organisations for the betterment of women and children in the organised as well as unorganised sectors should be increased a great deal.

As regards the lockouts, wherever there is a lockout of the industry, the labourers have a great deal of suffering. They do not know what to do. They are just left to their lot. But the employer does not suffer as much. Just look at the employers of different big industries. Their standard of living does not change after choosing the industry but the people in the factories are left on the street. They do not know what to do. In Bombay, many spinning mills were shut down and the condition of the people working in the spinning mills is also miserable. They have to sell their houses. Their children were left on the streets.

I suggest that whenever the question of lock-out in a particular industry comes up, the question should be considered whether

the labourers will be able to run a particular industry and lot of consideration should be given to this particular aspect and, if possible, that particular industry should be kept alive.

Migration is a very important problem of labourers and it has got multi-dimensions i.e., labourers within the country and those who are going outside the country. Lot of labourers are exported outside the country and they are facing lot of problems because of the agencies. I would like to mention here one thing that we have entrusted this work to many of the private agencies. But there is a need to consider whether we can have a manpower corporation and assign this work to the corporations. Probably, this will solve good many of the problems. Also there are problems with the inter-State migration of the labourers. There is an act but it is not adequately implemented and it is causing difficulties to the labourers who migrate to other States.

Lastly, I would like to mention about the child labour. This again is a very neglected aspect. According to 1980 National Sample Survey Report, there are about two crore children who are working in a very bad condition. These are the children who are in a very formative stage of life 5 to 14 years. And they have no facilities. And the problem is that if their work is stopped, their family will starve their parents are putting them to some work because they need to have the minimum requirement, that is they need to have food. We cannot guarantee food to these people. So, they are made to work. So, it appears that we have to have some kind of a via media to provide them some facilities which others working in different industries get and also take care of the welfare of these children who are compulsorily made to work. We have to take care of their education; take care of their health, their nutritional needs and a great deal needs to be done to stop exploitation of children in different industries.

I would just like to mention about the plight of a textile mill in my constituency, the

Nanded Textile Mill, where because of the bad management and administrative problems, the number of labourers has come down from 4000 to 2000 in the last five years. A Mill which was running in profit until 1985 is running into loss. It is entirely because of the bad administration and people who do not know anything as to how to run the textile mill, non-technical persons, have been made incharge of this Mill which was otherwise running in profit for years together. May I request then hon. Minister to please look into the affairs of this particular Mill in my Constituency and see that the number of labourers does not decrease and those employed enjoy all the aspects of development benefit.

With these words, I thank you for giving me this opportunity to speak.

[*Translation*]

SHRI RATILAL KALIDAS VARMA (Dhandhuka): Mr. Deputy Speaker, Sir, I want to say a few words in support of the Demands for Grants presented by our dynamic Labour and Welfare Minister.

Unemployment is increasing in our country. Even educated people are not getting Government jobs, therefore they are forced to work as labourers. Actual situation is worse than this. I belong to Gujarat. About 23 mills have classed down in Ahmedabad and the labourers are in very miserable condition as a result thereof.

These labourers are not able to provide new clothes to their children even on Diwali. I would like to tell you about a very unfortunate incident. A child of a labourer demanded nice food from his father. The father took his two children near a pond and as he was not able to provide good food to them, he alongwith his two children committed suicide by jumping in the pond. This is not happening in Ahmedabad alone. Such incidents have increased. A mother did not get work and she set herself on fire along with her children or just left them on their fate. We would have to seriously think in this direction. About the labourer belonging to sched-

[Sh. Ratilal Kalidas Verma]

uled castes and scheduled tribes. I said that they are given work which is so dirty that people turn their eyes the moment they see it. Those who are carrying night soil and garbage on their heads, should have been provided special facilities, but it is not being provided to them. Even when technical means have increased a lot these people are carrying corpses of chattels on the heads. Thus untouchability is continuing.

Today, the mothers carry their babies with them while going to work. They are not paid full wages. They are paid only Rs. 10-12 for full day. If they raise their voices against it, they are either murdered or atrocities are committed on them. A person belonging to scheduled caste in village Toda of Jamnagar district was burnt alive because he refused to go on work. His dead body was thrown in pond of his house and the assailants said take your son and keep him safe. This is happening all over the country. These people have to work for 12 hours. If a labourer does not come to work, he is taken to task next time when he comes to work. He is not allowed to go home and he has to work the whole night and the next day also. They are not provided all facilities which should be provided to them and half of their life rots. That is why the people belonging scheduled castes die at the age of 40-45 years. Laws are there to ensure the safety of the labourers who work in iron factories or other factories, but attention is not paid towards them. The inspector's are bribed and they declare in their reports that all facilities have been provided to the labourers but fact is this that nothing is provided to them and work continues in the same style. Therefore, mortality rate is more there and it is increasing day by day. Besides, if requests are made for giving jobs to the wives or children of the deceased such requests are refused. They are made to wait for 2 to 7 years saying that their application is under consideration and whenever there is a vacancy they will be called. Other people are recruited for those jobs. Earlier, the work of killing stray dogs was reserved for the people belonging to scheduled castes

but now people of other castes are also engaged in this work.

In hospitals also where the people of scheduled castes were used to be engaged as sweepers, now the people of other castes are also doing the same work. Nobody keep watch on it. Similarly, the forms which have to be filled in factories at the time of recruitment are not filled by them and after their death, their dependents do not get any benefit. Such cases are increasing day by day. There number was 0.14 percent in 1961 and whereas it was about 0.23 per cent in 1985. Therefore, the number of such cases is increasing in general factories. The condition of the labourers in deteriorating whether he is working in fields or in Railway or Forces.

The labourers do not get justice if they meet an accident. There are very few courts therefore, they do not get justice in time. Justice delayed is justice denied and when he is about to die he gets justice. Therefore, more courts should be set up so that they can get justice in time.

14.00 hrs.

After the death of a labourer their dependents are harassed. They should be given shelter and jobs and their problems should be solved. Government has enacted very beneficial laws to check all this but there is lack of monitoring in this regard. Special attention should be paid towards it and time to time monitoring is also essential.

Today, labourers are migrating to Gulf countries in search of work but situation of labourers is very bad there also. They are harassed there and even their return passage is not arranged. Many times we have made arrangement for their return after requesting the Government. Attention should also be paid in this direction.

I would like to say one thing about labourers. Women labourers are exploited today. Our mother, sister and daughters who work as labourers do not get maternity leave till the last day i.e. the day they are

expecting delivery. Sometimes, they fall unconscious and die writhing in pain. Special arrangements should be made in this direction. It is commendable that relief work is initiated by the Government at some places but we have seen in Gujarat that there are no sheds for women labourers and cradles for their children. Women are exposed in the sun and get unconscious while working. No facilities are provided to them. Therefore, proper arrangements should be made for them.

There is a law for child labourers. Children below 14 years can not be employed anywhere but still small children are employed in hotels and factories and if they damage or break anything while working, they are tortured badly. There are cases where they have been burnt alive. Similarly, no attention has been paid to the children who work as domestic help in homes. There is no proper arrangements for their education etc. Present facilities are very meagre and these should be extended. More funds should be allocated to give educational facilities to them.

Mr. Deputy Speaker, Sir, I spoke about women and children. Now I want to say one thing about the labourers of scheduled castes and scheduled tribes who work in the fields in villages. These labourers have to work day and night and sometimes they are compelled to work in place of bullocks. There is no provision for providing them compensation if they are bitten by some poisonous insect and die while using poisonous pesticides in fields. There should be special provision for it.

While concluding, I want to say only this much that the Government should exchange views with the representatives of the labourers and labour unions regarding the smooth functioning of programmes and try to remove the problems if any. With these words, I conclude

[English]

MR. DEPUTY SPEAKER: I would like to

request the whips to keep the list with them, if they have forwarded the list to us. And the hon. Members may meet their whips and find out whether their names are there or not. Every time, every Member coming to the Chair and trying to find out whether his name is there in the list or not is not correct; it does not look nice. It is for all the hon. Members.

Now, Kumari Mayawati.

[Translation]

KUMARI MAYAWATI (Bijnor): Hon. Deputy Speaker, Sir, while supporting the Demands for Grants of the Ministry of Labour and Ministry of Welfare, I want to draw the attention of the hon. Minister Shri Ram Vilas Paswan towards some important points.

Mr. Deputy Speaker, Sir, so far as oppressed people of this country and the question of justice and atrocities on them is concerned whether they are labourers or people engaged in other fields, bureaucracy or politicians I feel that injustice and atrocities on downtrodden classes are rather increasing day by day instead of decreasing. This is not a new experience for National Front Government. If one looks into the history of the oppressed class of this country, it will be revealed that a handful of people of this country have created a social structure which has proved harmful not only for scheduled castes and scheduled tribes of this country but also for the people of other backward classes, and religious minorities such as Sikh, Parsies, Muslims and Buddhists. The downtrodden classes always have been looked down upon in every sphere. We have to go deep into the root of the problem and will have to look into the causes why they have been made victim of the injustice and why atrocities are being committed on these people from the very beginning. So long as we do not bring a change in the social structure. We can not save the oppressed class of this country from injustice and atrocities.

My first suggestion in this regard is that a change in the social structure is called for.

[Kumari Mayawati]

Our Hon. Prime Minister has referred to the subject social change many a times. But I feel mere lip service will not do unless we put these ideas into reality, and bring a change in the social structure we cannot save the Bahujan Samaj from injustice and atrocities.

I referred to bringing about social change because it is this social structure which has dealt a severe blow to the people of 'Bahujan Samaj. They have been degraded. Religious literature like Manu Smriti and Vedas give moral courage to those who give a raw deal to Bahujan Samaj and commit atrocities on them. Unless such inductive portions are deleted from these holy books like Vedas, Shastras, Gita and Ramayana you will never be able to put an end to injustice and atrocities being committed on weaker sections and they will keep on increasing in this country. The people who are ruling and have hold over five powers viz. administration, bureaucracy, industrial sector, zamindari and culture of this country have built up a social structure which will prove beneficial for a handful of people only and majority of people will suffer loss.

Harping of the same tune, of atrocities and injustice in the House will not be of any use and neither the prevention of Atrocities Act to check injustice and atrocities will bear fruit unless a ban is imposed on literature like Vedas and Shastras which give sanction for committing injustice and atrocities on down trodden classes.

So far the question of rural areas is concerned there are more than 5, 76,000 villages in our country and about 10 crores people of Bahujan Samaj live in villages. They have started migrating to Metropolitan cities in search of job. Do you know why these 10 crores people are migrating from villages? they have abandoned the villages because the feudalistic lords, having thousands of hectares of land, extract more work from them and pay them less wages. If they ask for more wages and make a mention of minimum wages fixed by the Government

they are threatened with dire consequences. The labour belonging to the weaker section who works on the field of the others generally have a milch cattle in his house. It is of great help to him. It helps him in bringing up his family. Whenever the labour make a demand for minimum wages, as prescribed by the Government, the landlord instead of giving him his due wages threatens him by saying that if we would not work in his field and goes to work for somebody else he will not be allowed to take away the fodder from his field for his cattle.

On the one hand Government propagates that narcotic drugs should be banned and on the other hand more and more liquor shops and narcotic drugs shops are being opened in the areas predominantly inhabited by the people belonging to the scheduled caste and scheduled tribes and backward classes as these people are more susceptible to liquor and drugs. The owners of these shops are multi millionaires and earned enormous profit. They promote alcoholism in these colonies so that they are able to earn more profit. Our people spend more than what they earn on these intoxicants. The Government should impose a ban on the sale of these narcotic drugs immediately.

I would like to submit a few words about Mandal Commission. Its recommendations have not been implemented so far and I feel nothing much has been done in this direction either by the Congress Party during their regime or by our honourable Prime Minister Shri V.P. Singh. During the elections, in his manifesto Shri V. P. Singh had declared that the recommendations of the Mandal Commission would be implemented as soon as their party came to power for the benefit of the backward classes of this country which constitute 52% of the total population. It is a matter of regret that even after four months of its rule in the country, the National Front Government has not so far implemented the recommendations of the Mandal Commission. Our colleague Shri Ram Vilas Paswan had announced in Madras that recommendations of the Mandal Commission would be implemented within a week or two. Let us

wait and see what happens in the next one or two weeks. The people of backward classes are suffering. Due to the efforts of Baba Saheb Ambedkar provision of reservation was made in the constitution and because of this provision some jobs were reserved for scheduled caste and scheduled tribes people in the Government offices. But no provision has been made in the constitution for the people of backward classes who constitute 52% of the population. Unless they are accorded recognition they will always remain deprived of their due rights. Therefore it is my submission to brother Ram Vilas Paswan that some provision should be made in the constitution for backward classes. Once a provision is made for them in the constitution they will definitely come up. There are thousands of people of backward classes in this country who are living below the poverty line and are socially backward. Some concrete steps should be taken to remove their backwardness. The Government have enacted the best of laws for scheduled caste, Scheduled Tribes, backward classes and for religious minorities but these laws are not being implemented with sincerity. The intention of people who are responsible for their implementation is not honest. There is one more drawback in the policy of the Government with regard to the assistance and facilities being extended to the people of these down-trodden classes. Majority of them in the rural areas are not aware of the facilities meant for them. Unless they have knowledge of what all they are entitled for how can they take advantage of these provisions. I therefore request that a programme should be chalked out to make these people aware of the schemes made for their benefit each and every village should be covered for this purpose and in this regard the expenditure should be borne by the Central Government. It has also been noticed that assistance to the persons belonging to Scheduled caste and Scheduled Tribes is given on paper only. The formality of completion of forms etc. is done by inscribing some fictitious names such as Khacheru Singh, Budh Singh etc but the actual amount goes into the pocket of somebody else. The social structure of this country has helped only a handful

of persons and majority of people are not benefitted by it. I therefore request the labour minister through you that the points raised by me should be given due consideration while taking a decision. If action only on paper will continue the 85% population of this country the suppressed class and the religious minorities will not forgive you. May be Shri Ram Vilas Paswan has some compulsions because his leader is a Thakur, I am also not in favour encouraging casteism in the country but even today the Thakur's hate people of the suppressed classes. Thakur's have hold over most of the land in villages. The incident which took place at Fatehpur, the constituency of the Prime Minister, has not only been discussed in detail in Lok Sabha but has also been discussed in Rajya Sabha, indicates how the Thakur's behaved with the husband of Kuchi Devi, who belonged to suppressed class. If action on paper will continue or if you will keep working under the pressure and direction of Shri V. P. Singh and did nothing practical than it will imply that you had deceived your own people and Bhaujan Community will not let you win in the next elections. Therefore you should not yield to pressure but should work in the interest of Bhujan Samaj and Bhaujan Samaj will definitely cooperate with you. With these words I conclude and express my thanks to you.

THE MINISTER OF LABOUR AND WELFARE (SHRI RAM VILAS PASWAN)

Mr. Deputy-Speaker, Sir, I would like to say one thing in response to the statement of the hon. lady Member, Kumari Mayawati that this Government is Government in the real sense. The country should be proud of having for the first time a Prime Minister like Shri V. P. Singh who is committed to the upliftment of exploited, oppressed persons and labour class and he wants to give due rights to them. I would like to say that we should unitedly fight against caste system but if Kumari Mayawati views it from other angle, it will be harmful. Baba Saheb Ambedkar had embraced Buddhism and Mahatma Buddha was a Kashtriya, he did not belong to oppressed and backward caste. We should not fight on the basis of caste but we must fight for equality.

KUMARI MAYAWATI: Mr. Deputy-Speaker, Sir, I request you to allow me to raise only one point.

MR. DEPUTY SPEAKER: Mayawati ji it is not possible. If we discuss each and every point, how will we discuss other issues? I have already given you enough time. I can not permit you.

KUMAR MAYAWATI: The incident that occurred in Fatehpur in the constituency of the Hon. Prime Minister is a living example. They are encouraging casteism. I would like to point out another thing also that on one side compensation of Rs. two or three lakhs is being given to the persons of higher castes whereas on the other side only Rs. 10,000 or Rs. 15,000 are being given to Harijans and poor women's. Not only that they have to go again and again to the office of Shri Mulayam Singh Yadav in order to receive that amount.

DEPUTY SPEAKER: Leave it now Please sit down.

KUMARI MAYAWATI: She has to go again and again to several places but nobody bothers about her problems (*Interruptions*)

DEPUTY SPEAKER: Please take your seat. I have already given you enough time? I cannot give your more time

KUMARI MAYAWATI: I would like to raise one more point that the National Front Government is following the policy of encouraging casteism. (*Interruptions*) Otherwise there was no need to raise slogans.

(*Interruptions*)*

[*English*]

MR. DEPUTY SPEAKER: Nothing will go on reactor now

(*Interruptions*)*

MR DEPUTY SPEAKER: Mr. Susanta Chakravorty.

SHRI SUSANTA CHAKRAVORTY (Howrah): Thank you, Sir, for giving me this opportunity. The labour front in our country is vibrant with many problems. The agricultural scene is characterized by unemployment, under-employment, poverty, indebtedness; and the industrial scene by lock-outs, closures, sickness etc.

A brief look at the Census reports and the statistics available will go to reveal that the number of agricultural labourers displaced from land is growing. It will go to reveal that there are bonded labourers, child labourers and that there are disparities and distortion in the wage structures.

In agriculture, the best-paid worker earns Rs. 3960/- per year, while the poverty-line income fixed by the 7th five-year Plan is Rs. 6400/- per year. The industrial workers in the tiny sector get something between Rs. 4,000 and Rs. 6000 per year. It is, again, below the poverty line. On the other hand, in the non-departmental undertakings of the Central Government, the worker's average annual income is Rs. 32,239. In the multi-national companies, the wage rate is even higher.

These disparities cannot continue. These disparities impress upon the Government that they should come out with a legislation guarantting minimum wages. I expect the Government to come out with a legislation, in consultation with the workers' unions which would fix the parameters, considering their calorie requirement and considering other facilities like fuel and housing.

Taking advantage of the growing unemployment in our country, the private employers are resorting to unilateral lock-outs. In West Bengal, in the jute mills, these things are more visible. There are lock-outs, wage freeze etc. and the jute mills are being closed

day after day. Government should think of taking over these jute mills, in the interest of the workers.

The workers in our country always raise their voice of protest against these evils. But these protests were dealt with by the previous Government, using ESMA, NASA etc. and Article 311(2) of the Constitution which gave it the right to dismiss the employees without assigning any reason.

