

LOK SABHA DEBATES (English Version)

**Second Session
(Thirteenth Lok Sabha)**



(Vol. III contains Nos. 11 to 19)

**LOK SABHA SECRETARIAT
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LOK SABHA DEBATES

LOK SABHA

Monday, December 13, 1999/Agrahayana 22, 1921 (Saka)

*The Lok Sabha met at
Eleven of the Clock*

[MR. SPEAKER in the Chair]

OBITUARY REFERENCES

[English]

MR. SPEAKER : Hon. Members, I have to inform the House of the sad demise of two of our former colleagues Sarvashri P. Venkata Reddy and Narhari Prasad Sai.

Shri P. Venkata Reddy was a Member of Fifth, Sixth and Seventh Lok Sabha from 1971 to 1984 representing Kavali and Ongole parliamentary constituencies of Andhra Pradesh.

Earlier, Shri Reddy was a Member of Andhra Pradesh Legislative Assembly from 1962 to 1971. He was also a Member of various Parliamentary Committees in the State Legislature.

An able parliamentarian, Shri Reddy served as a Union Deputy Minister in the Ministry of Industry from June to October, 1980 and in the Ministry of Labour from October, 1980 to January, 1982.

An agriculturist by profession, Shri Reddy was an active social and political worker. He actively participated in the development of rural areas and welfare programmes for the downtrodden.

Shri P. Venkata Reddy passed away on 7th December, 1999 at Guntur, Andhra Pradesh at the age of 66.

Shri Narhari Prasad Sai was a Member of Sixth Lok Sabha representing Raigarh parliamentary constituency of Madhya Pradesh from 1977 to 1979.

Earlier, Shri Sai was a Member of Madhya Pradesh Legislative Assembly from 1962 to 1967 and 1972 to 1977.

An able parliamentarian, Shri Sai served as a Union Minister of State in the Ministry of Communications from August, 1977 to July, 1979.

An agriculturist and an advocate by profession, Shri Sai was an active social and political worker.

Shri Narhari Prasad Sai passed away on 8 December, 1999 at Jashpur, Madhya Pradesh at the age of 70.

We deeply mourn the loss of these friends and I am sure the House will join me in conveying our condolences to the bereaved families.

The House may now stand in silence for a short while as a mark of respect to the deceased.

11.03 Hrs.

The Members stood in silence for a short while.

11.04 Hrs.

ORAL ANSWERS TO QUESTIONS

Power Generation

[Translation]

*202. SHRI GIRDHARI LAL BHARGAVA : Will the Minister of POWER be pleased to state:

(a) the power generation capacities built-up different States;

(b) whether Rajasthan, Madhya Pradesh, Uttar Pradesh and Bihar are lagging behind in comparison to other States in terms of power generation; and

(c) if so, the schemes being formulated by the Union Government to bring them at par with other States?

[English]

THE MINISTER OF POWER (SHRI P. R. KUMARA-MANGALAM) : (a) to (c) A. Statement is laid on the Table of the House.

Statement

(a) The details of installed generating capacity (provisional) built-up in different States and Central Sector as on 30.11.1999 is given in Annexure.

(b) The States meet their power requirements through generation from their own generating power stations and entitlements in accordance with the allocation in central sector stations located in the region. Regional central sector stations supplement the efforts of the States in meeting the power requirements of the States.

The installed capacity in the States of Rajasthan, Madhya Pradesh, Uttar Pradesh and Bihar as on 30.11.1999 is as follows :-

| | |
|----------------|------------|
| Rajasthan | 2234.58 MW |
| Madhya Pradesh | 4348.85 MW |
| Uttar Pradesh | 6067.75 MW |
| Bihar | 1988.40 MW |

The allocation of power to these four States from the central sector stations is given below :-

| | |
|----------------|---------|
| Rajasthan | 1107 MW |
| Madhya Pradesh | 1618 MW |
| Uttar Pradesh | 2372 MW |
| Bihar | 973 MW |

The generation programme and actual generation during April-November, 1999 for the generating stations in these four States was as follows :-

| Period April-November, 1999 | | | |
|-----------------------------|---------------------------|------------------|-------------------------|
| | Generation Programme (MU) | Actual Gen. (MU) | Percentage of Programme |
| Rajasthan | 5634 | 5672 | 100.7 |
| Madhya Pradesh | 13169 | 14085 | 106.8 |
| Uttar Pradesh | 17785 | 16369 | 92.0 |
| Bihar | 2872 | 2375 | 82.7 |

During the period April-November, 1999, the power generation in the States of Rajasthan and Madhya Pradesh has exceeded the programme, whereas in the States of Uttar Pradesh and Bihar, the actual power generation was lower than programmed. The Plant Load Factor of the thermal power stations of RSEB and MPEB generally remained above the All India PLF average whereas, the PLF of UPSEB and BSEB thermal power stations was below the All India average.

(c) New generation projects within the States are planned by the States themselves, keeping in view their requirements. The annual generation target for each utility is fixed by the Central Electricity Authority in consultation with all the concerned utilities. The following steps have been taken to improve generation from existing installed capacities in these States:-

- (i) To improve generation from thermal power stations of UPSEB and BSEB, Renovation and Modernisation Schemes have been formulated which are under various stages of implementation.
- (ii) To improve generation in the short term, PAGER Scheme (Plan for Acceleration of Generation) has also been launched by Government of India. Under this scheme, joint teams of CEA and PFC engineers visited all the power stations of UPSEB and identified their O&M problems. Loans from PFC for Paricha, Anpara and Obra TPSs of UPSEB have been sanctioned.
- (iii) In respect of Bihar a composite scheme is under active consideration of PFC for advancing loan assistance.

Annexure

State-wise installed capacity as on 30.11.1999.

| Name of the State | Installed capacity (MW) |
|--------------------------------|-------------------------|
| 1 | 2 |
| Haryana | 1780.32 |
| Himachal Pradesh | 299.50 |
| Jammu & Kashmir | 372.90 |
| Punjab | 3928.94 |
| Rajasthan | 2234.58 |
| Uttar Pradesh | 6067.75 |
| Chandigarh | 2.00 |
| Delhi | 653.60 |
| Central Sector | 10473.00 |
| Total (Northern Region) | 25812.59 |
| Gujarat | 7105.39 |
| Madhya Pradesh | 4348.85 |
| Maharashtra | 11841.16 |
| Goa | 48.16 |
| Daman & Diu | 0.00 |
| D & N Haveli | 0.00 |
| Central Sector | 6012.00 |
| Total (Western Region) | 29355.56 |
| Andhra Pradesh | 6221.13 |
| Karnataka | 4355.11 |
| Kerala | 2072.52 |
| Tamil Nadu | 5988.25 |
| Pondicherry | 32.50 |
| Lakshdweep | 0.00 |
| Central Sector | 4990.00 |
| Total (Southern Region) | 23659.51 |
| Bihar | 1988.20 |
| Orissa | 1843.02 |
| West Bengal | 4372.89 |

| 1 | 2 |
|-------------------------------|-----------------|
| D.V.C. | 2871.50 |
| A & N Islands | 0.00 |
| Sikkim | 37.89 |
| Central Sector | 3910.00 |
| Total (Eastern Region) | 15023.70 |
| Assam | 621.69 |
| Manipur | 12.01 |
| Meghalaya | 188.76 |
| Nagaland | 5.50 |
| Tripura | 85.36 |
| Arunachal Pradesh | 45.43 |
| Mizoram | 25.67 |
| Central Sector | 730.01 |
| Total N.E. Region | 1714.43 |
| ISLANDS | |
| A & N Islands | 28.33 |
| Lakshadweep | 6.92 |
| Total N. E. Region | 35.25 |
| Total All India | 95601.04 |

MR. SPEAKER : This Question relates to Madhya Pradesh, Rajasthan and Bihar.

[Translation]

SHRI GIRDHARI LAL BHARGAVA : Hon'ble Mr. Speaker, Sir, my first supplementary is the percentage of electricity being supplied to Rajasthan as against its demand? Secondly, as has been mentioned in figures, if no cut has been affected here, the extent of reduction made by the Central Government in regard to supply of electricity to Rajasthan during the last three months. Alongwith it I would like to know as to whether the Central Government is considering the issue of supplying additional electricity to Rajasthan in order to meet the requirement of electricity for the ensuing Rabi crop?

[English]

SHRI P. R. KUMARAMANGALAM : Sir, I have given the figures regarding installed capacities. The actual peaking shortage of Rajasthan is 284 mega watts. It works out at 8.1 per cent.

With regard to power allocation, there has been no reduction in the power allocation. There was an additional power allocated to Rajasthan at the time when one of the nuclear power stations was under maintenance. The moment it came on line for them, that amount of power automatically was added because it came on line and the special allocation given to Rajasthan at that time was taken back.

[Translation]

SHRI GIRDHARI LAL BHARGAVA : Sir, a cut has been effected in the supply of electricity which was being supplied under the interim plan of Rajasthan and from the Centre. At present, on one hand Rajasthan is in the grip of famine and on the other, farmers are not getting electricity. The State Government had assured the farmers that they will get regular supply of electricity for four hours, but they are not getting a continuous supply even for two hours due to the undoing of the government. Power shedding for three hours is a routine even in the cities. Moreover the electricity available to farmers has been commercialised. The bills of which earlier used to be in the range of Rs. 1000, now are in the range of Rs. 5000. The Central Government should increase the electricity quota of Rajasthan and force the State Government to restore the earlier practice by withdrawing the move of commercialisation of electricity. The farmers are agitated over it and have denied to pay the electricity bills on revised rates. The possibility of clash between the farmers and the employees who go to realise the amount of electricity bills can not be ruled out as the farmers do not have any other option. Hence it is my submission to the Minister of Power to pay attention towards the power crisis in Rajasthan and make provision to effect an increase in electricity supply and also to instruct the State Governments to supply sufficient electricity to the farmers.

[English]

SHRI P. R. KUMARAMANGALAM : Actually, Rajasthan has been allocated 19 per cent out of the unallocated funds in the Central Power Stations, which we usually do to relieve the pressure. Actually, it is 171 mw of power. In addition to this, they have been allocated 137 mw additionally from Dadri Gas Power Station over and above their due. In order to assist the State to meet its rabi irrigation pumping demand during the ensuing winter month, Delhi, which has been given nine per cent only out of the unallocated quota in the Central Stations during off-peak hours, and Delhi's 50 per cent share in Dadri amounting to about 378 mega watts during off-peak hours has been diverted to Rajasthan to meet its increased off-peak requirements. This is the maximum we could stress the system to give it to Rajasthan. But, unfortunately, the distribution system does need attention and so does the tariff formation in order to ensure that more investments are made to see that power reaches to the rural areas.

Sir, the actual situation is that many Electricity Boards do not think it is their priority to supply power to rural areas because they do not get recoveries to the extent to which

they require. Now, it is becoming a problem between supplying subsidised power to the agriculture and, at the same time, supplying power itself to them. I think, all of us need to look into it from a positive point of view.