They even refused to ratify ILO Conventions No 87 and 98 guaranteeing the freedom of association, the right to organise and collective bargaining. Now I request the present Government to think over this and see that these measures of oppression are not practised

The Industrial Relations Bill, which tries to curtail the rights of the trade unions, is still before the Rajay Sabha I request the Government to consider whether a new Industrial Relations Bill in consultation with the trade union can be framed

Regarding labour legislation, the Government should bear this in mind their order to make it effective, the Government should not depend on the market forces of Demand and supply. It was on this point that the mistake was made by the last Government. I would suggest the following steps to come out of this evil.

1. The minimum wage should be guaranteed. I remember in the year 1985 Shri Rajiv Gandhi in the ILO Convention raised a demand for raising the wages of the the workers working in the unorganised sector. But the same Rajiv Gandhi did not even ratify the ILO Convention 131 on minimum wages. So, a legislation on minimum wages should be brought before the House immediately.

2. The National Front Government has come out with many assurances. For example there are assurances like workers' participation in the management, right to work and formation of board construction workers, etc. in the palmy days and Avadi-

ocialism Nehruji spoke on labour participation. But that was reduced to floor level discussion and plant level discussion. There was no representation of workers at the Board level. So, the Government has to consider the aspect of effective participation of workers in the management. I feel this should embrace the following. (i) There should be an effective representation of all sections of employees in the management. (ii) They should have access to all information (iii) Then they should have a full participation in all aspects of the decisions making. Now to make it meaningful the multiplicity of unions must be checked. So, we need a legislation to recognise the trade unions. Thanks to the National Front Government that it has recognised the demand of the working class to give recognition to the trade unions by means of secret ballot. On the basis of that secret ballot itself, the unions will sent their nominees to the participative forums according to the proportion of votes they secure. The private employers have opposed it. We request the Government not to surrender before them.

The right to work is a welcome steps and it must be translated into a reality. In order to do that, surplus land should be acquired and distributed nationally among the landless labourers. That will go a long way in creating employment opportunities in our country.

Regarding workers in the construction works, a board should be set up with powers to recruit workers and regulate the construction work.

In the face to growing unemployment, I request the Government to think of lifting the ban on employment in the concern controlled by the Central Government and public undertakings. I also request the Government to think over the question of victimised railway employees. The Government had given an assurance that they would be reinstated. In spite of this, till today nothing has been done in that regard.

Lastly, amidst the general scene, the

[Sh. Susanta Chakravorty]

Government should come out as an ideal employer. I would have been happy if I could say that during this regime too the role of ideal employer is being followed by the Government. No, that is not the fact. In the case of Neyveli Lignite Corporation in Tamil Nadu we found that the management did not consult the trade unions namely the CIT and the HMS. In the case of IDPL when some workers revealed some corruption cases, and the charges were established by the Inquiry Committee. The management came out with victimisation of the workers who revealed those cases.

In the case of Burn Standard and Company the workers have made deputations to the Minister of Industries and asked him to take action against the parson in charge of management for which the Burn Standard and company was incurring heavy losses, but till date nothing has been done.

There are problems of women labour, bonded labour, child labour, inter-State migrant labour and so on. All these things have been referred many a time. We have been saying these things for a long time. These things have been spoken on the floor of Parliament by our comrades and friends but they were not heeded to. The previous Government did not listen to it. Rip Van Winkle did not wake up. And even if he did succeed in waking up, we would see them repeating the old hymns. So, I urge upon this Government to rise upto the situation and do the needful. Everything is not all right; everything is not quiet on the labour front.

Some 150 years ago, when adult franchise was extended in England Lord Salisbury having opposed it and lost came out with the remark that "We must educate our Masters." the working class of India too want an answer to this question, as to when we are going to educate our masters.

With these words, I support the Demands for Grants for the Labour Ministry.

SHRI INDRAJIT GUPTA: (Midnapore):
Mr. Deputy-Speaker, Sir, this is the first time that the present Labour Minister has had an opportunity of presenting his grants to the House. He is a young man, very receptive and responsive and his sympathy for the exploited and poor of this country is beyond any doubt.

However, the jurisdiction covered by the Ministry of labour is quite wide and he will have to, of course, deal with very many different aspects of relationships both in the organised sector of industry and the unorganised sector which are two quite different worlds, having very little to do with each other.

I would like to ask him one or two questions. First regarding some matters which have cropped up recently and which are very much connected with the question of policy that this Government is going to follow, some of the thing, I refer to may be somewhat overlapping with the Ministry of Industries—it may be concerned—but that cannot be avoided. For example, what is the policy or drill of the Government regarding these closed units which are supposed to be sick?

Recently, the hon. Minister for Industries went on record saying that as far as the closed units are concerned, it is not the policy of the Government to take over any of these units and to re-open them and run them. Later on, recently in Calcutta the Minister slightly modified his earlier statement and said that if any of the closed units is a viable unit and can be put back into profitable production then, ways and means will be explored for seeing that that unit is re-opened. I only want to say one thing. There is the tendency now among many employers to close down their units and to sell off the buildings, lands and all the property of those mills. Only two days back I was in Bombay. And I found that one of the well-established textile mills known as the Indu Mills, which is situated in the heart of Bombay city, is in the process of being close down. It has closed down already. But all the land, buildings and

everything are going to be sold off for the purpose of building expensive apartment houses there. There mill is situated on the seaside. So apartment houses situated there will also fetch a very good price. And this is not the only case. There are many other instances which I am sure, the Minister knows about. My suggestion would be, since no closure actually can take place under the existing law without the permission of the Government—Government has to give its approval; otherwise, nobody can close down a unit—this permission should not be given without first ascertaining what is the purpose of that closure and whether the mill which is being closed down is really viable or not variable, whether it can be put back into production or not and if it is being closed down naturally due to mismanagement due to no other factor but the fact that the management has mismanaged the mill, squandered the funds, eaten up the funds, most of which probably was taken from the bank or from the financial institutions and did not come from their own pockets at all, in such cases where the mill has been closed down due to mismanagement, first of all, permission should not have been given in that case. But if it has been given to close down, then at least two things I would suggest. One, there must be a machinery which is not there at the moment—an adequate machinery. I know that BIFR is there. But it is not an adequate machinery to actually find out which of the closed units can be made viable or not. I know there are many non-viable units also. But at the same time there are a number of units which are viable. The causes of the closure have to be gone into. And if they are viable, even if the land and buildings are to be sold off, there is no reasons why from that money a new factory or new production units cannot be started to give employment to the people who have been thrown out. That line of approach is not being followed. I do not know why. And certainly a running production unit should not be substituted by expensive apartment buildings and houses which will be only afforded by the extremely wealthy and rich people to live in. This is a disgraceful things which is happening. And it is better that the

Government in cooperation with the State Government, with the workers and with other agencies if necessary, find that a mill cannot be re-started, then the land, buildings and all that can be sold off. I do not deny that. You will get good money for that. That money should be invested in starting new production units where the workers who have been thrown out can get employment.

Secondly, there is another question. I had raised this matter recently in the Indian Labour Conference which the Ministry had called. I want to raise it here also. We are now on the eve of the Eighth Five Year Plan. During this coming Plan, I have no doubt in my mind that a major drive will be launched—it has already been launched, but it will be intensified both in the private sector and the public sector—to carry out what may be called a sort of re-structuring re-organisation of the industrial production. It is all right that production in India should be made more efficient, technologically more advanced; the productivity should be increased. We have nothing against this. The point is how it is done, by what method it is done. In the organised sector of industry where this drive of restructuring is taking place and is going to be intensified, we complaint is that the trade unions are being completely by passed and neglected, in the sense that their opinions are not taken. For example, when somebody decides that commodities which are being produced inside the factory should be now passed on to private contractors outside should be allowed to be manufactured by them at a lower cost over cost because we know what kind of wages the contractors pay to their people. It is being done in the public sector also. If the maintenance work in most of the public sector power units, electricity generating units, is being given out to the private contractors, in the railways' maintenance, of the permanent rail track, the erection of the signalling equipment, all these works which used to be done previously by the regular workers is being increasingly handed out to the private contractors....
(Interruptions)

Also Defence Ministry and so many

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others. But, if the trade unions object to this and if their counter suggestions, their proposals are never considered, then what is the use of this participation in management which we are going to have by means of legislation, which we are talking about? New technology is being introduced. We have not anything against new technology, as a matter of principle. No at all. It is an expression of the development of science. But, the question is that in a particular industry or for a particular industry or for a particular operation what technology is to be introduced. Whether it is necessary or not whether it is appropriate or not, whether something which is working well in Japan or West Germany or somewhere else must necessarily be introduced in India. Somewhere or other has to be a discussion and a dialogue on this. The employers are very fond of singing the phrases of the Japanese economy or some other European economy. But, unfortunately or fortunately, we are not living in Japan or West Germany or America. We are living in a country called India which has its own specifics, its own characteristics, its own economic and industrial features. And, therefore, before we introduce a new technology into any particular process, it must be carefully considered as to what is likely to be its impact. We have also a gigantic unemployment problem in this country. If a particular technology is going to lead to further aggravation of that unemployment, if it is going to affect the job security of the workers who are already in the employment if it is going to affect their income, their promotional avenues, their health, their safety, all these must be carefully taken into account before we decide on a particular technology. Otherwise, what is the meaning of participation in Management. I do not understand it. Participation in Management means bargaining for higher wages, bonus, dearness allowance. That is done in another form by the trade unions. But participation in Management means that if changes are to be introduced in production methods which will affect all aspects of the workers' standard of living, their working conditions and so on, then their

representatives must be given full opportunity of discussing all aspects of the problem before these things are introduced. Therefore, I had suggested to the hon. Minister in the recent Indian Labour Conference that co-terminus with the Eight Five Year Plan, there should be evolved a new tripartite code. It cannot be more than a code. It cannot be a law. But, it should be a code to which the Central Government, the public sector undertakings, all the employers, the central organisations of the workers, all of them should be a party to govern the terms and conditions and guidelines for introducing new changes in production. If you want such changes to be brought about in a manner which will cause the least conflict and confrontation and which will really help the economy to advance and to improve, then it cannot be done without a code which is sincerely adhered to by all the parties concerned. If you do it without a code, there will be constant conflicts, confrontations and dislocations which are not going to help the economy in any sense at all. So, I plead very strongly for this kind of a code. For example, in so many cases this leads to a problem of people being declared surplus, surplus to requirement. All right. How do you propose to dispose of those people? Is there any scheme for redeployment, for people being trained for other jobs? If they are no good for the old jobs, they should be trained for new jobs and they should be redeployed and absorbed in new jobs. There should be some scheme worked out for this with the active cooperation of the trade union organisations. Therefore, these are questions which, I think, the Government should take the initiative on. So, it is for the Government to draft a code. That code may not be accepted very easily by all the parties concerned to start with, but that draft code should be initiated by the Government and that should be open for discussion at all levels by the various parties—employers, workers, State Governments, public sector, private sector, everybody. Let them give their opinion. What is the thing they object to, we would like to know. Why they do not want to adhere to a code like this so that the onward advancement and modernisation of the economy can

be done with the least possible conflict, confrontation and dislocation? That is the plea I am making.

Then, Sir, there is one other question that I would like to mention and that is about this vast unorganised sector, which the hon. Minister knows very well about. All these people who are coming within the Schedule of the Minimum Wages Act, or even those people who are not covered by the Schedule, run into millions, crores. Already hon. Members here have spoken about them, about the terrible conditions in which they are working. They do not get the statutory minimum wages, even partly, due to ignorance, I regret to say. Many of them do not even know what are the statutory minimum wages which have been laid down by the Government. And more than that it is due to sheer defrauding by the employers of those people, who do not pay them, the minimum wages. I am not talking only about the contractors, but others also. We have passed many good laws, welfare laws in this House for many years together to benefit one or the other section of this unorganised sector. There is a big law, a comprehensive law regarding bidi workers. Everybody knows that. A law has been promised regarding agricultural workers. There are laws regarding contract labour. The Regulation and Abolition of Contract Labour Act has been passed by this very House, but the whole trouble is that there is a big gap between the law as it exists on paper and its implementation down below. That is, of course, a common malady which affects most of our laws in this country, as a result of which perhaps the credibility of this very institution is going down. We pass good laws but they remain on paper. The beneficiaries do not get what they are supposed to get out of that law. So, I would request the hon. Minister to consider one problem very seriously, as far as unorganised sector is concerned. These people who are working in the organised sector are strong enough to see that their rights are not taken away from them or they are to be defrauded in any way. I do not know how but we must divide some sort of a machinery by which the people for whom

these laws are being made can also participate in the machinery of implementation. If they are not associated with the actual implementation at the grass-roots level, if that is left only to the inspectors and some bureaucrats and so on, or to the employers themselves, then they will go on being defrauded the whole time.

Somebody here has spoken already about the condition of the Inspectorate. I do not blame them. These inspectors are poorly paid people and sometimes they are burned with heavy duties of inspecting hundreds of establishments and naturally they are not able to do their job seriously. They are open to temptations which the employer does not hesitate to dangle before them. They are always giving reports saying that everything is okay, compliance with the law is going on and so on. We know the number of big units, not unorganised but organised who are defrauding the Government and the workers of their provident fund. It is running into crores of rupees now. This is absolute daylight robbery, the workers' money which is being deducted from their salary is not being deposited in the provident fund accounts. These people are, I think, anti-social crime also. To those who do these things, what is the punishment given? A small fine is imposed. If a case is registered against him then utmost he may have to pay a fine running into Rs. 1000 or Rs. 2000. Where he has defrauded provident fund amount of lakhs of rupees; he can easily afford to pay a small fine. It does not matter to him. He cares too hoots about it. Therefore, some exemplary punishment should be given to people like this. But as far as the unorganised sector people are concerned, please think of some means by which they will be associated with the machinery of implementation. Otherwise, so many good laws which we are passing in this House just remain on paper and do not percolate down to the beneficiaries who are supposed to benefit from them. We have abolished so many things. We have abolished Child labour. The law is there. We cannot do anything about it outside. We know very well. Such is the economic condition of our people. I know that in those match factories in Tamil Nadu,

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in Sivakasi, in places where an attempt was made at one time to see that child labour is really prohibited. The first people to protest and to protest in a massive way were the parents of those children because they are considered as the income for the families and therefore these children who would be hundred times better off as future citizen, if they were able to go to school. Little children of 8 years and 10 years old are working from morning to night in all these types of unorganised industries and the law is here prohibiting all this. But the law might as well not exist for all the good be is doing because we cannot think of any means by which these things can be implemented.

Therefore, Sir, I do not want to take the more time, these are various challenges which are there, challenges which are before all of us, not only before the Minister. We are all concerned with the welfare of the poor sections and the unorganised sections. I really think that it is quite a shameful matter. We have not been able to do anything in the matter.

Lastly, Sir, I want to raise a point. I do not want to embarrass him. But last week when the question of the one-day token strike of the officers in the Petroleum sector came up, it generated some heat in this House. By the way, nowadays, on the international scale, the definition of the working class is not restricted only to people who work with their hands on machines. The modern working class includes technicians; it includes engineers. It may include even officers because they are working on high technology systems, without them the production cannot go on. Here the hon. Minister for Petroleum had stated that the Labour Ministry was consulted before it was decided to use the Essential Services Maintenance Service Act against these petroleum officers for going on strike. I was a bit surprised. I expressed my surprise that they do because I know for a fact that the Labour Ministry, on principle is very much against this ESMA because it is counter-productive, it does not solve any

problem, it does not solve any of the grievances of the workers and the people. It is due to expire anyhow, I think, on the 30th September, this year. I hope at least he can tell us that this year though it is not entirely within his authority, the life of this Act will not be further prolonged; it should be finished. But I would like to know from the Minister, as a matter of interest, whether actually the Ministry has approved the use of the ESMA against these loyal officers. For what purpose? It served no purpose. The strike was carried out. The Minister came here and said that the only purpose was to protect the oil installations which, I think, he was misled by somebody because oil installations are not protected by the use of ESMA. They are protected by the deployment of the Central Industrial Security Force, which is a body specially raised for this purpose, which is already deployed in all the installations during normal times also and it will continue to be deployed, I presume. So, there is no question of its being used to protect anybody. It is just a thing of what is meant. The ESMA when it was devised by the previous Government—you will excuse my saying so—was part of the armuory of repression meant to intimidate people, threaten them and by creating a fear that they will be arrested and they will lose their jobs and all that, try to suppress strikes. So, the sooner this is given up the better, and I hope that the Labour Ministry at least will stick to its own independent judgment in this matter and not be brow-beaten by some of its other colleague Ministries who are employer Ministries—it is not an employee Ministry, the employing Ministries look at these things from a different point of view, and I hope the Labour Ministry will do its best to see that they are kept on the right way.

SHRI P.R. KUMARAMANGALAM (Salem): Mr. Deputy-speaker, Sir, at the outset I would like to apologise on my not being here as soon as the Demands were taken up. I thought that Matter Under Rule 377 will take a little longer and that is why I was not there in time.

Today, with a lot of difficulty we man-

aged to bring up discussion on Demands for Grants of Labour and Welfare Ministries before this House. We had an apprehension that it might be guilottoned without really reaching a discussion. But we are grateful to the Speaker that he has given us an opportunity to bring this matter for discussion.

14.56 hrs.

[DR. THAMBI DURAI *in the Chair*]

Mr. Chairman, Sir, labour is normally divided into two large categories. One is called organised and the other is called unorganised. But I do think that there are two other categories which one is not too sure whether they would fall under either of these two. One of them is bonded labour and the other is child labour. Mr. Indrajit Gupta while speaking mentioned very categorically the problem of child labour and that the law that children below 14 years should not work has become irrelevant especially in places like match industry which flourishes in my State, in Sivakasi, even bidi industry, essentially because the children have become wage earners now, people who contribute to the overall income of the family and parents do feel that banning them from employment is not fair. But what is unfortunate is that even through the law does exist on record, when it come to children and their employment and their future, the State seems to hesitate, to vacillate. I have found that many a time inspections have taken place and inspectors have come back and given reports that there are no children below 14 working, when it is obvious that more than 80 per cent of those who are working in certain industries happen to be below 14 years and essentially because it is understood between the parent and the employer and the Inspector that it is in everybody's interest that such a report be given. It has almost become irrelevant from the point of view of the child. I wonder whether you could take up these two arenas with almost seriousness, the first being child labour and the second being bonded labour. I have noticed from your report, the figure that you have presented, that only 3,030 bonded labour have been rehabilitated. I

hope the Minister does not think that that is all the figure of bonded labour is, though we have statutes and we have law and we have rules and we have the governmental machinery on which we spend a lot of money. Have we really done substantial amount of work in respect of bonded labour? A lot of publicity has taken place. The Doordarshan has been used very effectively, but when it really comes down to grass-root results, one is shaken to see the figures being almost insignificant.