MAJ. GEN. (RETD.) B. C. KHANDURI : Sir, in our country, the shortage of power has become a perpetual and major problem and the sad thing is that we are suffering of shortages amidst plenty. On one side we have got tremendous hydro-power potential in the country and on the other side, it is not being harnessed with the result that the country is suffering from shortages.

In my constituency, electricity is virtually flowing down to rivers in the form of hydro electric power which has not been utilised.

Therefore, I want to know from the hon. Minister as to why the Central Government cannot undertake harnessing of this hydro potential, if the State Government is unable to do it. We have schemes which have been made in consultation with the World Bank, etc. and because of shortage of funds those schemes have failed.

I want to know from the hon. Minister two things. In the districts of Chamoli, Rudraprayag and Garhwal where the hydel power is just being wasted, why does the Central Government not take over the responsibility of harnessing this power potential and utilising it effectively?

Secondly, there is a scheme which is already going on for some time, namely, Vishnu Prayag. When will the financial closure of that scheme takes place and when will the work start?

SHRI P. R. KUMARAMANGALAM : Sir, with regard to the second half of this question on Vishnuprayag, I wish to say that I am optimistic that the financial closure should be achieved within the month of January. I must also point out that I am in agreement with the hon. Member that there is tremendous hydel potential in the hills of Uttar Pradesh, the future State of Uttaranchal, but it is the State of Uttar Pradesh which has to give it to us. In case the State of Uttar Pradesh makes an offer, I can assure the hon. Member ...*(Interruptions)*

MAJ. GEN. (RETD.) B. C. KHANDURI : If they are not offering and they are sitting on it, we just cannot be helpless onlookers at the Centre here. Why do you not force them to do it? Either they do it themselves or they hand it over to you.

Mr. SPEAKER : Shir Khanduri, not like this.

SHRI P. R. KUMARAMANGALAM : Sir, I think in our federal system, ability to force is very limited. But I am trying to persuade them to come forth to make an offer because they do have shortage of funds and they cannot build these projects.

MAJ. GEN. (RETD.) B. C. KHANDURI : Mr. Speaker, Sir, the national wealth is being wasted.

MR. SPEAKER : Not, like this, Shri Khanduri.

[Translation]

SHRI RAJO SINGH : Mr. Speaker, Sir, the hon'ble Minister has told in his reply that the power generating capacity of Bihar is 1988.40 MW but it has been getting only 973 MW of power only. The State Government have tried to make arrangement for power with the assistance of Central Government but the capacity to generate power has been decreasing day by day. I would like to know from the hon. Minister as to what scheme does the Government have to make sufficient electricity available to the farmers?

[English]

SHRI P. R. KUMARAMANGALAM : Sir, actually Bihar is in the eastern region, which is a surplus region. The problem of Bihar is not availability of power. They do have a peaking shortage which is surprisingly high - 17.4 per cent. But the real reason why it is high is not because of non-availability of power, it is because the distribution systems are such that they are not able to consume the flow of power. We have a situation in Bihar where we have a massive generation programme built in, which really has three mega projects amounting to almost 6,000 MW which are on the stream. We would find Bihar to be more surplus in power than ever before. But the problem in Bihar is actually the distribution system. Unless the State Electricity Board modernises its distribution system, we will have a situation where whatever power we may give them, they will not be able to draw it. To draw power, the distribution system must be able to take particular loads.

[Translation]

SHRI MULAYAM SINGH YADAV : The hon'ble Minister has mentioned about Vishnu Prayag Project. I would like to know from the hon'ble Minister as to when this project was sanctioned? You have said that efforts will be made to start it at the earliest. I would like to know as to what were the hurdles in sanctioning this project, why was it delayed and when was it sanctioned?

[English]

SHRI P. R. KUMARAMANGALAM : Sir, the project received its TEC long ago. The fact is that it is under consideration. What the hon. Member from Uttar Pradesh requested - which, I think, Shri Mulayam Singh Yadav has been referring to is the financial closure. The financial closure took some time essentially because the equity arrangement which had to be made by the private promoter, was not in place. Now that the equity arrangements have been made by the private promoter, it is going to come to a financial closure. I think the private promoter was facing some problem on financial abilities on his side. The construction has gone on and the financial institutions have supported that, despite equity not coming in proportionately, they have ensured that the hydro project goes on to be under construction.

It would be one of our successful projects. It is going to have an installed capacity of 400 M.W. and it is my belief that in the beginning of the Tenth Plan, that is somewhere around 2003 AD, we should have it producing power. It would be one of our good projects, specially one of our ideal projects in the private sector in hydel(Interruptions)

[Translation]

MR. SPEAKER : Are you from Maharashtra?

[English]

SHRI KAMAL NATH : Sir, this issue relates to Madhya Pradesh. Please allow one Member from Madhya Pradesh.

[Translation]

DR. RAGHUVANSH PRASAD SINGH : Mr. Speaker, Sir, it is an established fact that no development can take place without electricity. From the reply given by hon'ble Minister, it seems that in regard to the installed capacity and allocation of power, the condition of Bihar is worst despite having large population and huge deposits of coal. The installed capacity production and allocation of power there is very less. I would like to know from the Government as to whether it has failed to protect the interests of Bihar which has resulted in the shortage of power generation and allocation in Bihar. I would like to ask a specific question as to why the Government is not implementing the Koel Karo Project of 732 MW capacity despite completing all the formalities like the clearance from Techno-economic Committee and Central Electricity Authority etc.? Whether the Government have any scheme to modernise and increase the capacity of old thermal power unit? While he has written that the Power Finance Corporation will give loan which will result in the welfare of Bihar?

[English]

SHRI P. R. KUMARAMANGALAM : Sir, I am in full agreement with the hon. Member. I am pained to inform him that it is the Government which was earlier in power here when I think Shri I. K. Gujral was the Prime Minister, which took a decision to close the Koel Karo Project. It is we, in the Cabinet, who have taken a decision to reopen the project and start investment on it. I think my good friend was then quite close to the Government if not, I may say, in Government. But the fact is we do have a scheme for R&M, for financing, renovation and modernisation of our existing plants. Due to low PLF we have been offering at subsidised interest. We give four per cent subsidy for R&M projects. We also give, if necessary, some grants. But we find that the Bihar State Electricity Board is not particularly moving quickly on this. But I am personally looking into it. I shall see that some attention is paid to it. ... (Interruptions)

[Translation]

MR. SPEAKER : You please sit down.

... (Interruptions)

DR. RAGHUVANSH PRASAD SINGH : The State Government has accepted the conditions of the Central Government. In spite of that, they have been ignoring it....(Interruptions)

MR. SPEAKER : The hon. Minister has replied.

...(Interruptions)

DR. RAGHUVANSH PRASAD SINGH : Sir, the State Government has accepted the conditions of the Central Government ... (Interruptions) Even then they are not clearing the hydel power project. Such a wide discrimination and step motherly treatment is being meted out ... (Interruptions) Sir, if the power crises would be there in Bihar, then how could there be development ... (Interruptions) Protection may be given to us... (Interruptions)

MR. SPEAKER : Please sit down.

...(Interruptions)

DR. RAGHUVANSH PRASAD SINGH : If this type of answer is given... (Interruptions)

MR. SPEAKER : Please keep in mind that you are also on the panel of Chairman.

...(Interruptions)

MR. SPEAKER : Please sit down. It is not good to behave like this.

...(Interruptions)

DR. RAGHUVANSH PRASAD SINGH : I boycott the house in protest against the casual attitude of the Government on the issue of power generation... (Interruptions)

SHRI P. R. KUMARAMANGLAM : Have you not followed my English... (Interruptions) I would like to remind you that Koelkaro Project was cancelled, when he was the Minister. ... (Interruptions) This is not right to speak in this manner ... (Interruptions)

MR. SPEAKER : Sir, please sit down.

DR. RAGHUVANSH PRASAD SINGH : Mr. Speaker, Sir, grave injustice is being done to Bihar.

MR. SPEAKER : Sir, you please sit down.

[English]

SHRI RAJESH PILOT : Sir, he needs your protection. The hon. Member has put a question that the State Government has accepted all the conditions of the central Government. Why are they not clearing the project? This is a very simple question. He must answer that... (Interruptions)

[Translation]

DR. RAGHUVANSH PRASAD SINGH : Mr. Speaker, hon. Member is giving step motherly treatment to the 10 crore people of Bihar.

MR. SPEAKER : Sir, you please sit down, he is replying.

DR. RAGHUVANSH PRASAD SINGH : I leave the house in protest.

11.21 hrs.

At this stage Dr. Raghuvansh Prasad Singh left the house.

[English]

SHRI P. R. KUMARAMANGALAM : Mr. Speaker, Sir, let me make it clear that the project of Koel Karo is on stream. We have brought it back and it is only when we brought it back that the State Government accepted the conditions. We are moving ahead with it. I want to assure him that this project will come up much faster than he could have ever dreamt. It would come up because it is a project which is close to my heart.

SHRI KAMAL NATH : For many years, the Government has been promoting the IPPs for resolving the shortage of power in the country, but unfortunately over the last couple of years, the success rate of the Independent Power Producers has been very negligible. Other than one or two, not many have broken ground at all. Does the Government continue to believe that the solution to the shortage of power lies in the private sector setting up power plants, especially since the public sector power plants are now stalled because of their financing disability arising out of lack of escrow? If the Government believes that the private sector setting up power plants in the country is one of the solutions, then, how does the Government propose to resolve this issue of escrow-abilities of the State Governments to assist in the setting up of the power plants because if there is no escrow, there is no power plant? Is there an alternative stream which his Ministry would like to recommend to the Finance Ministry, to the Prime Minister or whoever it is, so that these power projects get off the ground? Otherwise, they remain hanging and everybody believing that the problem will be solved. The problem does not get solved, there is no power, and because there is no power, we are getting hurt in so many sectors.

SHRI P. R. KUMARAMANGALAM : I appreciate the concerns of the hon. Member pointed out in his question. It is true that we had, in both our Eighth Plan and Ninth Plan, reserved a large amount of the generation capacity addition, which we need to do, to the private sector. Unfortunately, because the reforms in the State Electricity Boards have not come up to the speed to which expected, their commercial situations being poor, their actual revenue circumstances being poor, the escrow-ability that is assessed by the organisations like CRISIL and other financial institutions, consultants has been rather low. To put it, to keep the House informed, it is around 18,000 MW for the whole country on escrow and 18,000 MW is less than one-fourth of what would be our requirement in terms of additional capacity. It is in this background that we have tried best to increase, on the one hand, public sector participation in additional capacity generation programme, but that does not mean that we are not addressing the problem of escrow which the financial institutions have raised.