15.00 hrs.

I think substantial concentration is required in these two arenas. I know there is a lot of contempt in the minds of many in this House for the organised labour. There may not be so much from this side, but from the other side I can see many Members of this House look upon organised labourers as a high-wage island members. In other words, many of them think that all our organised labourers are in high-wage islands. I think, it is very unfair criticism. It is true that there is a section of organised labour who get reasonable wages now. But, if you want to look at it from the point of view of living wages, I would say that it has not been achieved in many a case. The organised labour falls into various classes. I think, the Labour Minister should catch on to what really the organised labour, is. You have organised labour in large scale industries and medium scale industries; you have organised labour in service sector and governmental sector and you have organised labour in small scale industries also. Unfortunately, they are one of the most exploited among the organised labour. Many of the small scale industry organised labour get even lesser than the minimum wage announced in that State and there, the Inspector who is involved under the Factories Act, is openly in collusion with many of these so-called small industries. In fact, there is a new trend today. The trend is: why do you put up a major industry of large investment in one area and why not split up the industry into five or six departments? They may be even at the same place, but call it as five different establishments. One pro-

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duces the first stage of the product, the second—the second stage of the product, the third the third stage of the product, the fourth, the finished product and make investment below Rs. 50 lakhs. Ultimately, the industry may be worth Rs. Two crores or may be a little less than that. But then it is a small scale industry and it gets the protection for it. They are able to exploit. So, it is high time that we bring the law to lift the veil on this, because encouragement must go to the genuine small scale industry. In the name of small scale industry, exploitation of labour is maximum in the organised sector today. I think, it is also relevant to bring to the notice of the Government that in the unorganised arena, it is not sufficient to just have a National Commission on Rural Labour. The demand for a Central law has been voiced unanimously by all sides, all parties and all groups. It is high time that a Central law be brought in and immediate steps taken to consult all concerned who deal with the subjects. It is impossible to organise the unorganised labour, especially the rural labour. If the Minister is under any illusion that the so-called agricultural or kisan organisations deal with rural agricultural labour. I would like to make it clear that not even one per cent of their membership can ever be assigned to the real rural agricultural labour. On the contrary, those organisations, at best, go down to the small peasant. In many cases, they do not even go to that level. They remain at the kulak level. It is necessary for us to realise that agricultural labour does not work in large numbers; they work in small numbers. It is very difficult to get them together to one place and organise them unless the law and the State machinery provide for statutory relief to them. We have the Minimum Wages Act. Under the law, an agricultural labour can go to a court directly and claim the minimum wage today. But does he? Does the system allow him to go to a courts? The issue is, does it allow him to go to court. Even if he does, is that the judge who is sitting there going to be devoid of the social system? It is quite possible that he himself owns some land in that area. I am not

saying that necessarily he will be prejudiced but definitely in his basic fundamental thought, there will be a shift.

What is really necessary for us to understand is that, if we want to tackle the problem where more than 70 percent of the working class is involved, it is necessary for the Government to bring a law and a comprehensive law. There are no medical facilities. There is no ESI benefit for them. There is no provident fund for them. There are no normal privileges that are available to any worker, being made available to these unfortunate producers of the fundamental need of man's food.

We have been assured in the Consultative Committee, if I recollect, that such a law, if coming, we would have in-depth discussion. But mere assurance would not do. We would really like to see the sight of the Bill and serious attempt should be made to expedite it.

We were also assured that in the case of urban unorganised arena, for the construction labour, the Construction Labour Boards would be created for both recruitment as well as from the point of view of deployment of labour. But I wish to bring to the notice of the Minister—I have brought to his notice earlier also—once again that it would not be suffice to deal with only construction labour. The construction labour covers only about 8 percent to 9 percent of the urban unorganised labour. There is a large percentage which comes under contractual labour in the service industry, in the public sector. What Mr. Indrajit Gupta has said is very relevant. Today most of the Public sector chiefs, management experts and consultants advise public sector units—they take decisions while sitting in Executive position in the Public sector—to go in for contractual labour. I know that the Labour Ministry has issued orders after orders that the system of contractual labour should be given up by the public sector. How many public sector units have obeyed this order? They flout openly their own Government order and their Departmental Ministry protects them. It is time

that the Ministers realise that if they continue in this manner of using the Contract Labour (Abolition and Regulation) Act as a weapon against the very contract labour, a time will come when laws will become irrelevant and a real revolution will start in this nation, ultimately starting from the grass root of the contract labour. Today we have the contract labour in public sector where a security guard is paid as little as Rs. 2000 a month for putting in 12 hour shift every day for a month, irrespective of holidays, Sundays, Saturdays etc. It is happening in Delhi. I am not talking of way down in Madras or my own home town, Salem Public sector corporations like State Trading Corporation, Minerals and Metals Trading Corporation, Bharat Heavy Electricals made money hand over fist. They are not sick public sector units. They are public sector units which have made money exploiting, if necessary, through administered price system. But why can they not pay fair wages at least to their security guards. They are in a multi-storey building any they have to have maintenance. Therefore, on a contractual basis, they pay as little as Rs. 150 or Rs. 200 to their security guards. Today you cannot get domestic labour at that rate. But they exploit the unemployment situation that is there in the nation.

I would also like to bring to his notice that the present Act, i.e. Contract Labour (Abolition and Regulation) Act, does not provide for regularisation of the contract labour. What happens? If I am a contract labour, I cannot dare protest against it. It is because, if I protest against it, eventually I am finishing my future. I am putting an end to myself. Whatever money Rs. 150 or Rs. 200 that I get a month, I am putting a full stop; to that. So, I will not protest. It is time that we realise that the law needs to be amended immediately to ensure that in those places where the contract labour system has vouted the law till now and where you are about to abolish, those who have been in employment in contract labour doing those jobs should be automatically regularised. When you nationalise LIC, you find it fit in the statute to protect the terms and conditions of service. When you abolish contract labour,

you do not find it fit to protect the existing contract labour. This is double values and through you, Mr. Chairman, I would like to assure the hon. Minister that the bureaucracy will put all all he hurdles that are there in your way to ensure that you cannot amend. They will tell you that Articles 14 and 15 would be vouted and Article 19 will be violated and Article 21, the right to life, will be volated. In reality, none of this is true. Where you do not have the will, you will not find the way sad that is the basic point of view.

I would also at the same time like to bring to the notice of the hon. Minister for Labour that it is very nice on his part to assure all of us earlier—I am sure the hon. Minister would do it today also—that a Code on workers participation in management will come about. But why are you bringing a Code on workers participation in management? I understand you are going to provide that it would be by secret ballot the representatives would be elected or selected for the various levels of participation. How is it that wen it comes to the question of a worker participating in management, you want him to be elected by secret ballot but when it comes to a worker representing his cause, you want to follow the old discredit method of verification? Why is there double values? When it comes to his interest, you are not worried that he is properly representated. When it comes to your interest, you are worried that he should be properly represented and it should be proper representation. That is the real crux of the issue. Today if people are telling you on the question of recognition of election that it is a very deep matter in which all these central unions are involved, there is a lot of vested interest involved, we must discuss this in depth, we must have a committee to analyse it, when the Industrial Relations Bill came up last time it went into trouble, so let us have another committee and discuss it, this is nothing but atechnique to postpone the evil day. Today the unions which have support among the which have support among the people do not get recognition. It is those unions who do not have support among the workers and who have support among the management, they

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are the ones to get recognition and unless you do away with the system and really bring in a proper secret ballot method of granting recognition of the trade unions, it is impossible for you to have real industrial peace and negotiate with the right person for the right issue. If you think that it suffices this Session to bring in a Bill only with regard to workers participation in Management because of the needs of political interest, let me tell you it will not work until you are capable of ensuring that the trade union angle of recognition by secret ballot is also introduced at the same time. Otherwise, you will have a dichotomy. You will have on one side, a powerfully entrenched trade union with vested interest and, on the other side, insignificant people representing. Or if you do not have any direct elections and it is a secret ballot for a number of nominees, it will be even more amusing, because what you will notice is that those who come represent in the name of recognition are different and those who come to present in terms of workers participation are different and you will say to those who have been elected that "You have no right to raise grievances because grievances of workmen are supposed to be discussed with trade unions. You talk to us about change of technology, you talk to us of new methods of management." That poor fellow if he takes that message down to the workers, that trade union representative who is elected will say "All right. You brought this new technology to us. You want our cooperation. What about my problem, my scale, my DA? He will say "I am sorry. I am not authorised to talk to you about it." This dichotomy cannot be allowed to continue and if you recall want peace, it is necessary that these problems are redressed. (*Interruptions*)

[*Translation*]

THE MINISTER OF LABOUR AND WELFARE (SHRI RAM VILAS PASWAN): We want to introduce the system of secret ballot but we will like to formulate guidelines for it. We want to have the views of the hon.

Members for its applicability. There are two issues involved in it. One issue is regarding the number of the members of trade union I feel that all the members would like that membership should be granted according to existing procedure. Then elections should be held on the basis of total strength of different unions. The strength of a trade union will be decided by secret ballot. INTUC says that the number of its member is 50 lakh, CITU says it has 20 lakh members and B.M.S. says that it has 30 lakh members. The Government should have a broad based policy in this regard.

We would like to have suggestion of all the hon. Members in regard to the manner in which the system of secret ballot paper is to be introduced. We want to implement it sincerely. But some problems are arising. If we can get some guidelines through suggestions, that will be good.

SHRI DAU DAYAL JOSHI: The entire country, knows that the present number of the member of INTUC is bogus. (*Interruptions*)

SHRI P.R. KUMARAMANGALAM: It is a gross injustice, This charge is baseless.

[*English*]

I am obliged that the hon. Minister has addressed a particular strength question to me and I am grateful that he has asked for my suggestion. I would like to clarify to him that the overall centre of trade union whether it is INTUC, CITU or AITUC, is born ultimately fortunately from the membership that it has an independent establishment in each industrial unit. Ultimately, if you have an election in each establishment you will know which union has got more strength for the propose of recognition, it is a matter of the arithmetic to come to a conclusion as to how many votes they have got within that period—whichever period you are taking in to assess the final national strength. There is no difficulty about it. I can explain it to you once again. Let us take the example of an engineering industry. There is a federa-

tion of engineering industry. INTUC has got it. CITU has got it. AITUC has got it. All of them have got it. In this federation of an engineering industry, somebody would claim that he has got ten lakh membership. Somebody would claim that he has got two lakh membership.

MR. CHAIRMAN: Please conclude.

SHRI P.R. KUMARAMANGALAM: I am only answering specifically a question. The point is simple that in each engineering unit, elections took place for the recognition of the union in that unit and an affiliate of INTUC will get so many votes; affiliate of AITUC will get so many votes; affiliate of CITU will get so many votes. Now in the engineering industry as a whole, if all the votes are taken into account, you would know, in that type of industry, how much total votes INTUC has got; how much total votes CITU has got and so on. The real analysis of the strength in an engineering industry, which is a general industry, you would come to know. Similarly, on the other side is the shipping and transport industry and the third would be the contract labour where you can do this exercise. There are various categories. Category-wise, if you take it, you would be able to check up the total. This is the only manner by which the real membership can be verified. Purely verifying my membership is bit of a joke. We know that the membership registers are written by all. One membership registers are written the general guideline is that the overlapping membership is removed. Then sample verification is done. It is never a fool-proof method. Whoever can influence the local labour officer can get away with it. That is the reality. Many a time we find that the real representative is not able to come. The real representative who is capable of coaching the workers' views is not there an ultimately the industrial peace is affected.

We find a third party, non-recognised and non-trade union becoming powerful and individuals coming into existence. All this is because of the fallacy in the system. If you have elections for recognition at unit level and use that as the reference scale to find

out at the national level the general membership, there is no difficulty, it can be done.

Let me make one thing clear. There is nothing called precognition at the national level. Recognition is really a matter of relationship between management and the employee representatives. Therefore it is in that establishment that recognition matters.

SHRI RAM VILAS PASWAN: You are talking about only organised sector. What about unorganised sector?

SHRI P.R. KUMARAMANGALAM: You touched the question of organised sector and that is why I said this. In the unorganised sector let me make it clear, we have not reached a stage where you can have any elections—secret ballot or even verification. Neither verification nor election can take place there because it is unorganised sector. Otherwise the very term unorganised would have not meaning.

[Translation]

SHRI JANARDAN TIWARI (Siwan): It will expose you. You are alive on bogus membership.

SHRI P.R. KUMARAMANGALAM: The problem is that you do not want to hear. Please listen to me and you will understand the point.

[English]

The issue is, in the unorganised sector nobody is claiming membership in reality. What is being claimed is all for the matter of record because it is unorganised. Otherwise it would not come in. In the unorganised sector you will have to have rules depending on development. The moment unorganised sectors get developed, like plantation, you can do it because they have become organised. Plantation labourers are organised, it is possible to do it. Beedi workers are organised, it is possible to do it. Match industry workers are organised, it is possible to do it. They are not really unorganised. Though

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they are not formal industrial labour, non-industrial organised labour is there. There it is possible to implement the rule of secret ballot elections. It is not possible to implement the rules in areas which are really unorganised. Otherwise the term unorganised cannot be applied.

I know what is in the mind of the Minister. He is on one side thinking of industrial labour and on the other side thinking of rural labour or non-industrial labour, service sector labour. Where it is organised, the rule of secret ballot elections can be applied evenly and where it is unorganised, you cannot apply and method of verification because it is unorganised. There all claim are challenges. In that area you will have to bring in the Central law and when you bring in the Central law to handle that arena, you must provide for a method where elections are held on area-wise or blockwise basis within the jurisdiction. If you keep a Mandal level jurisdiction or a Village level jurisdiction or a District level jurisdiction, membership can be double registered. You can have relocations. When you talk of unorganised rural labour becoming organised, I can tell you that those trade unions would become as powerful as governments. We all hope that we come to that date.

I would like to conclude with only one very important point. I am sure it is also very close to your heart. That is the issue of unemployed youth in the country. I don't take much of your time. It deals with the other Department—Welfare.

MR. CHAIRMAN: You have already taken!

SHRI P.R. KUMARAMANGALAM: I was replying to the Minister's questions. I may be forgiven for that extra time.

I would like to mention that all of us are giving slogans about unemployment and are feeling unhappy about it. But when it comes to right to work, even the hon. Minister on the

Doordarshan was questioned as to what would happen if it becomes justifiable or can be brought to court and enforced as a right in the court. All that can happen and the worst that can happen for the Government is that they would be constrained to pay the minimum wage to the person who has approached the court, if they cannot provide him employment. It does not necessarily mean right to work—that you have to provide him the employment which he wants. No. On the contrary, your duty is to ensure that he is capable of earning his living, may not be to his satisfaction, may not be to his qualification. It is not the dole in the normal term, that is unemployment allowance, which I am talking about. I am saying, it is an alternative to the inability of the system to provide employment. It is a penalty on the system. The minimum wage which you will pay for the unemployed youth is a penalty on the system or on the Government, on all of us that we will be incapable or not capable of providing him employment. At least that would ensure, with that money, you would try to use his services for some work. If he refuses, he is not eligible. But, he should be least be given the offer which we are not able to do. If one wants to solve the unemployment problem, the first thing which I think they should do is to, genuinely do man-power survey. I understand that some man-power surveys have been made. I have had a look at those reports; I have had a look at those figures. They are most incorrect. In fact, I think, those surveys are casually done in urban areas or semi-urban areas; never in reality, those surveys gone as to how to analyse the man-power requirement and the man-power ability.

I would like to end only by bringing to the notice of the hon. Minister that the poverty line has become of joke today. Poverty line has become a joke because you talk of Rs. 3000, Rs. 5000 or Rs. 7000, being the poverty line level. You think of the value of the rupee, vis-a-vis, 1960. I have addressed this question only yesterday to the hon. Prime Minister. When he was the Finance Minister—when he was in our party—I had asked him this question straight forward that are

you or are you not playing around these figures. It is not statistics. It is ultimately how much food does he get and what is his standard of living. It is necessary that you draw a minimum calorie requirement; a minimum list of what are the necessities of life that a man requires to lead, at least the bare necessities. On that basis, you work out the poverty line. Rupee no longer has any meaning. I would request you, if you do that, you would find that the figures of those who are below the poverty line will shoot up drastically and it is time that real attention is paid to it from the point of welfare of those who are below the poverty line. Thank you.

[*Translation*]

SHRI HARIBHAU SHANKAR MAHALE (Malegaon): Mr Chairman, Sir I rise to support the Demands for grants of Ministry of Labour and Welfare and express my views in this regard. Everybody says that the country should be as great as Himalayas But by hoarding gold and currency is country cannot become great Labour and labourers are needed for it. the condition of form and mine labourers is worst.

Therefore, I would like to submit that efforts should be made to improve their condition and standard of living. I would like to know as to whether the country can become great with Saraswati, Lakshmi and Labour. I would like to tell that the condition of organised labourer is bad and the condition of organised labourers is stall worse. I would like to give an example of Bombay and Nasik. The big industrialists set up factories there and after two-three months they close down those factories.

The condition of labourers, who are working in the textile mills in Bombay is worst. All of them have gone back to their villages. When the situation in villages was not good they come to the cities for job but because of the wrong policies of the Government and industrialists they are forced to go back to the villages. Their condition is worst. Special Courts should be set up to settle their matters and to provided them justice.

We should make maximum efforts to improve the lot of labourers.

Mr. Chairman, Sir, my colleagues have given very good suggestion on the Demands for grants of the Ministry of Labour and Welfare. I would also like to say something about the unorganised labourers. As long as the conditions of labourers is worse the condition of the country will also remain worst. I would like to say something about their welfare.