I, myself, am chairing a Committee appointed by the hon. Prime Minister called Crisis Resolution Group where we address this question, in every State. I have decided that

instead of meeting in Delhi alone, we will go to the State headquarters. The whole Committee consists of financial institutions' chiefs, the Secretary in the PMO, the Secretary of the banking sector, of coal, railways etc. etc. We will go to the State headquarters, sit with the Chief Minister concerned, the Power Secretary there, the required officers and the Minister, and sort out the problem in the best manner we can.

I wish to assure my friend that we are looking into it. With regard to Madhya Pradesh, it is unfortunate that the matter was posted before the court. It is *sub judice*, and I do not want to say anything. But I understand that an escrow amount of Rs. 2,400 crore was originally conceived for that State. Now, I understand, a report has come where it has been reduced to almost 30 per cent of that. It is unfortunate, but we would be looking into it. We are worried as to how these escrow figures go up and down. but we are addressing the question.

SHRI KAMAL NATH : Is there any alternative?

MR. SPEAKER : This question has already taken 25 minutes. So, let us go to the next Q. No. 203.

SHRI SATYAVRAT CHATURVEDI : Sir, with regard to Madhya Pradesh, there is a very important question arising out of this question. Kindly allow me to ask one question.

MR. SPEAKER : The Minister can apprise you on this matter. It has already taken 25 minutes Q. No. 203.

Amendment in Motor Vehicles Act, 1988

*203. SHRI ASHOK PRADHAN : Will the Minister of SURFACE TRANSPORT be pleased to state:

- (a) whether the Government propose any amendments to the Motor Vehicles Act 1988;
- (b) whether the Government have also received some proposals from various States including the Delhi Government for making amendments in the said Act;
- (c) if so, the details thereof;
- (d) the time by which the Act is likely to be amended; and
- (e) if not, the reasons therefor?

[Translation]

THE MINISTER OF SURFACE TRANSPORT (SHRI RAJNATH SINGH) : (a) Yes, Sir.

(b) and (c) The Government has received proposals for amendments in the Motor Vehicles Act, 1988 from various State Governments including Govt. of NCT of Delhi. The suggestions made by the State Govts. related to amendment in Sections 2(8), 2(28), 3(1), 4(1), 7(1), 7(2), 10(2), 14(2)(a), 15(1), 15(4), 16, 19, 24, 41(3), 41(7), 41(11), 49, 50, 51(5), 51(6), 51(10), 51(11), 52(1), 57(1), 58, 63, 66(3)(h), sub-section 3(a) of Section 71 & 74, 110(1), 129, 130 and Section 207.

(d) and (e) Since the Motor Vehicles Act falls in the Concurrent List of the Seventh Schedule of the Constitution, any amendment thereto involves consultation with the State Governments and also with various concerned Ministers and Departments. Therefore, no time frame for carrying out amendments in the Motor Vehicles Act can be given.

SHRI ASHOK PRADHAN : I want to know from the hon. Minister, the names of the states including the Delhi Government from whom the proposals for making amendments have been received alongwith the time thereof?

SHRI RAJNATH SINGH : Sir, one proposal was received from the Delhi Government for making amendments in the Motor Vehicle's Act. I understand that all the hon. Members are aware of the incident when a bus, which was carrying students met with an accident. After that incident, Delhi government have made a demand to the Union government in writing for making some amendments. Apart from it, there were many other such sort of proposals which were sent for the consideration of the Union by the Government of Delhi.

SHRI ASHOK PRADHAN : Mr. Speaker, Sir, I asked the name of the other states, from which the proposals for making amendments have been received and whether the Uttar Pradesh government has sent any such proposal? If so, the date on which such proposals were received?

SHRI RAJNATH SINGH : Sir, the proposals have not been received from all the states but a meeting of the Ministers of all the states was organised and their proposals were invited in that meeting. Some amendments are proposed in the Motor Vehicles Act on the basis of suggestions given by them. If you permit me, Sir, and the hon. Members desire so, I can provide the details of the amendments proposed in this Act.

SHRI RASHID ALVI : Mr. Speaker, Sir, the amount of compensation to be given to the successors of the deceased in Motor Vehicles Act is decided by the court on the basis of two presumptions. The first presumption is that how much the deceased would have earned during his life time. A rickshaw puller may earn less but a well educated person may earn more. So, there is a discrimination in it. Everyone gets a different amount of money. A criminal case also goes alongwith this Motor Vehicles Act. The court also enquires about the judgement given in the criminal case, while deciding the amount of compensation. Accused always gets free in the criminal case, therefore, that person gets the less amount of compensation. I would like to know whether the government are aware of this fact? If so, the amendments likely to be made in it. My second question is that which section of the Motor Vehicles Act, under which the compensation falls is being amended by the hon. Minister?

SHRI RAJNATH SINGH : Mr. Speaker, Sir, I would like to say on the subject, which was brought into my knowledge by the hon. Member that no such amendment is proposed

but as the hon. Member has showed his concern about it and brought it into my notice, I would certainly consider over it.

SHRI ASHOK PRADHAN : Mr. Speaker, Sir, I have not been allowed to ask the second supplementary.

MR. SPEAKER : You have already asked.

SHRI ASHOK PRADHAN : Hon. Minister has explained, while replying my first question.

MR. SPEAKER : You have asked, whether all the states have proposed amendments.

SHRI ASHOK PRADHAN : This was the answer of my first question.

[English]

MR. SPEAKER : The Minister also has replied to this.

[Translation]

SHRI THAWAR CHAND GEHLOT : Mr. Speaker, Sir, my name is Thawarchand, which lies in the spellings of Thailand.

MR. SPEAKER : It's all right.

SHRI THAWAR CHAND GEHLOT : Mr. Speaker, Sir, through you, I want to know from the hon. Minister whether it is essential to make amendments in the Motor Vehicles Act as a number of accidents take place leading to mishaps causing problems. The amendments are proposed in about 25-26 sections. Hon. Minister had said that it is not possible to tell the time limit but I would like to ask whether the action would be taken to make necessary amendments during next 3-6 months in the Motor Vehicles Act after having consultation with the Ministers or the Ministries related to the various states.

SHRI RAJNATH SINGH : Mr. Speaker, Sir, discussions among the Ministers of all the states have been taken place and a cabinet note in this regard is soon going to be prepared. This much I can assure the House that we will certainly bring forward this Bill in the next session of the Parliament.

[English]

SHRI SUDIP BANDYOPADHYAY : Sir, tragic road accidents are taking place in the city of Calcutta. Twenty-two persons have died due to road accidents in the city in the last ten days. It is happening on a daily basis. The reason for this is best known to the Calcutta Traffic Police and the Transport Minister of the Government of West Bengal. The most pathetic part of it is that the State Government is not taking action to check this. But that is a different matter.

Sir, I would like to know from the hon. Minister whether the Union Surface Transport Ministry would provide any sort

of compensation on compassionate grounds; or whether it would take any decision to amend any part of an Act whereby the deaths, due to road accidents, could directly come under the provision of that Act and the victims could get some assistance from the Central Government.

[Translation]

SHRI RAJNATH SINGH : Mr. Speaker, this Question of hon. Member is related to the State Government. I agree with this view of the hon. Member that these kind of accidents often take place in Calcutta. It is a fact that the State Government does not adopt the proper road safety measures which it should adopt. I will surely instruct the State Government about the fact which has been brought to my notice by the hon. Member. I will also seek an information on the accident related figures. Besides, I will also suggest the State Government that it should pay proper attention to the aspects of road safety and take effective steps to check the accidents.

Oil Pool Deficit

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*204. DR. SUSHIL KUMAR INDORA :

SHRI LAKSHMAN SETH :

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

(a) the total oil import bill during the year 1998 and estimate for 1999;

(b) the oil pool deficit expected by the end of the current fiscal year;

(c) whether the Government have taken any steps to bring down the import of the petroleum products as well as their consumption in the country in order to reduce the oil pool deficit; and

(d) if so, the details thereof?

[English]

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI RAM NAIK) : (a) to (d) A statement is laid on the Table of the House.

Statement

(a) The total oil import bill during the year, 1998-99 was US dollar 6482 million (Provisional) (Rs. 27,484 crores approximately). The total Oil Import bill during the current financial year is estimated to be around US dollar 12,525 million (Rs. 54,484 crores approximately).

(b) The deficit in the oil pool account by the end of the current financial year is estimated to be around Rs. 5000 crore, as of now.

(c) and (d) Government is taking the following steps to bring down the import of petroleum products and consumption thereof.

(i) Measures for increasing crude oil production in the country through application of improved technologies and development of new fields.

(ii) Attaining self sufficiency in refining capacity by expansion of the existing refineries and setting up of new refineries in public, joint and private sectors.

(iii) Laying emphasis on petroleum conservation measures and use of alternative sources of energy like Coal Bed Methane (CBM).

[Translation]

DR. SUSHIL KUMAR INDORA : Mr. Speaker, Sir, there is a special need of Diesel and petroleum in our agriculture based country. It is especially so in case of farmers. The government have added to the financial burden of farmers by hiking its prices few days back. The rationale given behind this hike is that the government wants to overcome the oil pool deficit. I would like to know from the hon. Minister as to whether many solutions are being devised which may result in the decrease of our consumption so that we could minimise our oil import. If we are doing, then what is the manner in which we are doing it? I would especially like to know as to how much oil is being saved in respect of consumption in the private sector and the public sector.

SHRI RAM NAIK : Hon. Speaker, Sir, there are two aspects of this question. First aspect relates to the efforts being made to decrease the import and the second relates as how to reduce the consumption. Regarding the first aspect, we are trying to accelerate the pace of oil exploration and to increase the quantum of the oil and decrease the wastage involved in this process. In this regard, I would like to say that we are trying for it.

Second aspect which the hon'ble member has said related to cut-down in diesel consumption I think that this aspect needs to be understood properly. If we reduce the consumption of diesel and petrol, it will affect industries, agriculture and all other sectors. The expenditure incurred on electricity and on diesel are considered the benchmarks of the development of the country. Therefore there should be properly utilised. I will certainly pay attention towards it. But to reduce the consumption of diesel and petrol will be equivalent to slowing down, the pace of progress of the country.

DR. SUSHIL KUMAR INDORA : I would like to know as to how much cut the government is going to effect in the consumption of both these sectors?

MR. SPEAKER : You ask your second supplementary.

DR. SUSHIL KUMAR INDORA : Sir, the reply to the first Question has yet not completed. I have asked as to how much reduction of consumption in the public sector can be made and whether the government have been contemplating in this regard?

In my second supplementary, I would like to ask the Government that keeping in view the demand of diesel and petrol, how many new sources have been created and whether the old sources have been closed? If so, what are the reasons thereof?