I would like to say about social welfare. I was elected for the Lok Sabha in 1977. No discussion had been held on the report of the Commissioner of Scheduled Castes and Scheduled Tribes from 1970 to 1976. How it could be implemented without any discussion. It is against the Constitution and system of the country. Baba Saheb Ambedkar had make provisions of Article 46,47 and 368 to protect the rights of the persons belong will to Scheduled Castes and Scheduled Tribes but inspite of it no discussion was held on the report of the Commissioner of Scheduled Castes and Scheduled Tribes for so many years. The discussion was held on this report during the regime of the Janta Government in 1977. At that time I had made a demand that the problem of Harijans, Girijans, Scheduled Castes and Scheduled Tribes were different. Therefore there should be separate Commissioner for, the Scheduled Castes and Scheduled Tribes. At that time Shri Morarji Bhai had kept most of these issues under the Jurisdiction of the Ministry of Home Affairs and these were attended to sincerely. The post of the Commissioner of the Scheduled Castes and Scheduled Tribes was vacant from the Year 1981 to 1986. It had been filled up only in 1986. This was the policy of the previous Government which is in opposition now. Discussion was not held on he report of the Commissioner. These policies were against the Constitution. The President of the country , the state Governors the Central Government, the State Governments, the higher officers and leaders will have to think over all these issues. As long as there issues are not considered, the condition Girijans will not improve. My point

[Sh. Haribhau Shankar Mahale]

is that the President and the Governors should see as to whether the Central Government and the State Governments are working according to the Constitution. But today the President and the Governors do not think about the Scheduled Castes and Scheduled Tribes. They never bother as to what policies are being adopted by the Central Government and the State Governments, and as to whether these policies are being formulated according to the Constitution. They do not fulfill their constitutional obligations. Much is talked about the domestic and foreign policies of the Government, but there was wastage of man power and money in Bangladesh and Sri Lanka. What did we gain from this foreign policy? They never think about the Scheduled Castes and Scheduled Tribes which constitute 12 crore of our population. I would like to suggest that we should think in these terms also.

Government never bother about their social and economic status. These people do not have educational facilities. Rs. 18,000 have been given for digging wells in the areas initiated by Scheduled Tribes, through NABARD but how can the wells be constructed with this meagre amount? How will their economic condition improve? The condition in villages is worst. The people get work only for two months. The Government had formulated the Jawahar Rojgar Yojana and much publicity was given to it on T.V. in the country as well as in other countries. I beg pardon from Mr. Ranga and would like him to tell us sincerely as to how many people got jobs under this Yojana. It was promised that job would be provided throughout the year but a person gets job only for five days in a year. They were not able to fulfill their promise. It is not a beneficial scheme. The persons belonging to Scheduled Castes and Scheduled Tribes are facing hardships.

Mr. Chairman, Sir a news has been published in a monthly newspaper of Maharashtra that even today basic necessities are not available to the persons belonging to Scheduled Tribes, on the other hand we are

talking about entering the 21st Century. I had gone to Chandrapur. The condition of Scheduled Castes and Scheduled Tribes in worst. Neither they have food nor clothes. In Akkalkao and Vamani in Maharashtra 105 persons have met miserable death. The Chief Minister could not go there by road. Instead he had to go Gujarat from where he went to Vamani by helicopter. It is really a matter of shame. Although 43 years have passed since we attained independence, even today primitive villages have not been linked by roads. Education is a distant dream them and as long as they are deprived of education, the very issue of their survival is at stake. Motorable roads and potable water are not available to them. These are among the most important necessities of a human being. Primitive tribes mostly dwell in hill areas. Their condition is really deplorable as even drinking water is not available to them. We all accuse Dronacharya of partisanship in the matter of education, especially with reference to the Eklavya episode (wherein he demanded the letter's thumb as 'Guru Dakshina')

Mr. Chairman, Sir Dronacharya are not an extinct race today, on the contrary, they are in abundance. At that time, Dronacharya demanded the thumb of only one disciple while today the officers in all offices spoil the (confidential Reports) at the Scheduled Castes and Scheduled Tribes people working under them. No one think of recording and promoting the tribals, even when there are vacancies for the post of sepoy (Constables) Only very few people belonging to the Scheduled Castes and Scheduled Tribes can be found working as sepoy's their number is insignificant. It is beyond one's comprehension as to why the people belonging to the higher castes discriminate against those post belonging to lower castes. If one part of the body gets diseased, it is but natural that the other parts of the body will also get diseased in course of time. Therefore, it is necessary on the part of people of higher castes belonging to all the political parties and organisations to think about the Scheduled Castes and Scheduled Tribes people because it is a national issue. The

country will progress, if all the people give a serious thought to this issue and contribute their might towards the upliftment of the Scheduled Castes and the Scheduled Tribes. It is a question involving 16 crores people and not 1 or 2 crores. The Janata Dal has done a commendable work for them. This Government has also taken laudable steps as per as labour welfare is concerned and I would like to thank the Government for its commitment to make labour participation in management, a reality. But just making commitments would not be enough action will have to be taken. I request the National Front Government to pay attention towards their problems. I would like to thank the Government for unveiling the oil portrait of Baba Saheb Ambedkar in the Lenthal Hall of the Parliament House. Earlier also most of the Buddhists were either Scheduled Castes or Scheduled Tribes, but this Government took a laudable step by putting them in the reserved category and thus providing them with more facilities. As amendment should be made in the constitution to this effect, otherwise, some people my cause abstracts in the way by obtaining stay orders from the courts. Therefore, I request the hon. Welfare Minister to make the necessary amendments in the constitution.

As far as the 'Angan wadis, are concerned, my submission is that the anganwadi workers get a meagre salary of 200-250 rupees per month, which is quite inadequate these days. Therefore, the Government should give them adequate salary. The Welfare Ministry has formulated a Special plan for the development of the Scheduled Castes and the Scheduled Tribes. I associate myself with Shri N.G. Ranga, and would like to know as to how this special plan will be implemented. You talk about area development, but, it has generally been observed that development doesn't take place in those areas which are inhabitate by the people belonging to the Scheduled Castes and the Scheduled Tribes. In the name of developing Scheduled Castes and Scheduled Tribes money kept aside for them is utilised for constructing major dams but in the end, it is the other people and had those belonging to

the Scheduled Castes and the Scheduled Tribes, who are benefited by these big project. Rupees ten crore were spent in our area for the construction of the Surya Dam, but these belonging to the Scheduled Castes and Scheduled Tribes did not derive any benefit from it as they are not able to irrigate even one inch of their land. Similarly there crores rupees and five crore rupees were spent for the construction of the Vaitarna Dam and other dams respectively, but no arrangements were made to utilize these waters for the development of those area inhabitate by the people belonging to the Scheduled Castes and the Scheduled Tribes. Therefore such cases should be thoroughly investigated and Money should be taken back from states like Maharashtra, Gujarat and Madhya Pradesh, if it is found that the state Governments were responsible for such acts of negligence. That money should be invested for the upliftment the people belonging to the Scheduled Castes and the Scheduled Tribes.

The labourers used to depend on the Jungle Kamgaon Society, but they have been rendered jobless due to the forest Conservation Act. You should pay attention towards the issue.

Besides, I would like to mention here that at present, there are about 350 Co-operative societies in Maharashtra. Out of them 200 are working very well, but the others belonging to the Scheduled Castes and Scheduled Tribes have failed miserably. They do not have any resources left with them. They are just existing in the name of uplifting the Scheduled Castes and the Scheduled Tribes. Top officials of these organisations have usurped all the money. Therefore, I request the Government to grant more, money to the these institutions, but at the same time, they should regularly elicit information from the State Government as to whether these organisations are properly utilizing the money granted to them or not with this word, I conclude my speech.

DR. RAJENDRA KUMARI BAJPAI
(Sitapur): Mr. Deputy Speaker, Sir, while

[Dr. Rajendra Kumari Bajpai]

considering the various aspect of the Welfare Minister, it is essential to find out the ways and means to implement all those welfare programmes that could lead us towards the establishment of a welfare society. For the past many years, Representatives of people especially those belonging to the Scheduled Castes and Scheduled Tribes have been repeatedly demanding the setting up of a separate Ministry under a Minister to look after welfare matters. The previous Government had set up Welfare Ministry in September, 1985 and thus fulfilled a long-standing demand. Earlier this department was (attached) either to the Home Ministry or the Education Ministry in the name of Department of social Welfare, hence it was not possible to pay due attention to it. Therefore, the then Prime Minister, Shri Rajiv Gandhi pondered over this, matter seriously and took a historic decision on it and thus a Ministry of Welfare was created and this Ministry started working independently. Several department attached to the Home Ministry including the Department of Harijan (Scheduled Castes and Scheduled Tribes) welfare and other departments looking after the welfare of minorities, disabled people and other weaker sections of the society were deatched from the Home Ministry and put under the Ministry of Welfare. Apart from this steps were also taken for the fulfillment of Several Commitments made by the Government as also those tasks which the Government was supposed to do, under the Directive principles incorporated in our constitution and which were left unattended to even after 42 years of independence. Although our constitution calls upon the Governments to take steps so as to make those people belonging weaker sections and also the disabled self-reliant. So that they do not become a burden on the society, it is regrettable that we have not been able to formulate any national policy in this regard. A national policy for children was announced but appropriate steps were not taken in the right direction for the implementation of that policy. The work was taken up but much remains to be done in this direction

because our country has not been able to progress, as much as it should have. We are moving towards that goal. For this purpose, it is necessary to have adequate resources. Today, the situation is such that due to non-availability of resources, we are not able to put in as much money, as we would have liked to allocate for our plants and programmes. Despite seeking assistance from international institutions including UNICEF, we have not been able to make progress up to the expected level. We will have to generate more resources for the future. The previous Government had constituted a committee under the Chairmanship of Justice Bahrul Islam and the committee was entrusted with the job of suggesting a National policy for the handicapped, keeping in mind factors such as the facilities that could be provided to them, ways and means to provide them with equipments, and assistance and also ways and means to provide them with education and training in the cities so that instead of being a burden on the society and depending on their parents, they can make themselves useful and make a place for themselves in the society and even reach a position from where they can help others too. The committee was to give its recommendations on these issues. Our policy should be like that. I would like the present Government to take steps to implement the recommendations made by the said committee and also keep in mind those recommendations while formulating the Bill relating to the handicapped because so far we have not been able to formulate the requisite national policy for the handicapped. Many experts have expressed their views after much discussion and deliberations. The Government should take steps to implement those recommendations. I believe that this House will unanimously agree that there should definitely be a national policy regarding the handicapped so that they need not depend on others. There are many countries in the world where many special laws have been made for the welfare of the handicapped and they are provided with many additional facilities. We too can formulate a national policy for the handicapped on the lines of those formulated by other Governments. Mr.

Chairman, Sir, as I said in the beginning, the rate of infant mortality in our country is very high due to many reasons including poverty malnutrition and undernourishment. Similarly many children are deprived of proper education, as they fall victims of bad habits. We have observed that in many families, the parents are illiterate or they are so busy in their work that they are not able to pay proper attention to this children. Some of these parents work as labourers while some others are engaged in similar menial jobs. Due to these reasons, their children fall victims of bad habits. The previous Government has formulated passed and implemented the Juvenile Justice Act, I would like Government to make adequate arrangements to oversee that the Act is fully implemented in all the states and that non of its provisions is violated. The children are the future of our country and as such cannot be neglected. Tomorrow, they are going to should the responsibility of the nation and its future, they are the there future builder of our country. Along the industrial development and progress in many fields, we are also witnessing the onset of many services in our country. Ours is a welfare state. It is our responsibility to see to it that there vices are removed so that our children are protected from their clutches. Therefore, it was necessary in invoice some laws.

These regulations may prove to be very useful tools for the welfare of our society and children. I would like the Government to use these tools properly. Our constitution provides for abolition of untouchability Article 17 says that there is no place for untouchability in this country and it cannot be allowed to be practised in any form. Though it has been abolished by law but mere enactment of law does not help. It continues even today and society has not changed. Atrocities or Harijan and untouchability are still prevalent in various parts of the country, more particularly in rural India. It is a shameful thing. Indiraji had strengthened P.C.R. Act and enforced it strictly. The Abolition of untouchability Act needs to be implemented more

vigorously. The provisions of this Act have not been implemented to the desired extent. As a result, the incidence of atrocities has not fallen as we had wished.

Last year, the Government had passed 'Atrocities Act' during the last Session of the last Lok Sabha. Both the Houses had adopted it no unanimously. All of us had given our suggestions. This Act was passed against a historical background as every body was of the opinion that effective steps ought to be taken to check the atrocities on and exploitation of harijans. We had divided various kinds of atrocities on harijans in rural areas into 15 categories. It was provided that stringent action should be taken against those involved in such incidents.

One of the off heard complaint in this regard is the non-registration of cases of crimes against harijans and the people of weker section in Police Stations. In that Act we had provided for the punishment of defaulting Sub-Inspectors and officials which ranged from imprisonment for 10 years to life-term and for establishment of special courts to try the people who or are involved in such crimes.

Recently there was one such incident in Fatehpur. There a man named Dhanraj who was burnt alive. His wife Kucchi Devi had met me. She narrated to me how her husband had jumped into the pond when set afire and how he was taken out. It was repeatedly suggested that he should be taken to police station but was stopped by those people who had set him afire on the plea that they would take him to hospital while his family members wanted to take him to Police Station. In this way, he was thrice taken out of the tractor. Such cruel and hard-hearted people were there who stopped him from being taken to Police Station. They detained him for a long time. But in the meanwhile his brothers, etc. were able to inform the police which reached the spot after sometime. And then that burning and groaning man was hospitalized in a private nursing home where he died next day.

[Dr. Rajendra Kumari Bajpai]

16.00 hrs.

He has a minor tender bride the very sight of whom filled one's heart with pity for her but the police official were so callous that they did not even recorded the dying declaration of the man. We have made stringent laws but they are not being implemented and this is the reason that his wife is running from pillar to post to seek justice. She has been given Rs. 10 thousand and 3-4 acres of land it is taken that she has been given justice. In this 20th century a harijan is burnt alive and there is no notification of special courts as provided in Atrocities Act. I would like the Government to establish much courts as soon as possible. I would like hon. Minister to spell out in his reply the steps and action taken in this regard, whether special courts have been set up or not, whether those arrested in this case are the real culprits, how many culprits have been arrested and so on.

Apart from it, there are reports of several instances of such atrocities being perpetrated on the harijans of Etawah, Ajamgarh and Etah in Uttar Pradesh. Today, white coming to House, I met a horrified Harijan who gave me an application and a report in which he has said that first, the police was not registering the case and after the registration of the case he was being threatened by the S.I. himself that if he did not withdraw the report he would be killed. This is the position of harijans. They are being tortured and exploited by the people as well as by the Police. The Act provides for very stern action in such cases. I think if this Act is implemented even only in three-four cases, it would deter others from committing crimes against harijans. Therefore, I would like to urge upon the Government to implement the provisions of this Act and give it wide publicity because many of our poor rural harijans do not know that the Government bear the expenses of such litigations. If some cases are tried and persons found guilty are punished with long-imprisonment and, those involved in murder cases with death-pen-

alty, others would not dare commit such crimes. The harijans will also feel that their voice is also heard.

What I am stressing is that no amount of Acts is going to be effective unless the Government has the will power to implement them. We will have to change the mentality of the people to change our society. However, I would not advise anyone to go the extreme as suggested by some lady member that we should abolish the teaching of Vedas and Shastras. I do not agree with her. Our country has got its own Constitution and law and it is no more guided by manusmriti. And we need not refer to Manu in this context as it is no more relevant.

What is contained in Vedas, what is their language, nobody bothers about it. No one reads the language of Vedas. Nevertheless, they contain our culture, wisdom and knowledge. The certain many scientific things which we should know, they are our treasures and heritage. We should have respect for them and we, should not drag them into politics.

As far as the tribals are concerned, we must work for them also. We talk of giving protection to Scheduled Castes and Scheduled Tribes. But I think their first necessity is education. We can make them strong by educating them and then they would not need others help. We should make them self-reliant. As they became economically well off they would be strong enough to stand on their own feet and their dependence on others would end. We have seen that no one bothers about the caste-identity of those Scheduled Caste and Scheduled Tribe people who are economically well off. But the helpless and uneducated people living in hutments often become the victims of various atrocities.

In our country the percentage of literacy is very low and lower among the women. Hence educating women would be much more helpful. Again, I would request the Government to work for job-oriented education. The Government should provide edu-

ational facilities to tribals and harijans at their work site so that they may learn as well as earn. This would provide education to labourers. Therefore, if we introduce both types of education it would help develop the poor people. This would be vary useful.

I think that we should implement welfare programmes in a comprehensive manner. We would not get desired result if we do it in parts. We should ensure all-round development of men, women and children. Only then can we ensure the development of poor.

The Government schemes should be so formulated as would check the migration from villages to cities. We should provide development facilities in the village itself. Now-a-days, we leave our schemes half-way. For example we left our housing schemes after constructing a few houses and our objective was forfeited

The need of hour is to plan and work is keeping with the requirement of specific areas. We cannot apply same yardsticks at every places. All these things need elaborate and detailed planning under the Ministry of Welfare.

This Ministry of Welfare has many areas of responsibility and is divided into several departments. I would not like to go into the details of 15 point programme of the Prime Minister because I have already taken much time. Nevertheless I would like to stress that welfare of minorities is important that their development and education should also be included in the welfare programme.

*SHRI KANCI PANNEER SELVAM (Chengalpattu): Hon. Chairman, Sir, I wish to say a few words on behalf of the AIADMK on the demands for grants of the Ministry of Labour for 1990-91.

Even after six months of coming to power, the National Front Government is yet to redeem its pledges given to people. I condemn the complacent attitude of the Govt.

Which has not taken any single step towards incorporating the to work in the Constitution, a promise given to unemployed millions. The basic reason for communal disturbances in Kashmir, Punjab and Ahmedabad is the rampant unemployment among the youth. Words are not necessary to explain the ordeals undergone by the educated unemployed in the country. I, therefore, request the Hon. Minister to bring forward the necessary legislation for enshrining the right to work in the Constitution during the current session itself.

The National Front Govt. has long been talking of participation of labour in management. The Hon. Minister has also assured that necessary legislation in this regard would be introduced in Lok Sabha in this session. What do you mean by this idea? In our country, we have the private sector, the public sector and joint sector. Industrial sets up even differ from State to State. Therefore, the Central Govt. Must lay down a general policy how workers can participate in the management. A detailed white paper explaining the idea must be submitted to Parliament, a discussion should ensue and, thereafter, Parliament should approve the policy resolution. Then only, a legislation in this matter should be brought forward.

Sir, in respect of increase in the wages of cement industry workers, the Govt. must change its attitude. Instead of requisitioning the opinion of all the Central trade unions in the matter, the Govt. has chosen to discuss the matter with one Central trade union. This attitude should be changed. All the Central trade unions should be involved in the issue and steps should be taken to increase the wastes of cement industry workers.

This Government which claims that it is deeply interested in labour welfare is closing its eyes to the closure of more than 30 textile mills in Tamil Nadu. Why a directive in this regard is not being issued to the Tamil Nadu Government. The Mettur Textile Mill is under closure for 6 to 7 years. A large number of

*Translation of the speech originally delivered in Tamil.

[Sh. Kanci Paneer Selvam]

workers are out of employment and their families are wallowing in poverty. I, therefore, request the Govt. To take over the mills.

In the same way, the standard Motors Unit in Tamil Nadu is under closure. A large number of workers have been thrown out of employment. I request the Govt. To reopen the unit and provide relief to the workers.

The Tamil Nadu Transport Minister has stated on the Floor of Tamil Nadu Assembly that a pension scheme proposed by them for transport workers in the State would be implemented as soon as the Central Govt accords clearance

During the time of late lamented Dr. MGR, the T N Legislature passed a legislation for safeguarding the rights of building and other construction workers in Tamil Nadu. The Central Government has given assent to the Bill. The present Tamil Nadu Government is not implementing the Act on the ground that the Act contains some lacunae. If there are any lacuna, that can be removed by amending the Act. But, let it be first enforced. I request the Central Govt to impress upon the State Govt to implement the Act forthwith.

The fact that the Act is not being enforced raises doubts whether the DMK Govt. is colluding with contractors. Time is not far for the DMK Govt. which has lost the support of the people to go and for the Govt. under the dynamic leadership of Puratchi Thalaivi Jayalitha to come in the State. Another law on building and construction workers is pending in Rajya Sabha for one and half years. I request the Govt to enact the law immediately.

Sir, there are a large number of weavers in my Chinglepat Constituency. If the Govt. is sincere about raising the standards of life of handloom weavers, the Govt. must directly procure the fabrics from the weavers as they do in the case of foodgrains. This would assure them remunerative price for their

textile goods. However, to safeguard the interests of textile merchants, the textile goods so procured by the Govt. from the weavers should be distributed for sale through the textile merchants. A modality in this regard has to be worked out.

The livelihood of fishermen in the country is the most uncertain. The famous versus of our Dr. M.G.R. are still ranging in my ears: "He will go one day; he will come another day; yet everyday, it is agony." while he tries to lay his basis for existence on the water of the sea afar, his family languishes in poverty ashore. This is the pathetic condition of our fishermen. I, therefore, request the Hon. Minister to provide special financial assistance to the family of fishermen during the rainy and stormy seasons when they cannot venture into sea. I also request the Hon. Minister to introduce a Government sponsored special Life Insurance Scheme for fishermen.

Till the time right to work is included as a fundamental right in the Constitution, Unemployment allowance should be provided to all the country. Either the Govt. must provide employment or financial assistance for existence.

I take this opportunity to request the Minister to set up a model industrial training institute either at Kanchipuram or Uttiramerur.

We must reward labour suitably and guarantee employment constitutionally. With this slogan, I conclude.

SHRI RADHA MOHAN SINGH (Motihari): Mr. Chairman, Sir, I rise to support the Demand for Grants of the Ministry of Labour. On this occasion, I would like to draw the attention of the Government, through you to the fact that labour constitutes the power of a nation. It is, therefore, said that labour—force is that national power. But for the last few years a cruel mockery of labour—force has been made in India. As nation that provides labour opportunities and where

labour is worshipped becomes prosperous and developed. But I would like to draw the attention of the hon. Minister the happenings of the last few years so that the repetition thereof is avoided. The figures of the last five years stand a testimony in our records to the fact that the opportunities of employment have been lessened in India. The policies that the tended to lesson the opportunities of work have been enforced in this country. Two crore and thirty-five lakh educated unemployed youths had registered their names in 1985 in different Employment Exchanges in India. The figures of mid '89 collected after a gap of four and a half years reveal the number of such youths as approximately three crore and fifty lakh. This means an increase of one crore and fifteen lakh in a period of four and a half years. Yet many rural educated youths do not have access to these Exchanges. The then Government stated that the number of educated unemployed, thus would touch five crore if the rural folk were also taken into account. The then Government had also conceded that if rural uneducated youths were also added to this number, there number would be 10 crore youths that is 20 crore hands idling for want of jobs and employment. This is the direct result of the policies adopted for the last seven years in our country. Through you, I would, like to draw the attention of the Government towards this problem. During the last five years, there has been a large scale advent of Foreign companies in India and restriction of manual employment opportunities in the name of computerisation resulting in rampant unemployment. More than 30 crore people are living below the poverty line in India today. One third of them get work for six months only, two third for seven months in a year and only 4% of such people work for nine months in a year. So for a employment opportunities are concerned, there is a very terrible situation in our country.

A new ray of hope has been spread amongst the youth with the assuming of office of Ministry of Labour by the hon. Minister, Shri Ram Vilas Paswan. I would therefore, like to draw his kind attention to the

problems and sufferings of the people of my constituency. Many big industries have been closed down in Bihar. More than 5000 unemployed people have been waiting for years waiting the fore opening of Rohtas Punjab so as to get some work. The gravity of the situation can be judged from the fact that dozens of youths have committed suicide during the last five years there. I had an opportunity of visiting that place recently. The mothers and sisters in the families of such persons are compelled to indulge in flesh trade in order to pacify their hunger for food. All this happening there only due to the wrong policies adopted in the past. 17-18 big industries and approximately 15000 small and medium scale industries are lying closed down in Bihar. More than 25000 other industries are on the verge of closure and the labour force thereof has either been rendered unemployed or is on the verge of being rendered jobless. So far as the rural labour force particularly in Bihar is concerned, the National Rural Employment Programme and Jawahar Rozgar Yojana were implemented, but there is a widespread talk about these programmes in the villages of Bihar that earlier the landlords exploited the people in the villages but another class of landlords is rising in the shape of bureaucracy that consists of Overseas, Block Development officers and Engineers who are collectively looting the poor labourers now. If there is an earthwork scheme of Rs. one lakh for which the labourers are to be paid an amount of Rs. 172 per labourer you will be surprised to know that they are actually paid Rs. 70 only and the balance amount of Rs. 102 is pocketed by the bureaucrats. It is an open secret. The hon. Minister will come to know everything about their plight if only he visits the villages where the labourers do the earthwork on the roadsides, not in the capacity of a Minister but as an ordinary citizen. He will also find for himself as to how the rural labourers are being subjected to rampant exploitation at these places and how does the bureaucracy plunder them of their rightfull earnings so as to fill their own coffers. Politicians are also responsible to some extent, because it is under their patronage that this act of looting the poor is being done.

[Sh. Radha Mohan Singh]

I would like to urge upon the hon. Minister that besides drafting schemes and enacting legislations, this should be ensured that in case the State Government or the District Administration is not able to keep a check on such malpractices the Ministry concerned should undertake the tour of every nook and corner of the country so as to conduct surprise audits and examine the situation. Thumb impressions of lakhs of labourers are registered in the master rolls prepared for making payments to them but the fact is that only a few people manipulate the whole job. If you scrutinise the master roll of any of such schemes, you can find the facts for yourself.

When we talk of the rural or unorganised labour, the burning question that arises is that we shall have to stop this loot of the rightful wages of these labourers working along village roads or at wells where the Block Development officers, Overseers and Engineers are able to accumulate wealth. On the one hand, the national coffers are getting emptied in the name of development and on the other these people are filling their own coffers and still on the other hand, we are shedding crocodile tears in the Parliament. Government will have to do something to stop it.

The health and security of the labourers is being put at stake in the name of industrial development. The number of industrial accidents that took place during 1976 was three lakh and they claimed 831 lives at the rate of 61.54 per cent. But in 1986, 2,87,000 such accidents at the rate 58.70 per cent took place with 895 casualties. There are two types of accidents first, the traditional accidents that occur in small scale industries and second type of accidents are those which change with the development of new technology. The detrimental effects of the later are felt not only within the industrial premises, but also outside and the Bhopal gas tragedy is a living example of this. There is need not only for education, training, research and consultancy but also for the enactment of certain stringent laws and their

enforcement with rigidity so that the level of industrial security is improved and ensured.

Lastly I would like to touch the issue of women and child labour present in large numbers in India. Every Indian visualizes a child in the form of God and a woman in the shape of a Goddess. This is the culture of India, but there is large scale exploitation of the women and child labour in our country today. The women are denied equal wages for equal work and other facilities like maternity leave etc. Fortunately, this country has entrusted the portfolio of this Ministry to a lady Minister who is known to me. This lady leader has toured every nook and corner of the country, and now holds the charge of the Department of women and Child Welfare. I wish her to pay special attention to this problem particularly in the context of child labour because children are present in large numbers in different jobs because of their economic and social compulsions. According to the Government policy, employment of the children below 14 years of age goes against the provisions of the Constitution. For the achievement of this basic objective, provision has been made in the Child Labour Act of 1986, but what is the situation today? We can see child labourers in large numbers in the Beedi, Cracker and fire-worked manufacturing units; chimneys, road construction works and hotels. Child labour constitute 5.9% of the country's labour-force. This is a very unfortunate state of affairs. I would therefore, like the hon. Minister to consider thoroughly the issue of large scale exploitation of women and child labourers in this country and take stern measures in this direction. With these words, I conclude.

SHRI JANAK RAJ GUPTA (Jammu):
Mr. Chairman Sir, workers play a vital role in the development of the country and also contribute in increasing the production of the country. Irrespective of the Sector be it industry, agriculture or construction, the labour has always played a very significant role and will also continue to play an important role in the times to come ahead. Sir, but unfortunately the condition of these workers, who toil hard to take this country towards the

path of progress and perform their work with utmost courage and valour, is not very good. They are deprived of good diet, housing facilities, clothings and moreover their children do not get admissions in schools. It is an irony that despite labouring so hard their economic condition has hardly improved.

Sir, today the need of hour is to pay adequate attention towards improving their lot. The laws enacted to extend facilities to them should be implemented. Many laws are enacted from time to time but what is more important is to see how many such laws are being enforced. Mention regarding unorganised and organised labour was made here. If you analyse the situation you will realise that maximum number of workers are engaged in the agricultural sector. The workers employed in the agricultural sector are totally unorganised. According to the 1981 census 64.4 million workers of were engaged in the agricultural sector the number of workers Jammu and Kashmir and Assam is not included in this figure. Now their numbers must have increased substantially. Sir, their condition is still very deplorable. They are still unorganised. They are not given any kind of facility. The return which they receive does not commensurate with the hard work they put in, and perhaps all these factors contributed to make the Ministry of labour realize that the condition of the unorganised labour of agricultural sector is really bad and in order to improve their lot a committee of the sub consultative committee of the Ministry of Agriculture was set up in January 1987. Shri Gurudas Gupta was made the convenor of this sub committee. It was entrusted with the job to look into their problems; suggest ways and means to ameliorate their condition; specifying the facilities to be provided and the reliefs and assistance be given to them. After assessing the situation in their report they opined that the condition of this class is deplorable and it is deteriorating day by day, in all the states whether it is Bihar, UP or Kerala. I would therefore request that necessary and concrete steps be taken immediately in respect of the unorganised labour so that they are able to get sufficient remuneration of their

labour and are prevented from being exploited and dissuaded. I would like to inform the hon. Minister that..... in my constituency there is segment where the condition of these labourers is so pathetic that they are absolutely at the mercy of the employers. They are inducted or thrown out as per their wish.

In Jammu there is a Chakrohi drug farm, having land measuring thousands of acres, situated at as much distance from Pakistan Border as is between me and the reporters sitting there. Till thirty years ago many labourers stood engaged there but when the Managers of the farm felt abandoning the agricultural operations and allotting the land to some one else they dismissed the labourers and closed the farm, with the result that even after expiry of thirty years they are still stranded. They have no means of livelihood. The Government should pay attention to this side then only the position of unorganised labour of agriculture sector can improve. Some positive steps should be taken then they will feel that the Government is doing something for them. So far as Private and Public sector are concerned, you will find that there is no parity of wages between the two. The public sector employees have advantage of social security too but the private sector employees are deprived of it. Keeping in view the Minimum Wages Act the anomaly in wages should be removed and wages should be refixed. It should be made incumbent for an employer to insure the life of each and every labourer engaged by him. I have come across some cases where the worker died while on duty and his children found difficult to make the both ends meet. The dependents were not given any compensation. It implies that they are not provided with, any sort of security to lead a comfortable life on the country they are to face many difficulties. I want the Government to pay attention immediately towards this.

Sir, as far as the private labourers in the Defence Department are concerned, a large number of private labourers are employed in FCI through the middlemen who are instru-

[Sh. Janak Raj Gupta]

mental in their exploitation. The middlemen earns a large sum of money by exploiting them and become wealthy at their cost but the workers condition remains the same. You conduct a study and see how their problems can be solved because the worker is helpless in seeking a job. He is exploited and the middlemen get away with the money and the worker does not get due return or wages for the work he does.

Sir, with regard to the question pertaining to Jammu & Kashmir I would like to know from the hon. Minister how many labour laws have been enforced in the State of Jammu and Kashmir and how many are still to be enforced and when and whether those enforced have been duly implemented? I want to bring it to the notice of the hon. Minister although labour laws have been applied there they have not been implemented at all. The labour of Jammu and Kashmir gets lesser wages than other workers. The workers working in the State under the "Graph and Beekan" scheme of the Central Government are getting even lesser wages than the local PWD workers. If all the Central laws are enforced there the people of that State would be greatly benefited.

Sir, daily we come across such news items that an employee killed an employer or committed a theft somewhere or robbed some one in this regard I would like to suggest that there should be a Central agency which should look into the matters of private labourers. By constituting such an agency the relation between employers and employees will improve and commitment of crimes will be curbed. In the end I would like to say that in order to improve the condition of labour and solve the problems of agricultural labour there should be a separate Board which should take care of their problems and ensure as to how unorganised labour can get maximum return in the agricultural sector.

SHRI DASAI CHOWDHARY (Rosera):
Mr. Chairman, Sir, the Demands for Grants of the Ministry of Labour and Welfare are being discussed today and the House is taking up the matters of such category and class about whom the people of this country have remained worried since ages.

Mr. Chairman Sir, first of all I would like to say something about the organised labour. These labourers who work in factories are mainly exploited by trade unions. I want to inform you that the elections to these Trade Unions may it be INTEC, CETU or Hindi Mazdoor Sabha are not held in a fair manner and the office bearers are not from the labour community. The labour classes never given an opportunity to hold any senior position in any trade union. As such, Mr. Chairman Sir, I want to inform this august House through you that the biggest exploiting agency in this country is the trade union itself. Thus I demand that such trade unions should be suspended. I demand that an enquiry may be conducted which will reveal that the labourers working in the factories are finding it difficult to earn a square meal a day whereas the office bearers of trade unions are becoming multi millionaire overnight. I want to inform you that the labour which comes from UP and Bihar to work in the factories in Delhi are thrown out of employment after two or two and a half months. They are never regularised. The main reason for doing so is that the office bearers of the trade union being hand in glove with the Management hatch a conspiracy and as a result new labour is inducted also to be dealt with like the previous one requiring no regularisation. Our Labour Minister Shri Ram Vilas Paswan is also aware of one such case.* I would like to give an example about FCI hundreds of people hailing from Bihar and UP might have met him. Shri Ram Vilas may have received thousands of such representations wherein people were removed from work after two to three months without assigning any reason.* The office bearers of the trade union in

*Not recorded.

collusion with the management get the labour removed and get inducted new workers in their places. I demand the Government first to ensure that as and when a union is formed, its chief is properly elected and whether it has due and proper representation of labourers working in that factory. Another thing I want to say is that the labourers who hail from the rural areas of Bihar, as they do not get employment there and are unorganised are taken to Punjab, Haryana and other places and they are made to work for a year or two and thereafter are sent back without payment of the wages earned. Today the unorganised labour, whether working with farmers or in the sugar mills do not get proper wages. I urge the hon. Minister of Labour that in order to implement the provisions of the Minimum Wages Act a committee should be constituted and it should be vested with powers to take strict action against the person who infringes the provision of the Minimum Wages Act in not paying the labour its due because he is aware of the fact how the labourer in this country are harassed and exploited. A number of laws are enacted but the law makers themselves commit their infringement. As such my submission is that such laws should be strictly enforced. Labour courts are only courts in name as a matter instituted in that court lingers on for two to three years and employers in collusion with the judges of the labour court gets that matter disposed off without any relief to the aggrieved. I therefore suggest that a committee should be constituted in each district. One thing that I would like to tell you that Adivasis and the Adivasi farmers have no rights at all. Cases of atrocities on Harijans and Adivasis are coming before us. We, as member of decision making body, give our verdict but it is never implemented. I would like to know the intentions of the Government in this regard. What does the Government want? I want to inform that to check the atrocities on Harijans there is only one Harijan police station in as many as 5 district's Bihar. Even in this single Harijan Police station there is neither any vehicle nor any other mode of conveyance, so that the police personnel working there could reach the site for inquiry.

[English]

MR. CHAIRMAN: One thing I want to bring to your notice. you have mentioned some names and also made some allegations, here, in your speech. That will not form part of the record.

[Translation]

SHRIDASAI CHOWDHARY: Mr. Chairman, Sir, through you, I would like to tell the Government that if in the true sense it wants to check atrocities on Harijans and Adivasis, Harijan police stations should be set up in each district and they should be fully equipped. All other facilities should also be made available in these police stations. They should be provided with vehicles. You are aware that as many as 4-5 vehicles are placed under the disposal of the S.P. of the district. There are separate vehicles for his wife and children. But not even a motor cycle is available in the Harijan police stations. I would, therefore, request the Government to set up Harijan Police stations in every districts so that atrocities being committed on Harijans could be checked.

Today there are a number of voluntary organisations through which welfare of Harijans and Adivasis could be done. At present there are hundreds of such voluntary organisations in the country which are receiving funds from foreign countries. Enquiry should be conducted into the activities of these voluntary organisations which are receiving foreign funds to ascertain where the foreign fund is being spent.