SHRI RAM NAIK : Mr. Speaker, Sir, finding new sources of crude oil, exploration is a continuous process which is going on. It is a fact that desirable progress has not been made regarding the identification of new exploration sites during the period of eighth five year plan. That is why a new exploration policy was framed last year when our government came to power so that the foreign technology could be brought in our country and the process of finding new exploration sites could be accelerated. A new such exploration policy has been framed in licencing and it is yielding good results. Offers from various places are being received and the decision about some of the tenders, which were received in response to tenders for exploration, has been taken and decisions about 17-18 fields will be taken in the coming days.

[English]

SHRI PRIYA RANJAN DASMUNSI : Sir, in order to reduce Oil Pool Deficit, already a hike of prices on diesel has been imposed, thereby, causing tremendous hardship to the farmers of our country. Their Ministry is aware of it. May I know from the hon. Minister whether it is true that in order to compensate further the Oil Pool Deficit, the Government of India is again contemplating some plans to impose further hike in the prices of diesel and petrol. If so, whether the Government will find some mechanism to provide certain kinds of concessions or subsidies to the farmers in order to mitigate their problems, and to respond to their own Oil Pool Deficit requirements?

SHRI RAM NAIK : Sir, I think, the hon. Member would appreciate that it is in the country's interest not to have any deficit in the Oil Pool Account. The deficit in the Oil Pool Account as on 30th June, 1997 was Rs. 18,200 crore. That was during the earlier Government. After the Vajpayee Government came to power, the deficit in the Oil Pool Account as on 31st March, 1998 was Rs. 14,150 crore. Now, in one year, that is on 31st March 1999, we brought it down from Rs. 14,150 crore to Rs. 3408 crore, so that the country is not required to pay more.

The basic reason for this Oil Pool Deficit is that we are also giving some subsidy on kerosene and LPG. But it was decided that the diesel prices should be on the import parity basis. That is what we have done.

SHRI PRIYA RANJAN DASMUNSI : Are you going to impose further hike on the prices of diesel and petrol to meet the requirements of the Oil Pool Deficit Account? That is my question.

SHRI RAM NAIK : I am replying to that.

Sir, we have been importing crude oil according to the needs of the country. We will continue that. We had increased the diesel prices in October, 1999. Now we are looking at the trend in the market, and after studying the trend in the market, we will decide about it.

SHRI MANI SHANKAR AIYAR : Mr. Speaker, Sir, I would like to draw the attention of the hon. Minister to the fact that a number of new refineries, approved by the Government of India, are still to come into operation owing to non-cooperation from the State Governments with regard to the transfer of land to them for establishing such refineries, and the non-cooperation of financial institutions which appear to be under the influence of one or two major business houses of India, which are attempting to secure either a monopoly or some kind of an oligopoly over the private oil refining sector.

In view of this, would the hon. Minister give us an assurance that he would review the cases of all private sector new refineries that have been pending for a long time to check on what the reasons for this delay are, and to see whether the Government or the Government-owned corporations like the IOC, can become partners with these refineries in order to get them off the ground?

SHRI RAM NAIK : Sir, the impression that there has been no increase in the oil refinery capacity should be removed from the minds of the hon. Members.

As on 1st April, 1998, our refining capacity was 62.2 million tonnes per year. I must give the details. As on now, we have started three new refineries. One is at Panipat under the IOC; the second is at Numaligarh, Assam; and the third is a private sector refinery at Jamnagar, Gujarat. So, these three refineries have started functioning in the last one year because of which, the capacity has been added by 36 million tonnes per year further. We have also added the capacity of the existing refineries which includes a major joint venture refinery at Mangalore which is of 6 million tonnes. But the total additional capacity that has been generated is to the tune of 13 million tonnes.

It means that as on 1st April, 1998 the capacity was 62 million tonnes and as on now, it is 112 million tonnes which means increase of 50 million tonnes during the last one year. If you have any particular problem about the obstacles which a particular State Government is putting—because you have said it in a round about way—and if you have any specific problem, well, you can give the details to me and I will ensure that no obstacles are put either by State Government or even by any other one.

SHRI MANI SHANKAR AIYAR : Sir, I seek your protection. Please look at my question when the record comes. Please see the answer and check for yourself whether the hon. Minister has even attempted to answer the question which I have raised.

[Translation]

SHRI KIRIT SOMAIYA : Hon. Mr. Speaker, Sir, the import of crude oil was Rs. 27 thousand crore in 1998-99 and it doubled to Rs. 54 thousand crore in 1999-2000. I would like to know the reason for this increase? Besides, how much internal production of the government have increased in the last two years?

SHRI RAM NAIK : It is true that the consumption has approximately doubled i.e. it has become Rs. 54 thousand crore from Rs. 27 crore. The main reason for it is that the prices in the international market started rising from February 1999 and they increased by 119 per cent by September 1999 i.e. became Rs. 7000 crore from Rs. 3410 crore. Hence these prices doubled. It is the prime reason of this increase in import price. I would also like to tell for the sake of information that the crude oil consumption in the country too has increased. For example in 1991, our total consumption was 55 million metric tonnes which has soared up to 90 million metric tonnes at present. As far as the question of spending more money on import as compared to previous year is concerned, the main reason for it is the increase in price.

SHRI SURESH RAMRAO JADHAV : Mr. Speaker, Sir, you should also give an opportunity to speak to the junior members also.

SHRI MADHAVRAO SCINDIA : Mr. Speaker, Sir, when the hon. Minister effected an hefty increase in the prices of diesel, the explanation given by him was that it was the outcome of the rise in international prices and hence we were forced to do so out of compulsion. If it is true then I would like to know from the hon. Minister that if the international prices started to rise from May then why was this month of 'international link' of price rise was not followed from May to September i.e. why were not the prices increased during this period? What are the reasons behind it. It was a plea to play the opportunism by Bhartiya Janta Party and if it is truly a norm linked to international prices in the international market, then I would like the hon. Minister to commit on the floor of the House that the government will reduce the prices of diesel and petroleum products whenever there is a fall in their prices in the international market.

SHRI RAM NAIK : Mr. Speaker, Sir, I have no problem to make this commitment in the House but I would also like to tell that from 1997 to 1999, till the month of October when we increased the prices, the prices were changed 9 times in the international market. Out of nine times, six times they were reduced and three times increased. But if the price reduction takes place, I do not know whether you believe in God or not but I would surely pray to God for reducing the prices and if it happens so, we will surely reduce the prices for the benefit of the farmers and the common people.

SHRI MADHAVRAO SCINDIA : Will you reduce the prices in that proportion? Is it your commitment.

SHRI RAM NAIK : Yes, we will reduce the prices in that proportion only. Your first question was very basic. I do not know whether you were present in the House when I replied it. All of you are aware that between April and September, the country faced a very big war in Kargil. To stabilise the prices during the wartime in the prime need of the country. Earlier, when the wars against Pakistan took place, prices rose everytime. Only the Kargil war was an exception to this for we took several measures to check the price rise. Hence the prices were not revised at that time in view of the Kargil war.

SHRI MADHAVRAO SCINDIA : What happened in August-September?

Did the Kargil issue continue?

SHRI SURESH RAMRAO JADHAV : Mr. Speaker, Sir, the prices of diesel and petrol are increasing day by day but we do not get diesel and petrol in pure form. Heavy adulteration in diesel and petrol is a common thing. You go to any petrol pump of any State of India, you will get adulterated diesel and petrol. Whether or not you are going to put a check on this practise? What steps are to be taken by the government to ensure the distribution of better and unadulterated petrol and diesel in future?

[English]

MR. SPEAKER : Mr. Minister, this is a very good supplementary.

[Translation]

SHRI RAM NAIK : The supplementary asked earlier were also good. This is also a good supplementary.

MR. SPEAKER : It is a good one.

SHRI RAM NAIK : The hon. Members has raised a very good question. I had said that now while the Kargil war has come to an end, we will start a new battle against the adulteration which we have started. During the first phase of this war from 29 November to 3rd December, we have lifted samples from the seven thousand petrol pumps and diesel carrier tankers and have tested these samples. Licences of some of the petrol pumps have also been suspended.

SHRI SURESH RAMRAO JADHAV : What is the extent of your action?

SHRI RAM NAIK : That is what I am telling. In order to accelerate this process I have called a meeting of the Ministers and Secretaries of Civil supply of all the states because the essential Commodities Act which deals with the issue of adulteration falls under the purview of the state governments. I have convened the meeting in order to seek cooperation of the state governments. I will pursue this matter further. I would only request the House that once guilty are nabbed, no one from you should come to me for their rescue... (Interruptions)

*(English)***Number of Lions in Gir National Park**

*205. DR. (SHRIMATI) C. SUGUNA KUMARI :

DR. S. VENUGOPAL :

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) whether the number of lions in the Gir National Park has gone down in the last three years;

(b) if so, the details thereof indicating the number of lions who died on account of electrocution and poisoning during this period;

(c) the reasons therefor; and

(d) the measures proposed to be taken by the Government to increase the lion population?

THE MINISTER OF ENVIRONMENT AND FORESTS (SHRI T. R. BAALU) : (a) to (d) A statement is laid on the Table of the House.

Statement

(a) Lions census in Gujarat is conducted every 5 years. Last census for Gir lions was conducted in the year 1995, when the number of lions was 304. Next census is due in 2000. General indications are that there has been no decline in Lion population during the last 3 years.

(b) and (c) Two cases of electrocution and one case of poisoning of lion have been reported in the last three years. The details are given in the Annexure. These deaths usually are casued by the local people who retaliate against the loss of life and injury caused by Lions to the livestock and human beings.

(d) Steps taken by the Government to increase lion population :

1. **Habitat improvement** : Steps have been taken to improve the bioproductivity potential of the area by implementing soil and moisture conservation works, improvement of grass reserves, eradication of unwanted growth etc.
2. Check posts have been established at sensitive points all along the periphery to prevent illegal activities.
3. Field staff has been provided with arms and ammunitions and vehicles for partolling.
4. Wireless stations have been set up for better communication and response.
5. Ecodevelopment works have been taken up in the revenue villages, forest settlement villages and maldhari nesses for improving the village economy in order to reduce biotic pressure on the protected area.

6. Nature education and awareness camps are held to create awareness among the masses.

7. Cattle immunisation camps are organised to prevent disease transfer to wild herbivores.

8. Fire lines are prepared to minimise damage to the habitat by fire.

9. Habitat of lion meta populations around Gir is also being improved as a result of which population of lion has increased from 284 in 1990 to 304 in 1995.

Annexure

| Year | Electrocution | Poisoning |
|-----------------------------------|---------------|-----------|
| 1997-98 | 0 | 0 |
| 1998-99 | 0 | 0 |
| 1999-2000 (till December 1999) | 2 | 1 |

DR. (SHRIMATI) C. SUGUNA KUMARI : I would like to know the steps proposed to decrease human movement, which forces the lions to move to the periphery of the forest, in the Gir forest area to protect lions from villagers who, in order to protect their cattle, kill the lions by poisoning the water taps.