Aganwadi and child development programmes are being undertaken in our country. I would not like to say anything in respect of other states but shall made a point about Bihar. Fortunately, the Union Deputy Minister of welfare, Shrimati Usha Singh comes from Bihar. I would like to request her to do something in this regard. I further request her to take some steps to strengthen and fully equip the Anganwadi and child development programmes being run in each district of various States. With these words, I would like to thank you very much.

[English]

DR. ASIM BALA (Nabadwip): Mr. Chairman, Sir, I thank you for giving me this opportunity. I will just say something about the welfare of the people. Welfare in these sense that welfare or justice to those people who are handicapped—mentally, socially, educationally, economically and physically.

The question here is that welfare to whom? It could be divided into three categories. One is that, those who are only physically handicapped, the second by is that those who have been deprived of given opportunity the social barrier or custom: and the last is that those who are physically, socially, economically, educationally and mentally handicapped. The third category of people are the worst sufferers in this society.

Even after 43 years of our Independence, semi-feudalism and Zamindari influences persist in our country. Due to this, the common poor people are deprived of economical and social benefits. They are the worst sufferers. Zamindars and landlords are exploiting those people. If we go through some of the statistics, we will find that the number of handicapped people, especially those who are physically handicapped, is about one crore and twenty lakh. Now, the Government of India is providing them some facilities.

There are some projects/schemes for training, education and medical facilities. This is good, no doubt about it. But the fund is not very reasonable and that it could not be possible to give full help to those handicapped people. There is a special programme on delinquency control and training is being giving to those persons but it is not up to the standard. I request the Government to train them to an appreciable level. More over Two per cent of our people are mentally retarded due to malnutrition and social repression. For these reasons, they become mentally handicapped. As per the statistics of UNICEF there are 40,000 children who are becoming blind every year due to vitamin A deficiency. Assistance are being given

through voluntary organisations. We should be very careful about foreign agency in this regard. Due to debt crisis and fall of income 40 per cent of our young die every year and mostly they are from India, Pakistan and Bangladesh. I would like to say some thing about the present conditions regarding child labour in India. A study was conducted in Madras where 31.6 per cent child labour is working for 10-11 hours, 22.4 per cent are working for 12-13 hours and 11.6 per cent are working for 14-15 hours per day. They get only Rs. 60 or Rs. 70 per month. This is the condition of child labour in India. People become disabled mainly due to leprosy. This is one of the main diseases by which people become handicapped. At present, there are 4.5 million leprosy patients in India out of which about five lakhs are in West Bengal..

Government should take care of the leprosy cured patients and other disabled persons. There is a programme conducted in the district of Bardwan. The cured patients form an organisation through which they are given production-oriented jobs in social forestry, tannery, poultry, etc. You know that women belonging to SCs and STs are the worst affected by atrocities committed on them. The number of atrocities committed in our country in 1981-1986 were 91,097 and in 1987, 13,529 atrocities were committed. 15,207 atrocities were committed in 1988. These are the number of atrocities committed on people belonging to SCs and STs.

17.00 hrs.

The Government has not succeeded in preventing atrocities on the scheduled castes and scheduled tribes and fulfilling the service quota for them because the instructions and rules framed in this behalf have not been implemented by the enforcing agencies. An all out effort is required to contain this social evil.

Then, there is problem of child labour in certain sectors. They are working in different factories in an unorganized manner. The workers employed in mica, iron ore, manganese ore, chrome ore, limestone and dol-

mite mines and beedi industry are working in a very inhuman conditions. They do not have proper medical facilities and other welfare scheme. I request the hon. Minister to look into the matter so that they could be provided with educational and medical facilities.

There is a sanctioned proposal for setting up a hospital for beedi workers at Dhuliana in West Bengal. I request the Minister of Welfare of welfare to start the work of the proposed hospital at Dhuliana immediately.

17.03 hrs.

DISCUSSION UNDER RULE 193

Rise in Prices Contd.

[English]

MR. CHAIRMAN: The House will now take up further discussion on the rise in prices in the country raised by Prof. Saifuddin Soz on the 30th April, 1990 Prof Madhu Dandavate to reply

THE MINISTER OF FINANCE (PROF. MADHU DANDAVATE): Mr. Chairman, Sir at the very outset, let me express my regrets that there is such a delay in replying to the debate on the rise in prices. But as you may recall, when Prof. Soz had initiated the discussion, I was expected to reply on the same day in the evening. But since a number of speakers were to make their speeches, I had my difficulty as I had to go for the meeting of the World Bank and IMF to plead the case of the developing countries, I sought the permission of the House that I might be permitted to reply to the debate on my return and, Sir, the presiding authority and the House were kind enough to permit me to reply to the debate on my return. I propose to give an elaborate reply to the various points of view which were expressed by various Members.

Let me assure this House at the very outset that though I was not present during the speeches of some of the Members of the

House. I have carefully gone through the record of the entire proceedings of this debate and I have taken note of various suggestions and the concern expressed by the Members.

Let me make it clear that I do not propose to undermine and underestimate the problem of the price behaviour of the essential commodities in the country. I also deeply appreciate the serious concern expressed by Members on both sides of the House regarding price behaviour of various commodities. They have made concrete and constructive suggestions to check the rise in prices. I shall take note of it and also try to place before the House the viewpoint regarding various steps that are being taken.

In the beginning, let me point out to the House that before the behaviour of the price manifested itself in a particular form, the House should consider the various constraints that existed while we tried to conduct and manage the economy in a specific direction. On 1st December, 1989 unfortunately the deficit was of the order of Rs. 13790 crores and by the end of December, it was of the order of Rs. 11789 crores. The House may recall that in the last Budget, for the entire period of the financial year, the deficit projected was of the order of Rs. 7337 crores. There was a substantial rise. Even if you take the deficit at the end of December, you will find that the rise was of the order of Rs. 11789 crores minus Rs. 7337 crores, that is almost of the order of Rs. 4452 crores. That was a great constraint. Besides that, there was certain expenditure which we had to face as a result of another important constraint and that was the external debt of Rs. 83,000 crores. If you take the interest liabilities of external debt, as well as all the borrowings inside the country, this liability was of the order of Rs. 17,000 crores. By this year it will be of the order of Rs. 20,850 crores.

Then as far as food stocks are concerned, they have declined to 11 million tonnes. Foreign Exchange reserves when we took over, was only of the order of 1.5 months of import whereas the minimum stable level is of the order of 3 to 4 months or

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import. By the end of November, 1982, the foreign exchange reserves were only Rs. 5000 crores and the balance of payment position in 1989-90 was of the order of Rs. 7730 crores in terms of trade deficit. The inflationary rate at that time was almost 8 per cent, that is on the annual basis under these constraints we had to start functioning and as a result of that certain pressures on our economy were visible right from the very beginning.

17.07 hrs.

[MR. DEPUTY SPEAKER *in the Chair*]

Sir, I would like to refer to the post-Budget situation. I cannot pass on the entire responsibility and burden on what happened in the previous Government. I must fully take up the responsibility of the post-Budget situation and I would like to place before you what were the alternatives that were available in the face of such alarming situation when various severe financial and economic constraints that the country had to face.

Sir, almost all the economists, almost all the trade unionists, leaders of *Kissan* movement, all of them had warned before the presentation of the Budget that unless you are able to restrain the deficit to a great extent, you will not be able to check the inflation in a longer range. Therefore, the first important task was to see that the deficit is restrained to as small value as possible. There were two possibilities. One softer option that was open to us was that we should not try to have much of resource mobilisation; should not try to raise taxes; should not try to have the levies even on the luxury goods; should not try to have the direct taxation in such a manner that a highly intensive capital industry might be disturbed and their wrath might be invited. Then our job would have been to see that we should not have much of resource mobilisation and on the other hand try to allow deficit to expand. If that had happened, no doubt there would have been greater impact as far as inflation-

ary pressure is concerned and in the long range that inflation would have survived for a longer time and to a greater extent.

The second option was harder option. It says that we should try to have resource mobilisation; try to have more mopping-up from the industrial houses; try to have additional resource mobilisation from the rich or the order of Rs. 800 crores as against zero last years; Again try to tax and levy the luxury and goods of elites' consumption. As that was not adequate, or course, an unpopular task, an unpleasant task of mopping-up certain resources even from the petroleum products was taken up. No doubt it was a harder job; no doubt it was the most unpleasant job but if the bulk resources were to be mobilised then this was the one area which we had to touch. Of course, in doing that, we tried to exclude certain petroleum products. Because Naphtha is used for fertilizers by the agriculturists that was not touched; because kerosene is utilised by the housewives in the rural and urban areas that was not touched; because gas and LPG connections are also used for the domestic purpose they were not touched; low speed diesel was also not touched; and in small scale industries furnace oil used they were not touched but even then, whatever we touched was sensitive enough to cause rise in prices which I concede.

One of the Members—he is not present here—said: "When Nathuram Mirdhaji spoke and intervened in the debate, Ram Naikji said—will you be prepared to appoint a Parliamentary Committee to find out whether the prices have risen?" I would tell him that no Committee is needed. Only one has to be a consumer to find that the prices are rising. Only one must have a housewife or a wife to remember that the prices have risen.

SHRI INDRAJIT GUPTA: (Midnapore): Like Mrs. Dandavate.

SHRI SOMNATH CHATTERJEE: (Bolgpur): And face demonstration also.

PROF. MADHU DANDAVATE: I am coming to that.

SHRI S.B. SIDNAL: (Belgaum): What is the difference between a wife and a housewife?

PROF. MADHU DANDAVATE: I have referred to housewife not mid-wife. I do not think any Parliamentary Committee is needed to find out whether the prices have risen. It is a reality. Only we have to find out what steps are to be taken to bring down the prices. It may take a little time but concrete steps necessary. Therefore, I must say that no Parliamentary Committee is needed to find out whether the price rise has taken place. We have to concede that the price rise has taken place and we have only to control that.

Therefore, the second option want to touch certain sensitive commodities. No doubt, it will have a cascading influence and as a result of that, inflation will also grow. But we have to compare the inflation and would grow as a result of rising prices of certain commodities, whether that inflation will be higher, whether the inflation that will be cause for a longer period by allowing deficit financing to expand, whether that particular path is to be chosen and we have accepted the first one and that is to try to restrain the deficit. We have to try to restrain the deficit to the order of Rs. 7206 crores. I want to recall again that the original projection was Rs. 7337 crores in 1989-90. The revised estimate is Rs. 11,750 crores. We have to try to restrain it at a level of Rs. 7206 crores. Then, a question will naturally arise: "Will you be able to maintain this deficit so that the inflation can be checked?"

PROF. N.G. RANGA: (Guntur): Hear, hear.

PROF. MADHU DANDAVATE: Prof. Ranga has rightly said 'hear, hear'. I would like to assure this House that we are trying to follow a certain methodology to see that there will be some sort of a pressure on our administration to see that the deficit is not allowed to widen. After every four months I shall come before this House and report to the Parliament as to what steps we had taken to bring down the expenditure of the

Government on one side and try to make efforts, to mop up better resources, so that the gap between the resources and our expenditure is narrowed down and we will be able to keep the deficit at a level even smaller than what I had projected in the entire Budget for 1990-91.

Without being modest, I may narrate to the House one experiment that we had tried in Railways to check and monitor the performance of Railways. In 1977, I tried to introduce a new idea of not only projecting the Budget for the entire year, not only the revenue and expenditure for the entire financial year, but I had split up the Budget in advance into twelve mini Budgets—revenue and expenditure for each month and targets were fixed. Every month we went to the seven zones, tried to sit with all the concerned officers and tried to find out whether the targets for expenditure and revenue in particular were fulfilled, because all the months are not identical months. For instance, when crops are cut, the food movement will be better; when sugar is manufactured, the movement of sugar will be better. Therefore, all months not being prosperous or lean months, we have broken up the entire Budget into twelve parts. Every month we try to monitor.

Fortunately, my experience was that in the first budget of Railways, I had projected a surplus of the order of Rs. 80 crores; and at the end of the year, I was able to get a surplus of Rs. 126 crores as a result of monthly monitoring that had taken place. Now we are trying to introduce a quarterly monitoring of our governmental expenditure, as also of the revenue mopping up, so that we will be able to maintain the deficit at a lower level; and we are sure we will be able to do the job.

Our colleague and friend Mrs. Geeta Mukherjee had made certain observations in this House. Partly I am happy; partly I am unhappy. She referred to Mrs. Dandavate. She said: 'I am happy that Mrs. Dandavate also demonstrated our opposition to the rise in prices, on behalf of women.' She quoted

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her; she quoted Mrs. Dandavate. When she quoted Mrs. Dandavate, I am reminded about one ruling that was given by your predecessor Deputy Speaker in this House. On one occasion when Prof. Swell was the Deputy Speaker in the very same chair which you are occupying, someone said, when an Opposition Member was speaking: 'Expunge his remarks from the records of the House.' then he said: 'Everything that is said in the House, unless it is unparliamentary, will go on the records of the House.' and enthusiastically the Deputy Speaker said: 'Even if I refer to my wife, she will be a part and parcel of the record.' I said then: 'Sir, don't quote your wife; otherwise, someone may demand that she should be laid on the Table of the House.' I do not want that to happen with my wife. Therefore, I was afraid, when Mrs. Geeta Mukherjee quoted my wife, that someone may make that demand. I am thankful to the entire House that that demand was not made at all.

SHRI HARMOHAN DHAWAN (Chandigarh): Sir, I am on a point of order. Prof. Dandavate should not quote Mrs Dandavate, because she is not present here.

PROF. MADHU DANDAVATE: She may not be present in the House; but she is very such present in my mind.

PROF. P.J. KURIEN (Mavelikara): The Finance Minister is sending his wife for agitating against him. Is it parliamentary?

PROF. MADHU DANDAVATE: Yes, it is perfectly parliamentary. That shows the democracy in the family. I would like to point out to you the process of inflation. I had taken note of the criticisms made by various Members. Many of them were right in saying that there is not only a single dimension to the rise in prices. There is an excess liquidity, large governmental expenditure, non-productive expenditure. It also includes the Defence expenditure. For instance, our Members should take note of the fact that because of the security environment, and

what is happening across the borders, whereas in 1989-90 the Defence expenditure was Rs. 13,000 crores and the revised estimate for 1989-90 was Rs. 14,500 crores, unfortunately in 1990-91 the Budget estimate has an expenditure of the order of Rs. 15,750 crores. That means a rise of Rs. 2750 crores. When I presented the Budget, I had this great constraint, that a non-productive expenditure of the order of Rs. 2750 crores was on my head. If only I had a little more elbow room, and this increase in the Defence expenditure was not there, I would have been extremely happy; and as I said while replying to the General Debate, I am waiting for a new spirit in the sub-continent, a Gorbachev spirit, in which Pakistan, China and India should be able to realize that it is not by fighting each other but by cooperating with each other that the problems of development of these developing countries can be solved.

But so long as that does not happen and so long as security environment exists as it is, such a Defence expenditure has to be there. Therefore, I have the constraint of Rs. 15,750 crores of Defence expenditure in the country.

Then there is black money of the order of the Rs. 40,000 crores. That has also an inflationary impact on the entire price structure. The depletion of food stocks and foreign exchange reserves. That also makes the import of the essential commodities in times of scarcity very difficult. These are problems that have created difficulties. We have taken note of the fact that excess liquidity has to be checked. I was happy that Shri Vasant Sathe specifically referred to this point. He was right in saying that the money supply had increased to the extent of 19.4 per cent as against 18.1 per cent in the previous year; and as a result of that when the money supply will increase to such an extent and there is an excess liquidity, all steps will be required to check the excess liquidity. We have already seen that the statutory liquidity ratio which actually represents the ratio of the total bank investment in Government Securities divided by the de-

posits in the banks, it has increased from 38 per cent to 38.5 per cent. I am sure that this increase in the statutory liquidity ratio will help us to some extent in the long run for checking the excess liquidity, and also the constraints and inflationary pressures on our economy will be decreased to some extent.

There was a point which was made by some of the members. A question was raised that it was the consumer price index that gave the correct price behaviour of a commodity and not the wholesale price index. In spite of that, why has only the wholesale price index been quoted in almost all the documents? I just referred to you, Mr. Vasant Sathe. You made a very significant reference last time. You said that one of the significant factors that was responsible for increasing the price behaviour was the increase in the money supply which is of the order of 19.4 per cent. That means the liquidity has gone up. In order to check that, we are seeing that the statutory liquidity ratio is increased from 38 per cent to 38.5 per cent. I am sure, over a long period, that will help in seeing that the increase in money supply will be decreased to some extent. That will have a restraining influence, as far as these problems are concerned.

I was referring to a problem which was mentioned by a number of members. The problem is this. The consumer price index gives you a correct indicator of the behaviour of prices. Why is it that all the official documents refer to wholesale price index? I am not referring only to this Government but all the Governments in the past also. Why is it that they had been quoting the wholesale price index more? There is only a technical and administrative difficulty. As far as wholesale price indices are concerned a week-wise tabulation is available. Therefore, in regard to CPI, I mean the consumer price index—with due respect to Shri Indrajit Gupta.... (*Interruptions*) Sir, the consumer price index for urban, rural and all sections is not available week-wise; the consumer price index is monthly and not weekly. The wholesale price index is available on a weekly basis, and the bigger time

lag in consumer price index is there; and as a result of that although one does not desire to make reference to the wholesale price index. But for regular and periodical behaviour of the prices, the consumer price index is not available. Therefore, we have to take a recourse only to quoting the wholesale price index. But I concede the point of the critics. It is not the wholesale price index that correctly gives a picture of rising prices; it is the consumer price index that does it. Therefore, if you take the consumer price index, you will find that really the position is worse than what was indicated by the wholesale price index. But I am not quoting the wholesale price index only to drive below the carpet the real price situation; it is only because of non-availability of details at many places that I was forced to quote the wholesale price index.

Now, I would like to refer to certain sensitive commodities. First, let us take up sugar. Everyone in this House knows that the price behaviour of a commodity is directly linked up with a number of factors starting with the production pattern of that commodity.

Secondly, we have to see whether there is a hoarding of that commodity, thirdly how the distribution takes place and if there is a dual price what are the quotas distributed to the levy section and non-levy section.

As far as sugar is concerned, I would once more like to draw the attention of this House that in 1987-88, the production of sugar was of the order of 92 lakh tonnes. In 1988-89 it had come down to 87 lakh tonnes.

SHRI KALP NATH RAI (Ghosi): And now?

PROF. MADHU DANDAVATE: I am coming to that. Just wait for only one second.

Now in the current sugar year we addressed ourselves to the problem of augmenting the sugar production. We talked to the units in the sugar industry, to the co-operative sugar industry, we talked to the

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private sugar industry, we also talked to the sugarcane producers, assured them better prices of sugar cane and told them, that before the sowing season we would announce the price of sugarcane; and then taking an integrated and comprehensive outlook, I am happy to announce in this House and we will check it at the end of the financial year—I am hundred per cent sure—that in the current sugar year the sugar production will be of the order of 105 to 107 lakh tonnes.

SHRI KALP NATH RAI: This is because of the Congress Government.

PROF. MADHU DANDAVATE: Yes, yes; we are also here due to the Congress Government. If you have not misbehaved we would not have been here.

PROF. P.J. KURIEN (Mavelikara): You are thanking us.

PROF. MADHU DANDAVATE: Therefore, we are confident, after talking to all sections, kisans, trade unions, industrialists that the sugar production will be 105 to 107 lakh tonnes. And with production we will be able to have a better impact on the sugar prices. Already a slight decline in the sugar prices has begun and we can assure that this will go further. But we will not allow the sugar prices to depress to that extent that we will not be able to offer a remunerative price to the sugarcane growers; and therefore we maintain the balance.

PROF. N.G. RANGA: Good.

PROF. MADHU DANDAVATE: Thank you, Prof. Ranga. Thus we shall be able to maintain the balance between the prices for the sugarcane and the prices for the consumers.

SHRI INDRAJIT GUPTA: What about the ratio between the levy and the non-levy?

PROF. MADHU DANDAVATE: That is 45:55

SHRI INDRAJIT GUPTA: Are you thinking of charging it?

PROF. MADHU DANDAVATE: I am happy that Indrajit has referred to that topic. He just put the correct question.

SHRI KALP NATH RAI: It is a correct question.

PROF. MADHU DANDAVATE: Though you have accepted it even then, it is a correct question.

I may tell you, we tried to find out, though the production is gradually going up, why is it that under the same principle the sugar price has not declined, and we found out that certain traders were not releasing the sugar at the pace at which they were expected to do it. Therefore we have warned the entire sugar industry and the sugar traders that in case they do not make the release of sugar at a regular interval of time, in that case we will try to shift over the entire non-levy sugar to the levy sugar quota and that will be the deterrent that we will have to use. That is the threat that we have given and we are sure that it will work and there will be better availability of sugar even for the Public Distribution System.

Then we come to tea. Before we accepted the Government there was a certain commitment made by the previous Government.

SHRI BHOGENDRA JHA (Madhubani): Any time limit for implementing this, Sir?

PROF. MADHU DANDAVATE: It will depend upon the results. If again we find that it starts going up because of non-release then we will immediately act in the direction in which I suggested.

SHRI KALP NATH RAI: Immediately means?

PROF. MADHU DANDAVATE: Immediately means immediately; not non-immediately.

As far as tea is concerned, there was a certain commitment by the previous Government. I am one among those who believe that in international trade we must respect all the commitments of the previous Government; otherwise, the entire investment climate will change. There will be no confidence in the country.

SHRI EDUARDO FALEIRO (Mormugao): What about Pepsi-Cola?

PROF. MADHU DANDAVATE: Yes, I am coming to that. That is exactly what we are going to do. You are right in putting that question. Sometimes interventions help me a lot. Therefore, I always thrive on interventions. The former Finance Minister asked a question, "What about Pepsi-Cola?" Many of us including myself and Shri Indrajit Gupta when we were on that side we opposed the Pepsi-cola project on a number of grounds. But when we came to power we were told that certain commitments have been made by the previous Government.

SHRI EDUARDO FALEIRO: I agree with you.

PROF. MADHU DANDAVATE: The people of Punjab also felt that their emotions are associated with the acceptance of the Pepsi-cola project.

We did not want to create any tension. Therefore, we felt that if the decision is already cleared, whether the decision is right or wrong and certain decision is taken, and if the word goes round the entire world that whatever commitments have been made by the previous Government vis-a-vis investment and equity share are nullified by the new Government, no country with the name will be prepared to invest in this country. We do not want to violate that norm. Therefore, we have already cleared the Pepsi Cola project. I do not know whether you are happy or unhappy but the decision has already been taken.

As far as tea is concerned, prior to our

coming to power, the previous Government had made one commitment to Soviet Russia regarding the export of tea powder of a particular variety to Soviet Russia. We would like to respect that commitment and particularly made to Soviet Russia, who has been our friendly country. But we found that when we are exporting actually tea powder, that has a certain constraint on our own internal domestic supply of tea, that has affected our tea prices. And therefore, we have requested the Soviet Russia, and I am glad that they have accepted our contention that we will stagger our export of tea to Soviet Russia for some time. In May we will have a fresh crop. After that, we will be able to resume our export commitment. But till that time, we should be allowed to stagger the export. They have accepted it and as a result of that, the tea prices will not further go up. They are just not stable. We take it for granted that at a later stage, it will come down. And at the end of May, which is the tea crop season, I am sure that we will be able to get better prices of tea and, therefore, that problem can be tackled. (*Interruptions*)

SHRI TARIT BARAN TOPDAR (Barackpore): Already they are earning super profit. Have you taken any measure against that?

PROF. MADHU DANDAVATE: As far as profiteering is concerned, all the usual methods required to check profiteering will be utilised. But it is not due to this element that the prices have gone up; mainly it is because of the export and that is to be checked. Of course, as far as profiteering is concerned, in every commodity that has to be checked and we assure you that we will try to check that.

Edible oil is creating a lot of difficulties for us. I would like to bring to the notice of the House that there have been certain constraints in the production of oilseeds. In 1988-89, the production was 170 lakh tonnes. In 1989-90, it was 169 lakh tonnes. We had to import some oilseeds. As a result of decline in the production of oilseeds we find that the edible oil price has gone up. One

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method that we have used is, we are trying to get certain import of edible oils. Even then we have not been able to control it as much as possible. But we will have to concentrate on augmenting the production of edible oilseeds. We will try to do that.... (*Interruptions*)

SHRI P.R. KUMARAMANGALAM (Salem): Ruthless export of gingili oil for the price rise

PROF. MADHU DANDAVATE: As far as cement is concerned, even in the rural areas people are finding it very difficult to utilise cement even for the bund building activities. The price of cement went up. We sat with the trade unions in the cement industry. We also sat with the cement industry people. And they have agreed that they will take up these prices back to the pre-March level. Slightly they have started declining. In the South, the decline is more for altogether different reasons. The production is more in the South. That is taken to the North. They have to have transport charges. As a result of that, in the North the prices are more; comparatively in the South the prices are less.

There is also a demand that freight equalisation should be undertaken. But on that various States in the North and the South have differences of opinion. For instance, as far as Bengal and Bihar are concerned, I have discussed the problem with the Chief Ministers. They themselves are not very favourable to the idea of freight equalisation. In fact even the existing freight equalisation, they demanded that it should be scrapped. And if it could not be scrapped, the Chief Minister of West Bengal has demanded that at least some other commodity should be included so that balancing effect will be there. Anyway, that problem we are trying to tackle.

Then, a problem about salt has arisen. If we have ordinary common salt, there would be no problem. But new situation has arisen

because of health hazard. All the health experts have stated that in order to prevent the disease of goitre which is very much prevalent in northern zone of Bihar, iodised salt is necessary because iodine is a deterrent to goitre. But normally if you ask the people to take iodine in a liquid form, they do not take it. If it is added to the sale, even the commonest man actually swallows salt, and, therefore, everyone will be forced to take iodine treatment and therefore, goitre can be avoided. Therefore, half of the quantity of salt which is supplied to the consumers will be in the form of iodised salt. And as a result of that, that is one factor which has created difficulty. Some people have demanded that they are prepared to take risk with their lives and with their health but try to give simple common salt and not iodised salt. We are consulting the experts. But the health experts again have warned us not to undertake that step. There may be a little risk in the price rise but the risk to life and health is greater and, therefore, they are not prepared to agree to that.

SHRIVASANT SATHE (Wardha): What is the price difference by iodising the salt?

PROF. MADHU DANDAVATE: By iodising it will be costly. And that is what has happened.

SHRI VASANT SATHE: Subsidise it.

PROF. P.J. KURIEN: Why do you not consider subsidising it?

PROF. MADHU DANDAVATE: Any way, we will try to re-examine that proposition by seeing whether subsidy can be given. (*Interruptions*)

[*Translation*]

SHRI NATHU SINGH (Dausa): Mr. Minister, Sir, two to three reports have been received in this regard and all differ from each other. I would like to request you to hold an enquiry to find the truth. It appears that this dispute of iodised and non-iodised salt has been created with a view to give benefit

to some people. (*Interruptions*)

[*English*]

PROF. MADHU DANDAVATE: Here is a Member who is giving expert advice from a non-export authority.

[*Translation*]

SHRI NATHU SINGH: It is not so. Three reports of the experts belonging to different fields have been received in this regard. First is in favour of non-iodised salt. The second report suggests the presence of a specific percentage of iodine in salt. Now which report is to be accepted as correct, should be examined. This is what I wanted to say.

[*English*]

PROF. MADHU DANDAVATE: I accept his expert advice. I will get to examined from the real experts as to what is the position.

SHRI VASANT SATHE: The question is not whether iodisation should be done or not. You know the importance of salt. We will be happy if you get the entire salt iodised. The only thing is, do not allow the price to increase. As it is, subsidise it. (*Interruptions*)

MR. DEPUTY-SPEAKER: I will allow you to ask the question after he finishes his speech...

SHRI A.K. ROY (Dhanbad): What is the contribution of salt in consumer price index?

PROF. MADHU DANDAVATE: I am told that 1.5 to 2 point rise is there. (*Interruptions*) Any way, I accept your suggestion. I will get it examined from the experts. And if it is established from the health point of view that it is necessary, we will also examine the case whether subsidy can be given by which the artificial price rise can be brought down so that the common man may not be put into difficulty. The suggestion of Shri Vasant Sathe is very good... (*Interruptions*) I said that

there are two factors. I am coming to the next one... (*Interruptions*)

MR. DEPUTY-SPEAKER: At the end I will allow you to put questions. .

PROF. MADHU DANDAVATE: If you allow them just now it will be better. Otherwise, they will ask many more questions.

MR. DEPUTY-SPEAKER: You are quite capable of handling them.

(*Interruptions*)

PROF. MADHU DANDAVATE: I would not mishandle them, I assure you. Sir, as far as second factor is concerned, we have found out wherever the indent for the movement of salt has been given, there has been some difficulty about the wagon movement. That has also caused some constraints. I have discussed the matter yesterday again with the Minister for Railways and he has assured that this particular bottleneck will be removed. In this connection, I would like to refer to the North Eastern Region and particularly to Assam. Because of certain untoward developments in parts of Assam we find that certain transport bottlenecks have been created. As a result of that essential commodities do not reach the people in time and exactly the spot where they are supposed to reach. Therefore, I can assure the hon. House that we will try to monitor the movement and particularly the bottlenecks in North Eastern Region so that the essential commodities can reach the people in proper time and prices of essential commodities will not go up artificially only because of the bottleneck created in the traffic.

Sir, I wish to give you one more assurance. I told you what are the short range reasons and the causes for the rise in prices and what are the long term constraints. Sir, constantly it will be our endeavour to find that the non-productive expenditure is cut down. Thereafter, we have sent instructions from the Finance Ministry to all the Ministries including the Defence Ministry that across the board, there should be cutting of the

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expenditure of various Ministries. And when there is the cutting up of the expenditure of all the Ministries, the total expenditure move go down. And this particular suggestion that in cut down the expenditure of Ministries those components of the expenditure which are non-productive they should be cut down so that as a result of that we will be able to reduce the inflationary pressure on the economy due to non-productive expenditure. I am confident that we will be able to bring about the austerity and economy in the expenditure of various Ministries and as a result of that in the long range we will be able to curtail the expenditure on all these items. Now this is the comprehensive attitude that we have taken as far as various aspects of price-rise are concerned.

There is one more aspect, that is related to peasantry. As you know, in certain essential commodities like wheat and other commodities which are produced by the kisan, very often we see the spectacle of prices of industrial produce going up and the procurement prices of the agricultural commodities go down. And it is the constant grievance of the agricultural community that in this country those who talk about checking the prices of commodities, they allow the prices of the industrial goods and inputs that they require for agriculture to go up and as a result when agriculturists utilise those finished products as inputs for their agriculture, the entire cost of agriculture goes up. Therefore, whatever the price they get, it does not become a remunerative price and, therefore, we must also consider the question of checking the prices of essential commodities on one hand and at the same time offering remunerative prices to the agriculturists. Therefore, we have taken one decision which will also result in a slight inflationary pressure.

You know that the price of wheat recommended was Rs. 183. We had decided to raise it to Rs. 315. As a result of this procurement price increase, there is bound to be an effect on the inflationary spiral to some extent, because our entire index is calculated

on the basis of commodities that are contained in a basket and in the case of a prominent commodity in the basket like wheat, the weightage is very high.

SHRI KALP NATH RAI: It is Rs. 200. Don't talk like this.

PROF. MADHU DANDAVATE: I am sorry, it is Rs. 215. I am very happy that you are listening to me so carefully... (*Interruptions*). No, this is a slip of the tongue.

SHRI SOMNATH CHATTERJEE (Bolpur): At least he has been able to understand this.

SHRI INDRAJIT GUPTA: He is the major wheat-eater. He is eating lot of wheat.

PROF. MADHU DANDAVATE: Sir, though I have committed a mathematical mistake, I am glad that a mathematician like Mr. Kalp Nath Rai has corrected my mathematical blunder. I apologise for that blunder.

Sir, as far as wheat is concerned, when we have taken it up from Rs. 183 to Rs. 215, that is bound to create problem because in calculating our index in the basket of commodities, wheat and some other agricultural commodities occupy a very important place and as a result of that, there will be some spiralling also. But we do not mind that. We will have to use other methodologies to see that the prices are properly checked. But on the ground that our prices of other commodities will go up, we cannot do injustice to the agriculturists and, therefore, we have taken the risk of increasing wheat prices from Rs. 183 to Rs. 215.

Now, Sir, this is the comprehensive picture of the price structure in the country. I have honestly accepted what are the constraints. I have accepted how steeply the prices have risen. I have also pointed out to you what concrete measures we are taking to bring down the prices, and I can assure you that I am completely one with the concern unanimously expressed by this House.

It is not only expressed by the Opposition Party Members, it is also expressed by the Members of my Party also and by the Members of the parties which support the Government, and, therefore, it is a common concern of the entire House. I assure you that in cooperation with all the Members of this House, we will try our best to see that the spiralling of prices is checked and people are assured of commodities at a reasonable price.

PROF SAIFU-UD-DIN SOZ (Baramulla) Sir, I had initiated the discussion. I want to seek a clarification.

MR DEPUTY SPEAKER Yes, I am allowing you.

PROF SAIF-UD-DIN SOZ Sir, I do not know how Madhujī responded earlier to the Prime Minister's statement that prices would be brought down. Of course, the Prime Minister referred to very important articles of commodities of mass consumption and fixed the period of time. He had said that the prices would be brought down. Would the hon. Minister kindly say what is now the period of time within which he will bring down the prices? My second point is that when I initiated the discussion, I had said that technically nobody can excel Madhujī. He can reply any kind of debate and can answer thousand and one questions. But one thing remains. I had raised a question whether the Government will show the will to deal very sternly with the profiteers, black-marketeers, hoarders and the smugglers. I would like to know what is he doing on that. Thirdly, as a humble student of economics, I had given him a family budget. If a family is there with five people, three children—because that was the norm earlier—and it has an income of Rs. 1,000 per month, how do they spend the life? What is the deficit in their budget? How do they have the health care and education? These are the three important points on which I want to seek clarification from the hon. Finance Minister.

MR. DEPUTY-SPEAKER: Would you like to reply now?

PROF. MADHU DANDEVATE: Yes, Sir. I will finish one by one, otherwise, I won't remember.

Sir, Prof. Soz forgot that I began with his speech. I referred to him first because he was absent, so that he must intervene. As far as the first question is concerned that the Prime Minister had said that within a month prices will be brought down, I may tell him that after the concrete steps that we have announced, the trend has already started. We cannot give him the exact time in which they will be brought down to the normal level, but I can tell him that our honest effort will be to see that as early as possible, we will try to bring them to the level which I have indicated earlier. Secondly, he referred to the coffee prices. I have made a specific reference that one of the factors responsible for rise in prices was that even when the production is adequate, because the releases are not made regularly in time, there is a profiteering, storing and hoarding. As a result of that, the prices go up. I have assured the House that we will take very stern measures against those who are responsible for profiteering and hoarding.

PROF. SAIF-UD-DIN SOZ What are those measures?

PROF. MADHU DANDEVATE: The measures are that I will punish them and arrest them.

PROF. SAIF-UD-DIN SOZ What are the concrete measures?

PROF. MADHU DANDEVATE. We will arrest them. If the profiteers do not listen to the heed and the warning that is given to them, then the only course left is that there is the law under which they can be booked and they can be jailed. Therefore, all these measures are already available and under the parameters of the present law, they can be dealt with. Lastly, you talked about the family budget. Of course, it is understood that when you control the essential commodities, naturally you plan the consumption of your salary also separate planning of

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the family budget is not necessary, that is, planning of consumption is not necessary. Once you control the prices and they are at a reasonable price, automatically the family budget will be controlled and it will be regulated.

[Translation]

SHRIK.D. SULTANPURI (Shimla): Just now the Hon. Minister said that the number of cement factories is more in the western sector and the quantum of production is also higher. When this cement is brought to North, it becomes costly. I would like to know from the Hon. Minister why the cement factories in Himachal Pradesh and other far-flung areas have reduced their production? Is it to sell the cement produced by them at higher rates? Earlier a bag of cement used to cost Rs. 60 in Himachal Pradesh and now it is being sold for Rs. 80. The prices of cement and iron have gone up much higher in Himachal Pradesh and far-flung areas of Garhwal. Whether the Hon. Minister will take some measures so that prices of these commodities could be brought down at these places, so as to meet the requirements of the people.

[English]

MR DEPUTY-SPEAKER: For short question, short reply.

[Translation]

PROF. MADHU DANDAVATE: If I give a brief reply it will be said that a very short reply has been given. The problem raised by the Hon. Member is true. Especially, people living in hilly areas experience more transport problems. On several occasions the hoarders take the pretext of non-availability of transport and earn more profit by raising the prices arbitrarily. The price increase is attributed to both transport and hoarding. People living in north-easter region and Himachal Pradesh experience much hardship on this account.