SHRI T. R. BAALU : Sir, steps have been taken to improve the bioproductivity potential of the area by implementing soil and moisture conservation works. At the same time, check posts have been established at sensitive points to avoid human movement. Field staff have been provided with arms and ammunition and vehicles for patrolling in the area so as to ensure that human beings do not cross in the vicinity of the lion. Wireless stations have been set up for better communication and response; and nature education and awareness camps have already been held to create awareness among the masses to keep away from the lions.

DR. (SHRIMATI) C. SUGUNA KUMARI : What action has been taken against the forest guards for neglecting lions in the park?

SHRI T. R. BALLU : Due action has been taken. We are instructing the Rangers and the Forest Officers to give proper protection to the lions.

SHRI P. S. GADHAVI : Mr. Speaker, Sir, from 1990 to 1995, with all steps taken by the Ministry or the Government, the increase in the number of lions, is only 16. I would like to know from the hon. Minister whether the steps taken by the Government are sufficient or adequate to increase the population of lions? Taking steps to protect them is very important from the national point of view since it will promote tourism. The Gir Forest requires to be Protected and hence, more steps require to be taken. May I know whether the Government feels

that the steps taken are adequate or are they going to take more steps to increase the population of lions?

SHRI T. R. BAALLU : The population of lions from 1974 to 1995, has actually increased from 180 to 304. Comparing the area available and its carrying capacity, the population of lions has increased tremendously. At the same time, Gir Forest is the only forest in the whole of Asia where lions are protected. I would also say that the extent of areas as it is available for 304 lions is not sufficient for habitation.

Amenities along National Highways

*206. **SHRI RAMSHETH THAKUR :** Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the Government has formulated any scheme to construct hotels, petrol pumps, vehicles service centres, hospitals and also to provide telephone facility on the proposed National Highways;

(b) if so, the details thereof, National Highway-wise;

(c) the details of the places selected for providing

the said facilities on the proposed National Highway between Mumbai and Pune; and

(d) the time by which such facilities are likely to be provided?

THE MINISTER OF SURFACE TRANSPORT (SHRI RAJNATH SINGH) : (a) to (d) A statement is laid on the Table of the House.

Statement

(a) Yes Sir, a Scheme for providing basic wayside amenities consisting of parking areas for cars and buses, drinking water, toilets, snack bar/restaurant, rest rooms, first aid facilities and kiosks including telephone booths has been launched by this Ministry both through Government Sector as well as Private Sector financing. Some of these complexes have facility of petrol pumps also.

(b) Details are annexed.

(c) and (d) No wayside amenities have been planned by this Ministry in the existing National Highway between Mumbai and Pune.

Annexure

List of Passenger Oriented Wayside Amenities (National Highway wise)

(A) Financed by Government

| Sl. No. | National Highway No. | State | Location | Present Status |
|---------|----------------------|------------------|-------------------------------|--|
| 1 | 2 | 3 | 4 | 5 |
| 1 | 3 | Madhya Pradesh | Khalghat on NH-3 | Development of site completed. Building work yet to be taken up. |
| 2 | 4 | Andhra Pradesh | Palamner on NH-4 | LA completed. Estimate for building sanctioned. |
| 3 | 5 | Orissa | Rameshwar on NH-5 | Complex is operational. |
| 4 | 7 | Tamil Nadu | Sattur on NH-7 | Complex is operational. |
| 5 | 8 | Gujarat | Vapi on NH-8 | Development of Land completed. Building work yet to be taken up. |
| 6 | 8 | Maharashtra | Manor on NH-8 | Work is nearing completion. |
| 7 | 8 | Rajasthan | Gomti ka chowraha on NH-8 | LA in progress. Development work yet to be sanctioned. |
| 8 | 17 | Goa | Nagao on NH-17 | LA completed. Development work yet to be sanctioned. |
| 9 | 21 | Himachal Pradesh | Nauni on NH-21 | Development of land completed. Building work yet to be taken up. |
| 10 | 37 | Assam | Jakhal-Bandal NH.-37, Km. 338 | Development of land partially completed. Building work yet to be taken up. |

LA : Land Acquisition

(B) Financed Through Private Sector

| Sl. No. | National Highway No. | State | Location | Present Status |
|---------|----------------------|------------------|--|--|
| 1 | 1 | Punjab | Km. 217/195 on NH-1 | Facility is in operation. |
| 2 | 1 A | Jammu & Kashmir | NH-1A at Km, 246/247 | Facility is in operation. |
| 3 | 2 | Bihar | NH-2 at Km. 385 in Barhi-Asansol Section | Facility is in operation. |
| 4 | 2 | Uttar Pradesh | Km. 242 of Kanpur-Varanasi Section of NH-2 | Facility is in operation. |
| 5 | 4 | Karnataka | Km. 490/475-490/625 on NH-4 | In Progress. |
| 6 | 6 | Madhya Pradesh | Km. 325 on Drug Rajnand Goan Section of NH-6 | Facility is in operation. |
| 7 | 6 | West Bengal | Km. 111 on Calcutta-Kharagpur Section of NH-6 | In Progress. |
| 8 | 8 | Haryana | At Dharuhera on Km. 75.6 on NH.8 | Facility is in operation. |
| 9 | 8 | Maharashtra | Km. 495/85 on NH-8 | In Progress. |
| 10 | 8 | Rajasthan | Km. 294 of NH-8 (Jaipur-Ajmer Section) | Facility is in operation. |
| 11 | 8 | Rajasthan | Km. 368-369 on NH-8 | Facility is in operation. |
| 12 | 9 | Andhra Pradesh | Km. 82, Hyderabad-Vijaywada Section of NH-9 | Facility is in operation. |
| 13 | 15 | Punjab | Km. 398-399 on NH-15 | In advanced stage of progress. |
| 14 | 15 | Rajasthan | Between Km. 15/400-15/610 of NH-15 | Facility is in operation. |
| 15 | 17 | Maharashtra | Nh-17, Km. 457 Panvel-Panjim Section | Facility is in operation. |
| 16 | 21 | Himachal Pradesh | Km. 158.83 on NH-21 | Work is in advanced stage of Progress. |
| 17 | 24 | Uttar Pradesh | Km. 192/600 on NH-24 between Rampur & Bareilly | Facility is in operation. |
| 18 | 24 | Uttar Pradesh | Km 284 on Bareilly-Sitapur section of NH 24 | Facility is in operation. |
| 19 | 31 | Assam | Km. 962-963 on NH-31 | Facility is in operation. |
| 20 | 31 | West Bengal | Km. 805-806 on NH-31 Vill Tufanganj. | Facility is in operation. |
| 21 | 34 | West Bengal | Km. 103 on NH-34 | In progress. |
| 22 | 46 | Tamil Nadu | Km. 46 on NH-7 (Bangalore-Krishnagiri Section) | In Progress. |
| 23 | 47 | Kerala | Km. 471.1-471.3 on NH-47 | Facility is in operation. |

[Translation]

SHRI RAMSHETH THAKUR : In part 'a' and 'b' of my question, the hon. Minister has replied that the amenities of hotels, petrol pumps, vehicle service centres, hospitals and telephone facilities are made available at the national highways and he has also given some details of it. But the work on the Mumbai-Pune National Highway is under progress at a fast pace. It is expected to be completed by the year 2000. But the hon. Minister has stated that no such facility is being planned for this highway I would like to know the reasons therefore?

SHRI RAJNATH SINGH : The hon. Minister has wished to know as to what steps are being taken by; my Ministry to make side amenities available on Mumbai-Pune National highway. I would like to apprise the hon. Member that Mumbai-Pune project is not a central government project but is a state government project. Still I had sought some information from the state government to apprise the hon. Member. According to the available information the State Government of Maharashtra have made a plan to provide side amenities like hotels, motels, petrol pumps and servicing centres etc. on this highway. It has also made a commitment to provide these facilities/amenities within a year.

SHRI RAMSHETH THAKUR : A megacity is being developed there and the farmers are fiercely opposed to the idea of giving their land for this project. However, when a megacity develops there, whether the farmers will be given any priority to own the telephone booths and stalls of the industries, petrol pumps, vehicle service centres which are being planned to be developed by the state government as side amenities/facilities for the highway. Whether you would give some guidelines to the state government in this regard.

12.00 hrs.

SHRI RAJNATH SINGH : Sir, the National Democratic Alliance government is extremely sensitive to the interests of the farmers. They are of the view that the interests of the farmers should not be harmed in anyway. If the land is acquired then necessary action will only be taken after consulting the State government so that the interest of the farmers may not get harmed in anyway.

[English]

SHRI RAJESH PILOT : Giving priority to the land owners is already there in the scheme. When the scheme was started, it was stated that the land owners will be given priority. The Government may follow that rule and give priority to the land owners.

[Translation]

SHRI RAJNATH SINGH : It is the subject of the State Government. The work of acquiring lands is looked after by the State Government.

[English]

SHRI RAJESH PILOT : This scheme was started by the Central Government. In the Scheme itself, it was mentioned that the priority will be given to the land owners. If the Government follow that rule, the farmers will automatically get the priority.

[Translation]

SHRI RAMDAS ATHAWALE : I would like to ask the hon. Minister as to what happened to the State Government's scheme of constructing a national highway involving an estimated cost of Rs. 5 crore?

[English]

MR. SPEAKER : The time is over. The Minister can send a reply to the hon. Member.

12.02 Hrs.

SHORT NOTICE QUESTION

[English]

Exclusion of Indian Companies from World Bank Highways Projects

1. SHRI RAM MOHAN GADDE : Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether attention of the Government has been drawn to the newsitem captioned "Indian Companies may be excluded from World Bank highways project" appearing in the Hindustan Times, December 4, 1999;

(b) if so, the fact of the matter reported therein;

(c) whether the size of the package and the minimum turnover of the companies mentioned in the tender document is far larger than that of the most contracts awarded in the past;

(d) if so, the reasons therefor;

(e) whether the kind of value and type of experience mentioned in the tender would virtually keep all the Indian companies out of the reckonong for the bid;

(f) if so, whether the criteria adopted by the World Bank would only favour the foreign companies; and

(g) if so, its impact on Indian companies and steps taken or proposed to be taken by Union Government to save the Indian companies against this move of the World Bank?

THE MINISTER OF SURFACE TRANSPORT (SHRI RAJNATH SINGH) : (a) to (g) A statement is laid on the Table of the Lok Sabha.

Statement

(a) Yes, Sir.

(b) The fact of the matter reported therein is that Indian companies may be excluded from World Bank funded third National Highways Projects because of higher size of contract packages, higher minimum annual turnover and experience requirements reflected in the notice for pre-qualification of contractors.

(c) In the earlier loan granted by the World Bank (WB) and Asian Development Bank (ADB), a total of 33 packages have been awarded of which one project is of 126 kms and eight packages are in the range of 40-75 kms. Rest are smaller than 40 kms.