SHRI MANORANJAN BHAKATA (Andman and Nicobar Islands): Please take care of Andaman and Nicobar islands also.

PROF. MADHU DANDAVATE: They will also be taken care of. They also experience transport problem. Every effort will be made to provide special facilities to them by paying special attention to their problems.

[English]

SHRIMATI GEETA MUKHERJEE: Sir, before I put my question, I would like to assure Madhuji that there is no question of laying Shrimati Dandavate on the Table. She will remain with us without any difficulty. (Interruptions) Of course, she will remain with you. Sir, my question is: whether you are at all considering the question of subsidising the issue price of wheat, at the moment, because for foodgrains, we may have to raise the paddy procurement price also and about the petrol and diesel I believe you will not answer that question now but during the reply to the debate on the Finance Bill, we may expect something from you.

PROF. MADHU DANDAVATE: Sir, she has raised a short question as to whether for issue prices to be reduced, subsidy would be given. Now, it is an accepted fact that whenever procurement prices are increased, they have a direct effect. The issue prices are to be increased and therefore if we go on offering subsidy for all the commodities, where issue prices are increased, it will have a tremendous burden on a number of essential commodities. You can stop only wheat. So, rather than resorting to the problem of subsidies, the overall management and control of the economy would be the better solution to see that the prices are brought down. This is only an *ad hoc* solution will never give a permanent solution for problem and, therefore, we would not resort to the measure of subsidy.

SHRIVASANT SATHE: Sir, I had raised a matter during my speech that one of the reasons for the impaction the transport par-

ticularly is the increase in the prices of tyres. This Government has taken a policy of importing certain tyres to keep down the prices of indigenous tyres and by levying certain duty. Now, the duty had been increased, the prices of imported tyres have, therefore, gone up with the result that the imported tyres themselves have become costlier than the indigenous tyres and the whole purpose is defeated. What is the attitude of the Finance Minister to either reducing the import duty or by some method trying to see that the prices of tyres are kept up? Otherwise it is bound to have impact on transportation.

PROF. MADHU DANDAVATE: Sir, what honourable Shri Sathe has raised is a question which goes in the domain of the Finance Bill and I do not want to have leakage of the Finance Bill. Otherwise, you yourself will bring a privilege motion against me tomorrow.

SHRI INDRAJIT GUPTA: Sir, I believe that the production of oilseeds is a profitable business nowadays.

PROF. N.G. RANGA: What? It is a profitable business? (*Interruptions*)

SHRI INDRAJIT GUPTA: According to you, is it a losing business? (*Interruptions*) Sir, I would like to know what is the real obstacle in the way of raising the production of oilseeds. There seems to be a very big shortfall which is continuing. Why can't it be increased?

PROF. MADHU DANDAVATE: Sir, as far as the production of agricultural commodities is concerned, just as it depends upon the incentive, and the profit incentive that is available, it will also depend upon the climatic conditions. For instance, as far as sugar production is concerned, it fell down from 92 lakh tonnes to 87 lakh tonnes. It is the same commodity, the same producer, the same consumer, but even then production suffered last time. Therefore, due to certain climatic factors, apart from the profit motive we do find that the production variations are there, but we will see to it and we

have said that the agriculturists and also those who are connected with the climatic factors, the climate experts, do say that the coming season is likely to be a better season for agricultural production.

DR. BIPLAB DASGUPTA (Calcutta South): Oilseeds specifically.

PROF. MADHU DANDAVATE: Oilseeds are agricultural production.

SHRI VASANT SATHE: Basic incentive is to be given for increasing the agricultural production.

PROF. MADHU DANDAVATE: What am pointing out is this. In fact, his contention is, there is no question of giving additional incentive at all because the production of oilseeds... (*Interruptions*) He feels that the production of oilseeds itself is a profitable job, that is what we heard. And as compared to many other agricultural commodities. I do not know whether the production of oilseeds is more profitable than some of the commodities like wheat or rice and other commodities. From that point of view, it is only better conditions of agriculture that will ensure better production and we do expect better production of oilseeds in the coming season. If at all there is a fall, we will have ultimately to resort to some imports. For that there will be spending of our foreign exchange, but that is sometimes inevitable.

MR. DEPUTY-SPEAKER: Shri Samarendra Kundu.

DR. BIPLAB DASGUPTA: A special programme of production of oilseeds has been going on for a long time now. (*Interruptions*)

MR. DEPUTY-SPEAKER: Not like that. He will not reply to that. Shri Samarendra Kundu.

SHRI SAMARENDRA KUNDU (Balasore): Mr. Deputy-Speaker, Sir, I am on a point about the consumers' resistance movement. I find the law for the consumer

[Sh. Samarendra Kundu]

protection or whatever we have is very weak. Recently I had gone to a village where I found that kerosene was selling at Rs. 7/- per litre. Then immediately I called the people and asked as to what is the price of kerosene because it is Rs. 2.70 per litre, and whether there is kerosene or not. Then immediately the vendor or the man who has got the licence was called and he said, 'We have abundance of kerosene'. Then the young people came down and the kerosene was sold there at Rs. 2.70 per litre. What I appeal to the hon. Minister is that a very strong, formidable consumer resistance group consisting of people from all parties should be developed and that should be backed by law. That has to be monitored by the Finance Ministry. I request him that he should look into that.

18.00 hrs.

MR. DEPUTY SPEAKER: It is a laudable idea.

PROF. MADHU DANDAVATE: Sir, I accept his suggestion for action.

DR. BIPLAB DASGUPTA: Sir, I will just make one minor point in relation to what has been discussed here on oilseeds. For years together now, the Central Government has been operating a special programme on oilseeds. Despite the promotion and subsidies being removed, we are still depending on import of oilseeds. I do not know, why every year we have to make the same point. I want to know whether the Finance Minister has any particular point to make on this.

PROF. MADHU DANDAVATE: As far as oilseeds are concerned, I think, enough incentives exist already. A phased programme was worked out. If at all the production has declined to some extent, it is only due to climatic conditions and I do hope that the production will go up. Unfortunately, if the climatic conditions do not respond in the manner in which we expect, we will be forced to import it.

SHRI PETER G. MARBANIANG (Shillong): Sir, in the North Eastern region, under the pretext of increase in the road transport cost, the prices of essential commodities have gone up and enabling the hoarders to take advantage and manipulate increase of prices. The agitation in Assam also has contributed to the advantage of the hoarders. Therefore, with the rise in the prices of petrol and diesel, if we want to bring down the prices, I feel that giving of subsidies to this region is to be considered, be it Meghalaya, be it Mizoram or be it Nagaland and also to see that the agitation in Assam is brought under control. Otherwise, we have to bring all these essential commodities from Assam.

PROF. MADHU DANDAVATE: If we start offering subsidy for every commodity, then all the subsidies put together will constitute a new deficit financing. It is not advisable. What we will do is that we would try to coordinate with the Home Ministry and the Assam Government. As a result of the disturbances in the law and order situation, if some transport bottlenecks and difficulties are created, we will try to remove them, try to monitor the traffic and try to see that this particular commodity is not affected. Incidentally, I can tell you that rise in prices of petrol is 15 per cent, diesel price rise is 13 per cent and rise in prices of items carried by transport is 10 per cent of 5 per cent. Whatever transport price rise is there, one-third of it enters into the price of the commodity. Actually, we have calculated rise in the prices of items carried by transport as 10 per cent of the 5 per cent and that is only half a per cent. Therefore, even if this half a per cent is too much, we will have to curtail it by seeing that the transport difficulties are removed and we will try our best to do this.

SHRI NIRMAL KANTI CHATTERJEE (Dumdum): Sir, if the Finance Minister succeeds in bridging the gap, then he fails to control the prices. If he exports more and imports less, then that is an element in the inflationary situation. The crucial thing is that we will have to control the internal deficit. I have a suggestion to make.

MR. DEPUTY SPEAKER: We are not allowing any suggestions. You can only ask questions.

SHRI NIRMAL KANTI CHATTERJEE: Will the Finance Minister agree to bring in more items in the wholesale trade under State supervision? There is no policy statement on that. Secondly, we will have to subsidise those items which enter into the Consumer Price Index. That will save in terms of Dearness Allowance which the Governments at the Centre and also in the States are forced to pay. So, that will partly adjust itself. So subsidise those items which are included in the consumer index. She has mentioned about food. It carries much weight in the consumer price index. Find out those items and try to subsidise them so that the burden on payment of dearness allowance is also reduced to that extent.

PROF. MADHU DANDAVATE: The second suggestion is welcome. In a selective way, one can try to subsidise only those commodities which have a higher weight in the index thereby avoiding the payment of dearness allowance.

As far as first suggestion is concerned, that is bringing certain commodities under State trading, I am afraid, there cannot be any dogmatic approach to this aspect. What I say is, the entire position in the economy of Eastern Europe has shown that merely by bringing the commodity manufactured under it automatically does not solve the problem. Therefore, we will look at the problem in a very pragmatic manner and whatever needs to be kept under the control of the State, we will keep it.

As far as the other commodities are concerned, on cooperative basis, on private basis, that type of balance pattern will have to be there. That type of mixed pattern will continue.

PROF. RAMGANESH KAPSE (Thane): There is a good effort made as far as producers cooperative is concerned and the consumers cooperative is concerned. But the

real problem is the wholesale market which is totally controlled by monopolists. Are there any efforts made or intended to be made by the Government to strengthen the wholesale market, in addition to producers cooperatives and consumers cooperatives?

PROF. MADHU DANDAVATE: We must try to have social control on the wholesale market. I am sure, knowing your ideology, you are not in favour of 'State-tradisation' of the wholesale trade.

DR. VENKATESH KABDE (Nanded): I question the propriety of compulsory addition of iodine to the salt this has increased the price of common salt by six to eight times. There is no scientific basis that the addition of iodine will necessarily prevent the formation of goitre. Even in developed country like Switzerland, the salt is available in both forms—common form as well as iodised form.

MR. DEPUTY SPEAKER: He said, it will be examined.

DR. VENKATESH KABDE: We are importing potassium iodide and it may create a fear psychosis in the minds of the people that if we do not have potassium iodine in salt, there will be problem.

PROF. MADHU DANDAVATE: I would welcome salt without iodine and without goitre.

SHRI P.R. KUMARAMANGALAM: Through you, I would like to remind the hon. Finance Minister—I am sure, he has gone through the debate. I have raised two issues. One was...

MR. DEPUTY SPEAKER: If you have raised it, you need not raise it again.

SHRI P.R. KUMARAMANGALAM: The reply has not come.

MR. DEPUTY SPEAKER: You have to put the question. I have many members in the list.

SHRI P.R. KUMARAMANGALAM: If you do not want me to ask any question, I would not ask. It does not matter. I will sit down.

SHRI SONTOSH MOHAN DEV (Tripura): The hon. Finance Minister has been kind enough to make a mention about the problems of Northeastern States. But while discussing this issue with the Railway Ministry and the Ministry of Supplies, the procedure in the Government of India which is going on for the last so many years is the quota which is allotted for first quarter and second quarter gets lapsed unless it is lifted by the concerned Government. This time, the quota could not be lifted for no fault of the State Government because discussion and streamlining was going on. The allotment of quota should be reviewed in view of the fact that for no fault of the Northeastern States, they could not lift the quota. I have also written to the respective Ministers. This point may kindly be looked into and an assurance may be given that it will be looked into.

PROF. MADHU DANDAVATE: About the quota which is not lifted on grounds beyond the control of the State, we will not punish the State and the quota would not be abolished.

[Translation]

SHRI RAM DHAN (Lalganj): The Hon. Minister said that due to transport problems, goods can not reach properly at several places. After the imposition of the restriction that not more than 100 tonnes of load could be transported in a trip, the consumers have to pay double freight earlier trucks were loading upto 20 tonnes. Now the consumers living in far-flung areas are required to pay double freight charges. Mr. Minister whether the restrictions of carrying not more than 10 tonnes of load on trucks, will be removed, so as to benefit the consumers?

PROF. MADHU DANDAVATE: Mr. Deputy Speaker, Sir, I made a through probe into the matter. I had also the impression that on several occasions the trucks are re-

quired to make extra trips due to the restrictions put on them to carry not more than 10 tonnes of load in a trip. This led to a rise in freight charges. But the factual position is not like that. I was told by several people that when there was no restriction all these truck owners were carrying more than 10 tonnes of cement i.e. upto 15-20 tonnes and even now they are carrying more than 10 tonnes of cement, after the enactment of this new Act. (*Interruptions*)

SHRI SHOPAT SINGH MAKKASAR (Bikaner): They change more freight and also indulge in theft.

PROF. MADHU DANDAVATE: You have rightly said that they charge more freight and also indulge in theft.

[English]

SHRI MURLI DEORA (Bombay South): I wonder whether the hon. Finance Minister's attention is drawn to the statement of hon. Prime Minister twice and today there are two editorials in the Times of India and the Indian Express that in order to reduce the consumption of petrol, the Government is thinking of effecting petrol rationing. We know very well that major part of petrol consumption is in public sector State transport. Even the cars etc belong to the companies and I am sure hon. Prof. Madhu Dandavate knows that the remedy will be worse than the disease. We will be standing in the queue. You are just talking about taking action against hoarders. In Bombay, the people are already thinking that there will be petrol rationing and they started hoarding.

First of all, is it correct that the Prime Minister has announced it? Twice it has come in the newspaper that the Prime Minister is contemplating it.

PROF. MADHU DANDAVATE: Prime Minister has not announced that "We are going to resort to petrol rationing." He has only said "We will explore the possibility of introducing rationing."

SHRI MURLI DEORA: That itself is creating a scare. If you do not have that in mind, why do you say that?

PROF. MADHU DANDAVATE: He has said "We are exploring the possibility." If it has created a psychological atmosphere, I think that it is good for the country.

MR. DEPUTY SPEAKER: Shri Hukumdeo Narayan Yadav will now put the question.

PROF. MADHU DANDAVATE: Is it compulsory for everybody to ask a question?

MR. DEPUTY SPEAKER: They have given me their names.

[*Translation*]

SHRI HUKUMDEO NARAYAN YADAV (Sitamarhi): Mr. Deputy Speaker, Sir, I would like to know for the Government whether the Government has thought of taking any measures to find out the production costs incurred by the companies. Until production costs over calendated, it will not be possible to find out the profits earned by them. The cost of production should be calculated and the said prices should be published to make it known as to how much profits are made.

The expenditure incurred for the comforts and luxuries enjoyed by the company owners are included in the company account which also enhances the cost of production. I would like to know whether these item of expenditure will be excluded from the company account? So far no arrest have been made on the ground of black marketing and hoarding. Nearly 6 months are over since the present Government has come to power. Whether there is many policy to ensure that there is parity between agricultural produce and factory products? Finally I would like to end with the slogan "Mehengi roko, bandho dam, nahin to hoga chakka jam" we use to leadership of Shri Madhu Dandavate. Will he lead such a movement or not?

SHRI MADHU DANDAVATE: We accept all the suggestions.

[*English*]

SHRI BHOGENDRA JHA: I have a very important question to ask. You have promised you will give me a chance.

MR. DEPUTY SPEAKER: I will call you.

SHRI MANORANJAN BHAKATA: The island territories are having some special and peculiar type of problems. Now I have been to Andaman and Nicobar Islands. I have found that salt is sold at the rate of Rs. 5/- a kilo, onion and potatoes Rs. 10/- a kilo and mustard oil Rs. 40/- a kilo. This is the condition and in between the Indian Coastal Conference have increased the freight charges on merchandise cargo. That is why, there is another spurt of increase in the prices. I would like to know from the hon. Finance Minister because he is very much sympathetic to the isolated and remote Island territory to kindly consider not rejecting lock stock and barrel the subsidy idea. But in some special areas in selective items like salt, edible oil and this type of daily needed consumer items, if you can give subsidy for the transport, then, I think, the people can get substantial relief. Even cement is sold at Rs. 125 a bag which is unprecedented in the Island territory. I think, you will kindly look into this.

PROF. MADHU DANDAVATE: As a Member of the Estimates Committees, on a number of occasions, I visited that Island. The hon. Member knows it. And I fully agree with his difficulty that he has mentioned. But one of the methods that is needed in Andaman and Nicobar Islands particularly is that the private traders are playing havoc in that Island, unless an effective cooperative movement is built up in the Andaman and Nicobar Island, this problem cannot be solved. And we will try our best to encourage the cooperative movement and there also, the element of subsidy will be utilised in a selective manner to help the isolated Island.

SHRIBHOGENDRAJHA: I am worried to find my Finance Minister in a pitiable condition blaming the traders, blaming the hoarders and giving only threats. Simply, I want to know whether it is a fact that not a single wholesaler throughout the country does the wholesale trade with his own money. He does that with his money from the bank. I would like to know whether the hon. Minister is prepared to stop it or reduce the bank credit to them so that prices come down immediately.

PROF. MADHU DANDAVATE: I think, exactly what you have proposed we have been doing that. If we come across certain traders, wholesalers who are responsible for anti-social activities and their antecedents are made known to the bank by Vigilance Committees or any organisation, we have refused to give them adequate credit. And I fully accept the suggestion and I will implement the suggestion that the hon. Member has made.

[*Translation*]

SHRI BABUBHAI MEGHJI SHAH (Kutch): Mr. Deputy Speaker, Sir, just now Shri Bhogendra Jha stated that hoarding takes place through the Government agencies and through Government funds. NDDDB was granted credit facilities worth Rs. 800

crores through the mechanism of market intervention and the intention was to ensure that prices of edible oil do not rise and the farmers also do not suffer losses. Under this policy, when the market rates fall below Rs. 22 it should be procured and when it rises beyond Rs. 28 it should be sold off. This policy is not being followed yet Government assistance is being extended. In Andhra Pradesh when the prices of oil was falling, procurement of groundnut oil was made which had an opposite effect on the market and the rates went up. The condition was that it would be procured when the cost of oil is less than Rs. 22. Therefore, will you get an enquiry conducted into working of the Government agencies as well which are indulging in hoarding.

PROF. MADHU DANDAVATE: Yes, we shall get it done.

[*English*]

MR. DEPUTY SPEAKER: The House stands adjourned to re-assemble tomorrow at 11.00 A.M.

18.19 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Wednesday, May 16, 1990/Vaisakha 26, 1912 (Saka)