Under the proposed WB project, seven contract packages are envisaged. Of these, three packages are in the range of 40-45 kms. and another three packages in the range of 60-77 kms. One package is of 140 kms. which could be split if adequate prospective bidders do not pre-qualify. Other conditions like annual turn over, financial requirement, quantities to be executed are in accordance with Standard pre-qualification documents approved by the Government of India and the WB. As such, the proposed packages are not considered far larger.

(d) Does not arise.

(e) No, Sir.

(f) Does not arise.

(g) There is no significant impact on Indian Companies.

SHRI RAM MOHAN GADDE : Sir, this is the most unfortunate thing that we are degrading ourselves and under-estimating our Indian Companies. It should not have been done. This is a clear signal to bar the entries on promotion of Indian Companies wishing to have a tie-up with foreign companies. Even for small countries like Bangladesh, such conditions are not imposed. Why are they imposing conditions in case of India?

I would also like to know whether other conditions like, the annual turn over, financial requirements, quantity to be executed, have been imposed so far; if so, please give details and if not, how do the Indian companies pre-qualify for such conditions?

Thirdly, at least now ... (Interruptions)

MR. SPEAKER : You can ask only one supplementary and not two or three.

SHRI RAM MOHAN GADDE : Will you persuade the World Bank authorities to modify the clause so as to make the Indian companies qualify it.

[Translation]

SHRI RAJNATH SINGH : Mr. Speaker, Sir, it is true that pre qualification criteria fixed by the World Bank is quite stringent. Our government wants relaxation in it. Therefore, talks are going on with World Bank in this regard. Recently a letter was written to World Bank by the National Highway Authority wherein it has been stated that the criteria fixed by the Bank is quite stringent hence it should be relaxed. We shall pursue the matter further with the World Bank. Earlier a task force was constituted by the union government which has also suggested there should be relaxation in conditions fixed by the World Bank and some relaxation was given in it. We are trying our best to seek relaxation in these conditions.

[English]

SHRI RAM MOHAN GADDE : When can we expect the results?

[Translation]

SHRI RAJNATH SINGH : Sir, it is difficult to say about the time limit in this matter but we will try our best to reach a decision at the earliest.

WRITTEN ANSWERS TO QUESTIONS**[English]****Law and Order situation in Bordering States**

*201. SHRI S.D.N.R. WADIYAR :

SHRI AJAY SINGH CHAUTALA :

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the law and order situation in some bordering States particularly in Jammu and Kashmir is deteriorating; and

(b) if so, the steps taken/proposed to be taken to extend the necessary assistance to such States in order to improve the prevailing situation?

THE MINISTER OF HOME AFFAIRS (SHRI L. K. ADVANI) : (a) The law and order situation in the country is under control, though there are concerns about Pak sponsored terrorism in Jammu and Kashmir and inter-linked and externally supported subversive activities of militant groups.

(b) With a view to tackling the problem and improving the situation particularly in Jammu and Kashmir. Government have taken a number of steps. These include inter-alia strengthening border management, gearing up of intelligence machinery and sharing of intelligence among concerned agencies greater functional integration through an institutional framework of Operation Groups and Coordination Groups at all levels deployment of units of Central Para-military Forces

and Army modernisation/upgradation of State Police Forces reimbursement of security related expenditure to the State Governments, raising of India Reserve Battalions, sanction of Special Central Assistance, declaration of the more seriously affected areas as 'disturbed areas', and notification of certain insurgent/militant groups as 'unlawful associations.'

Funds for Plantation Programme

*207. SHRI A. VENKATESH NAIK : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) the quantum of funds allocated by the Government for the plantation programme during each of the last three years, State-wise;

(b) whether all the States have spent these funds;

(c) if so, whether the Government have received any complaints of irregularities in spending these funds;

(d) if so, the details thereof; and

(e) the action being taken by the Government in this regard?

THE MINISTER OF ENVIRONMENT AND FORESTS (SHRI T. R. BAALU) : (a) and (b) Funds allocated to State Governments for plantations under the centrally sponsored schemes of the Ministry of Environment and Forests, viz (i) Integrated Afforestation and Eco-Development Projects Scheme (IAEPS), (ii) Area Oriented Fuelwood and Fodder Projects Scheme (AOFFPS), (iii) Conservation and Development of Non-Timber Forest Produce (including medicinal plants) Scheme (NTFP), (iv) Association of Scheduled Tribes and Rural Poor in the Regeneration of Degraded Forests on Usufruct Sharing Basis (ASTRP), (v) Conservation and Management of Mangroves and Coral Reefs, and, (vi) Biosphere Reserve Programme, during 1996-99, and utilisation thereof, are given in enclosed statement.

(c) No complaint of irregularities in spending of these funds by the State Governments during the above period has been received.

(d) and (e) Does not arise.

Statement

Central Assistance (CA) provided to States, and its utilisation, under Plantation Schemes of the Ministry of Environment and Forests from 1996-97 to 1998-99

(Rs. in lakhs)

| State | 1996-97 | | 1997-98 | | 1998-99 | |
|-------------------|-------------|--------------|-------------|--------------|-------------|--------------|
| | CA provided | CA utilised* | CA provided | CA utilised* | CA provided | CA utilised* |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| Andhra Pradesh | 403.25 | 458.84 | 217.86 | 150.09 | 300.71 | 276.64 |
| Arunachal Pradesh | 112.39 | 124.76 | 74.86 | 27.08 | 19.94 | 51.28 |
| Assam | 170.56 | 176.43 | 166.54 | 73.00 | 150.95 | 173.13 |
| Bihar | 133.79 | 109.27 | 202.35 | 41.10 | 97.24 | 201.37 |
| Goa | 18.06 | 19.06 | 20.18 | 17.66 | 20.47 | 22.02 |
| Gujarat | 241.67 | 265.12 | 248.32 | 212.13 | 242.80 | 314.66 |
| Haryana | 445.08 | 429.88 | 299.44 | 334.96 | 409.18 | 422.22 |
| Himachal Pradesh | 313.50 | 356.84 | 187.71 | 85.39 | 114.48 | 170.96 |
| Jammu and Kashmir | 536.75 | 586.04 | 393.48 | 276.41 | 494.20 | 416.43 |
| Karnataka | 502.28 | 527.24 | 416.81 | 163.20 | 188.46 | 384.11 |
| Kerala | 169.03 | 169.85 | 238.45 | 115.16 | 312.31 | 348.67 |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Madhya Pradesh | 820.11 | 744.76 | 679.13 | 480.04 | 831.08 | 740.18 |
| Maharashtra | 150.61 | 147.86 | 225.38 | 59.68 | 165.85 | 82.20 |
| Manipur | 479.68 | 470.96 | 218.48 | 192.76 | 469.07 | 467.86 |
| Meghalaya | 160.66 | 201.98 | 82.59 | 0.00 | 113.56 | 160.27 |
| Mizoram | 299.81 | 299.21 | 262.72 | 234.91 | 243.46 | 273.28 |
| Nagaland | 20.00 | 25.00 | 1.22 | 0.00 | 15.23 | 0.00 |
| Orissa | 223.20 | 288.58 | 192.13 | 115.86 | 354.69 | 224.71 |
| Punjab | 227.50 | 332.98 | 268.61 | 212.75 | 62.81 | 34.47 |
| Rajasthan | 568.41 | 703.60 | 643.36 | 418.82 | 663.05 | 729.25 |
| Sikkim | 366.65 | 346.98 | 194.04 | 124.53 | 343.08 | 380.77 |
| Tamil Nadu | 156.15 | 197.12 | 163.77 | 130.90 | 153.26 | 121.44 |
| Tripura | 93.54 | 96.75 | 166.51 | 113.46 | 106.46 | 104.04 |
| Uttar Pradesh | 1421.13 | 1523.73 | 566.96 | 407.76 | 595.62 | 565.29 |
| West Bengal | 344.73 | 337.17 | 243.96 | 211.92 | 402.79 | 412.77 |
| Total | 8378.54 | 8940.01 | 6374.86 | 4199.57 | 6870.75 | 7078.02 |

Note : * CA utilised includes unspent balance of previous year(s).

Deployment of BSF on Indo-Pak Border

*208. SHRI K. KARUNAKARAN : Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether there is any proposal to withdraw B.S.F. from the Indo-Pak Border;

(b) if so, the reasons therefor; and

(c) the number of B.S.F. Jawans deployed on the said Border?

THE MINISTER OF HOME AFFAIRS (SHRI L. K. ADVANI) : (a) No Sir.

(b) Does not arise.

(c) Giving details of deployment on the border would not be in the public interest.

Revenue Loss

*209. SHRI VILAS MUTTEMWAR : Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Department of Telecommunications (DOT) will face a massive revenue loss in the current financial year;

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

(c) whether an internal study has revealed that the revenue loss would have a negative impact on the resources of the DOT; and

(d) if so, the steps taken/proposed to be taken by the Government to reduce the revenue loss?

THE MINISTER OF COMMUNICATIONS (SHRI RAM VILAS PASWAN) : (a) to (d) In March, 1999, Telecom Regulatory Authority of India issued orders to rebalance the tariff structure by increasing local call charges and telephone rental and reducing long distance rates. Considering that in India telephone density as compared to other countries is low (2.4 per 100) and a majority of subscribers have limited paying capacity, the Government decided not to increase local call charges and telephone rental as this would be against the public interest. Therefore, while retaining the benefit of reduction in long distance rates, subscribers in rural areas and low calling subscribers in urban areas (upto 200 calls per month) have been exempted from increase in local call charges and rental.

Due to these reasons, it is estimated that the drop in revenue would be around Rs. 2000 crores during the current financial year. Though this may reduce the internal resources

of the Department, the Government has decided as far as possible to increase market borrowings to make up for this deficit so that plan targets and financial provision in the Budget are not adversely affected.

[Translation]

Electricity Regulatory Commission

*210. SHRIMATI JAYASHREE BANERJEE : Will the Minister of POWER be pleased to state:

(a) whether the Central Electricity Regulatory Commission has been set up;

(b) if so, the details thereof;

(c) whether Electricity Regulatory Commissions have also been set up by all the State Governments; and

(d) if so, the details thereof alongwith areas of their operation?

THE MINISTER OF POWER (SHRI P. R. KUMARA-MANGALAM) : (a) and (b) Yes, Sir. The Central Electricity Regulatory Commission (CERC) has been constituted under the provisions of the Electricity Regulatory Commissions Act, 1998. The CERC consists of Chairman and four Members including Chairman, Central Electricity Authority, who is an ex-officio Member of the Commission. The main functions of CERC are to regulate the tariff of generating companies owned or controlled by the Central Government; to regulate inter-state transmission including tariff of the transmission entities; to regulate inter-state bulk sale of power; to aid and advise the Central Government in formulation of tariff policy, etc.

(c) and (d) States of Orissa, Haryana, Andhra Pradesh, Uttar Pradesh, Karnataka, Arunachal Pradesh, Madhya Pradesh, Delhi, West Bengal, Tamil Nadu, Gujarat, Maharashtra and Punjab have constituted/notified the constitution of the SERC. Section 17(1) of the Electricity Regulatory Commissions Act, 1998 enables the State Government to set up State Electricity Regulatory Commission (SERC), if it deems fit. The main functions of the SERC, to start with, would be to determine the tariff for electricity, wholesale, bulk, grid or retail; to determine the tariff payable for use by the transmission facilities; to regulate power purchase and procurement process of the transmission utilities and distribution utilities and to promote competition, efficiency and economy in the activities of the electricity industry. Subsequently as and when the State Government so desires, other regulatory functions could also be assigned to SERCs.

[English]

Unauthorised Gas Cylinders

*211. CH. TEJVEER SINGH :

SHRI RAM MOHAN GADDE :

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

(a) whether a large number of unauthorised gas cylinders are in circulation in the country;

(b) if so, the number of unauthorised gas cylinders detected in various bottling plants during 1997, 1998 and 1999 as on date; and

(c) the steps taken by the Government to check their circulation?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI RAM NAIK) : (a) and (b) The number of unauthorised gas cylinders detected during the last three years are as under:

| Year | No. of Cylinders |
|-------------------------|------------------|
| 1997 | 13335 |
| 1998 | 10945 |
| 1999 (upto November) | 8887 |

(c) Cylinders received at LPG bottling plants are checked thoroughly while unloading for their genuinness. Inspections of distributors' godowns are done to check the cylinders. Recoveries are made from the concerned Transporter/Distributors at penal rate for unauthorised/spurious cylinders. All concerned persons are given training for identifying unauthorised cylinders periodically.

Deployment of Additional Security Forces in Tripura

*212. SHRI SUNIL KHAN :

SHRI T. GOVINDAN :

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Union Government have shifted the security forces especially the para-military from Tripura ignoring State Government's request not to do so;

(b) if so, the factual position in this regard;

(c) whether a request has been received for enhancing the deployment of central forces in the State in order to tackle the insurgency and effectively man the international border;

(d) if so, the details thereof; and

(e) the time by which it is likely to be done?

THE MINISTER OF HOME AFFAIRS (SHRI L. K. ADVANI) : (a) and (b) The security forces including the Central Para Military forces had to be relocated in the context of

Kargil Operations. However, the Central Para Military Forces that were withdrawn have been reverted to the State and the levels of deployment in Tripura have been restored.

(c) to (e) The requirements of additional Central Para Military Forces in Tripura have been discussed with the State Government authorities and two additional battalions of CPMF's are being provided for specific operational purposes.

Shift System for Disposal of Cases

*213. SHRI SURESH RAMRAO JADHAV : Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether the Government propose to introduce a shift system in the courts for the speedy disposal of pending cases;

(b) if so, whether lawyers' organisations have been consulted in this regard for seeking their cooperation in the matter; and

(c) if so, response of such these organisations thereto?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI RAM JETHMALANI) : (a) Yes, this proposal is receiving consideration alongwith many others to reduce delays in the legal system.

(b) and (c) No final shape has yet been given to it. Some lawyers have themselves made this recommendation. Nothing will be finalised without consultation with all concerned.

Shelving of Power Projects by NTPC

*214. SHRI CHANDRA BHUSHAN SINGH : Will the Minister of Power be pleased to state:

(a) whether the National Thermal Power Corporation has shelved its proposal to set up gas based power projects in the country;

(b) if so, the reasons therefor; and

(c) the total amount spent by the National Thermal Power Corporation on the aforesaid projects so far, projects-wise?

THE MINISTER OF POWER (SHRI P. R. KUMARAMANGALAM) : (a) and (b) National Thermal Power Corporation proposes expansion of combined cycle gas based power projects at Anta (Rajasthan), Auraiya (Uttar Pradesh), Kawas and Jhanor Gandhar (Gujarat) by addition of 650 MW capacity (nominal) each under State-II with naphtha firing till gas/Liquified Natural Gas becomes available. The Central Electricity Authority (CEA) has accorded techno-economic clearance to these expansion projects. The NTPC has not shelved the projects.

(c) The total amount spent so far by NTPC project-wise is as given below :

| Project | Amount spent upto 30.11.99 (Rs. in crore) |
|-------------------------|---|
| Anta State-II | 10.60 |
| Auraiya Stage-II | 1.62 |
| Kawas Stage-II | 3.83 |
| Jhanor Gandhar Stage-II | 0.59 |
| Total | 16.64 |

Sale of Power Stations of NTPC to Private Investors

*215. SHRI NARESH PUGLIA :

PROF. UMMAREDDY VENKATESWARLU :

Will the Minister of POWER be pleased to state:

(a) whether the Government propose to sell certain well run power stations of National Thermal Power Corporation and also some of transmission lines to the private investors;

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

(c) whether any attempt has been made to offer them to the State Governments where such plants are located;

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

(e) the funds proposed to be generated by this proposition; and

(f) the manner in which these funds are likely to be utilised?

THE MINISTER OF POWER (SHRI P. R. KUMARAMANGALAM) : (a) to (f) There is no proposal, at present, to sell any of the power stations of National Thermal Power Corporation (NTPC). However, in order to enable the Government to implement an accelerated power development programme, the Government is considering various options for mobilizing resources to supplement the funds likely to be provided in the Plan.

M/s. ICICI has been appointed as a Consultant to analyse various options.

[Translation]

Meeting between BSF and Pakistani Rangers

*216. DR. BALIRAM : Will the Minister of HOME AFFAIRS be pleased to state:

(a) the number of meetings held between the BSF and Pakistani rangers during the last two years along with the names of the officers participants in these on behalf of the BSF; and

(b) the impact of such meetings in the over all situation on the border?

THE MINISTER OF HOME AFFAIRS (SHRI L. K. ADVANI) : (a) and (b) Bi-annual meetings between BSF and Pak Rangers are being held in pursuance of the decisions taken during the meeting between the Home Secretary of India and Interior Secretary of Pakistan held in May, 1988 and May, 1989 at New Delhi and Islamabad respectively. These meetings are held alternately at Jalandhar and Lahore attended by Inspectors General of BSF, Jammu, Punjab,

Rajasthan and Gujarat Frontiers and representatives of Survey of India and Narcotics Control Bureau and their Pakistani counterparts. Implementation of agreed measures of cooperation to combat trans-border crimes in addition to the work relating to maintenance of Boundary Pillars is reviewed. Names of the officers who participated in these meetings on behalf of BSF during the last two years are given in enclosed statement.

Although such meetings provide a forum to discuss issues relating to instances of unprovoked firing, illegal trans-border movement etc. and have made some impact on the situation on the border, still Pakistan has continued with its anti-India activities from across the border including pushing in of terrorists and smuggling in of arms and explosives.

Statement

| Sl. No. | Date and Place of Bi—Annual Meeting BSF | Name of BSF officers who attended the meeting |
|---------|---|---|
| 1 | 2 | 3 |
| 1. | 17 to 19 Mar. '98 at Jalandhar (India) | a) Shri Shantanu Kumar, IG, R&G, Ftr. b) Shri V. L. Bohra, IG, Jammu. c) Shri A. S. Aulakh, IG, Punjab. d) Shri U. C. Chhabra, IG, HQ e) Shri V. N. Rai, IG, HQ f) Shri John Stanley, DIG, HQ g) Shri A. K. Sethi, Senior Staff Officer, HQ h) Shri S. K. Dutta, Staff Officer, Punjab i) Shri D. V. Sarswat, Staff Officer, R&G j) Shri J. K. Rawat, Staff Officer, HQ k) Shri A. C. Sharma, Staff Officer, HQ |
| 2. | 17 to 19 Nov.' 98 at Lohore (Pakistan) | a) Shri A. S. Aulakh, IG, Punjab b) Shri Bakhshish Singh, IG, R&G c) Shri U. C. Chhabra, IG, Jammu d) Shri V. N. Rai, IG, HQ e) Shri M. Ziaullah, Staff Officer, HQ f) Shri K. J. Keswani, Staff Officer, HQ |
| 3. | 5 to 7 Apr.' 99 at Jalandhar (India) | a) Shri A. S. Aulakh, IG, Punjab b) Shri Bakhshish Singh, IG, R&G c) Shri U. C. Chhabra, IG, Jammu |

| 1 | 2 | 3 |
|----|--|---|
| | | d) Shri V. N. Rai, IG, HQ |
| | | f) Shri P. C. Sabarwal, IG, HQ |
| | | g) Shri R. P. Singh, Staff Officer, Jammu |
| | | h) Shri S. K. Dutta, Staff Officer, Punjab |
| | | i) Shri V. Ponnuswamy, Staff Officer, R&G |
| | | j) Shri K. J. Keswani, Staff Officer, HQ |
| 4. | 18 to 21 Nov. '99 at Lahore (Pakistan) | a) Shri A. S. Aulakh, IG, Punjab |
| | | b) Shri Bakhshish Singh, IG, R&G |
| | | c) Shri U. C. Chhabra, IG, Jammu |
| | | d) Shri V. N. Rai, IG, HQ |
| | | e) Shri P. C. Sabarwal, IG, HQ |
| | | f) Brig. B. K. Khanna, Senior Staff Officer, HQ |
| | | g) Shri M. Ziaullah, Senior Staff Officer, HQ |
| | | h) Shri S. K. Dutta, Senior Staff Officer. |

[English]

Attacks on Christians

*217. SHRI AJOY CHAKRABORTY :

SHRI ADHIR CHOWDHARY :

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether there has been failure on the part of Government to provide adequate safety and security to the places of Christian worship in the capital;

(b) if so, whether a mob allegedly burnt Bibles and attacked a prayer meeting of Christians at Khyala village in West Delhi on November 13, 1999;

(c) if so, the number and names of persons arrested in this regard; and

(d) the steps taken by the Union Government to provide safety and security to Christian places of worship/prayer in the country in general and Delhi in particular?

THE MINISTER OF HOME AFFAIRS (SHRI L. K. ADVANI) : (a) to (c) No, Sir. However, there was an isolated incident in which the local police registered the case on the same day, and also arrested two accused persons, namely, Kuldeep Rai Kapila and Vinod Chhabra.

(d) 'Public Order' and 'Police' are State subjects

as per the Constitution of India. The registration, investigation and detection of crime as well as the prevention of crime are primarily the responsibility of the State Governments. Nonetheless, the Central Government have taken various steps to provide safety and security to minorities and their institutions which include constitution of a Special Force called Rapid Action Force for assisting State Governments in controlling communal situations; providing assistance to State Governments for improvement of their policing infrastructure; sharing of intelligence with them; and emphasising upon the State Governments the need of taking action against persons spreading ill-will, hatred and disharmony among members of different communities.

It is also the endeavour of the Government to deal with all acts of violence against the minority communities, whenever and in whatever form they occur, with firmness and to award exemplary punishment to the perpetrators.

PCO Pilferage

*218. SHRI RAMSAGAR RAWAT : Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the attention of the Government has been drawn to the news-item captioned "MTNL loses Rs. 2.55 crore in PCO Pilferage" appearing in Express Newsline, dated May 23, 1999;

(b) if so, the facts of the matter reported therein; and

(c) the reaction of the Government thereto?

THE MINISTER OF COMMUNICATIONS (SHRI RAM VILAS PASWAN) : (a) to (c) The news item published in Express Newslines dated May, 23, 1999 is based on audit report wherein it was mentioned that in respect of departmental PCOs in MTNL, total amount due as per meter reading was Rs. 4.89 crores and the actual amount collected was Rs. 2.34 crores resulting in short collection of Rs. 2.55 crores for the year 1996-97. Regarding the service tax a draft audit para was raised by the audit authorities regarding non recovery of service tax of Rs. 12.20 crores on the telephone services in August 1998. The matter was taken up with audit authorities wherein after taking clarification from DOT it was explained that for certain services the service tax is not required to be raised and the amount of service tax which was required to be billed as per the clarifications given by the administrative Ministry was Rs. 3.84 crores for the period from 1994 to 1998. Thus as on date the bills for recovery of service tax of Rs. 3.84 crores have already been issued by MTNL Mumbai Unit and as on date an amount of Rs. 2.71 crores stood recovered. Both the matters have been taken up by MTNL with the audit authorities and the various reasons for short collection of the revenue in CCB PCOs have been explained in detail alongwith the steps being taken by MTNL to reduce such losses. Regarding the trenching and digging work, a draft audit para has been received from Director (Audit) wherein it was pointed out by the audit that Rs. 88.9 lakh was spent by the field units of Area GM (West-I), Delhi and Area GM (West-II) Delhi of minor works of trenching and digging for tracing telephone cable faults during 1996 to 1998. It was further stated in the audit para that estimates were deliberately split up, work order and completion report did not contain details of quantum of the work done by the contractors, measurement books were not kept on record in most of the cases etc. It was mentioned in the DAP that due to non observance of the CODAL provisions, the entire expenditure of Rs. 88.90 lakh appears to be fictitious and questionable. The parwise reply to the draft audit para has already been submitted to the audit authorities in March, 1999 and no further communication in this regard has been received from audit. In the final CAG comments for its report on the accounts of MTNL for the year 1996 to 1999, this item does not find the place. The audit authorities have not asked for any further information in this regard and in the final CAG comments for the year 1998-99, this item does not find a place.

[Translation]

Supply of LPG Through Pipeline

*219. SHRI RAMSHAKAL : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government propose to supply LPG through pipelines in the country;

(b) if so, the cities in which the work is going on or to be executed in this regard;

(c) whether participation of the foreign companies has also been sought for the task; and

(d) if so, the details thereof?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI RAM NAIK) : (a) and (b) No, Sir. However, for supply of Liquefied Petroleum Gas (LPG) in bulk to the oil marketing companies, Gas Authority of India Ltd. (GAIL) is executing a project for transporting LPG through pipeline from Kandla in Gujarat to Loni in Uttar Pradesh. The main cities, covered under the project, are Jamnagar, Palanpur, Abu Raod, Ajmer, Jaipur, Delhi and Loni.

(c) and (d) There is no foreign equity participation as such in the project. However, some foreign vendors have been engaged by GAIL for carrying out specific work in the laying of LPG pipeline.

[English]

Disinvestment in NTPC

*220. SHRI INDRAJIT GUPTA :

SHRI RAJAJIAH MALYALA :

Will the Minister of POWER be pleased to state:

(a) whether the Government propose to initiate disinvestment in National Thermal Power Corporation; and

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

THE MINISTER OF POWER (SHRI P. R. KUMARAMANGALAM) : (a) and (b) There is no proposal, at present, to initiate disinvestment in National Thermal Power Corporation. However, in order to enable the Government to implement an accelerated power development programme, the Government is considering various options for mobilising resources to supplement the funds likely to be provided in the Plan.

M/s. ICICI has been appointed as a Consultant to analyse various options.

Losses to Transmission and Distribution System in Orissa

1917. SHRI TRILOCHAN KANUNGO : Will the Minister of POWER be pleased to state:

(a) the extent of losses and damage to the transmission and distribution system in Orissa due to recent cyclone;

(b) the cost to be incurred and the time frame envisaged to restore power supply in the State to the present consumers; and

(c) the steps being taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI JAYAWANTI MEHTA) : (a) to (c) The super cyclone which struck Orissa coast on 29th and 30th October, 1999 has caused severe damage to the transmission and distribution network in the coastal districts of Orissa. A large number of 220 KV/132 KV/33 KV transmission lines (about 21 nos.), sub-stations (4 nos.) and LT lines were damaged. Damage to LT distribution system of distribution companies has been extensive. There was a load crash of about 800 MW immediately after the cyclone.

Powergrid Corporation of India Limited (Powergrid) mobilised Emergency Restoration System (ERS) for quick restoration of affected transmission lines and also DG sets for providing emergency power to certain vital installations/essential services. Restoration of power supply to essential services was given top priority. Powergrid swung into action on 30th October, 1999 itself and rushed 4 sets of Emergency Restoration system. It deputed about 150 employees to supervise the entire operation. Powergrid completed the restoration of transmission lines entrusted by GRIDCO by 14th November, 1999. Control rooms were also set up at Bhubaneswar, Calcutta and New Delhi for monitoring restoration works.

The load crash which was 47% after the super cyclone has come down to 3-4% at present.

The Government of Orissa has informed that electricity supply in most of the towns/cities affected in cyclone have been restored and restoration work in some of the rural areas particularly in Paradip and Kendrapara is slow due to harvesting season.

[Translation]

Power Requirement during Ninth Five Year Plan

1918. SHRI SURESH CHANDEL : Will the Minister of POWER be pleased to state:

(a) the estimated power requirement in the country for the Ninth Five Year Plan;

(b) the target fixed for power generation during the Ninth Five Year Plan, State-wise; and

(c) the details of funds proposed to be provided to achieve the said targets?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI JAYAWANTI MEHTA) : (a) The estimated power requirement in the country by the end of Ninth Five Year Plan as per the 15th Electric Power Survey would be 95757 MW of peak demand and 569650 MU of energy.

(b) As per the Ninth Five Year Plan, the target for

capacity addition during the plan period was 40,245 MW. This includes 6000 MW of liquid fuel projects for which no statewide allocation was made. The statewide details of the remaining capacity is as under :-

| State | State sector/ Private sector projects | Central sector projects |
|---------------|--|----------------------------|
| Haryana | 232 | 400 |
| H. P. | 492.5 | 1500 |
| Punjab | 1020.0 | |
| U. P. | 157.5 | 2070 |
| Rajasthan | 505.0 | 1090 |
| J & K | 120.0 | 390 |
| Gujarat | 1868.7 | 650 |
| M. P. | 2003.0 | 1000 |
| Maharashtra | 5052.5 | |
| A. P. | 2396.3 | 1650 |
| Karnataka | 2298.0 | 440.0 |
| Kerala | 466.0 | 350.0 |
| Tamil Nadu | 1906.0 | 420.0 |
| Pondicherry | 22.5 | |
| Bihar | 667.0 | 710 |
| Orissa | 1155.0 | 500.0 |
| Sikkim | 19.0 | 60.0 |
| W. B. | 1697.5 | |
| Assam | 167.5 | 115.0 |
| Arun. Pradesh | 6.0 | 405.0 |
| Meghalaya | 18.0 | |
| Nagaland | 24.0 | 75.0 |
| Mizoram | 9.0 | |
| Tripura | 8.0 | 84.0 |
| A&N Islands | 25.2 | .. |

(c) The approved outlay for power sector for 9th Plan as per the 9th Plan document is Rs. 124526.41 crore comprising Rs. 53299.41 crore for Central Sector and Rs. 71227 crore in the State Sector.

[English]

Reservation of Seats in Parliament and State Assemblies

1919. SHRI A. C. JOS : Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether the Government have decided to extend reservation of seats in Parliament and State Assemblies for SC/ST by another 10 years beyond the year 2000; and

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

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI RAM JETHMALANI) : (a) Yes, Sir.

(b) The Constitution (Eighty-fourth Amendment) Bill, 1999 seeking to extend provisions relating to reservation of seats for SC/ST and nomination of members belonging to Anglo-Indian community in Parliament and State Assemblies by another 10 years beyond 25th January, 2000 has been passed by both Houses of Parliament in the last session. Under the provisions of Article 368(2) of the Constitution, the said Bill is in the process of being ratified by the majority of State Legislatures.

Waiting List for LPG Connections in Tamil Nadu

1920. DR. V. SAROJA : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the number of persons on the waiting for LPG connection in Tamil Nadu and particularly in Namakkal district;

(b) the time by which the wait listed persons are likely to get the LPG connections; and

(c) the number of LPG connections proposed to be released during the current financial year in Namakkal district and Tamil Nadu as a whole?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI E. PONNUSWAMY) : (a) The number of persons on the waiting list registered with LPG distributors of the PSU Oil Companies as on 1.10.1999 in the State of Tamil Nadu was 13.67 lakhs which includes 24761 in Namakkal District.

(b) and (c) Government have allocated 70 lakh new connections for the year 1999-2000 for release through PSU Oil Companies for the whole country. State-wise allocation of LPG connections is not made. The PSU Oil Companies releases LPG connections to the distributors on the basis of waiting list, slack available, viability of the distributor and the overall enrolment plan for the country.

More LPG connections are planned to be released in

near future and it is expected to clear the entire waiting list across the country by the year 2001-2002.

[Translation]

Bridge on National Highway-27

1921. SHRI RAMANAND SINGH : Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the date on which the foundation stone was laid for constructing a big bridge near Yamuna river on the National Highway No. 27 in Allahabad;

(b) the reasons for which the construction work of the said bridge has not started as yet;

(c) whether any steps have been taken by the private and public sectors in the direction of the construction of the bridge; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN) : (a) The foundation stone for the construction of a major bridge at Naini (Allahabad) on NH-27 was laid on 7.7.1990.

(b) The delay has been mainly caused due to change in design of the bridge from conventional cantilever type to a cable-stayed concrete bridge so as to bring this new technology to the country and provide an aesthetically pleasing structure at this important location.

(c) and (d) No, Sir. The work will be executed by the National Highway Authority of India as an externally aided project with loan assistance from the Japan Bank for international Cooperation.

[English]

Opening and Upgradation of Post Offices

1922. SHRI G. M. BANATWALLA :

SHRI MANSINH PATEL :

SHRI HARIBHAI CHAUDHARY :

Will the Minister of COMMUNICATIONS be pleased to state:

(a) the norms existing for opening of Post Offices and Branch Post Offices;

(b) the names of places in the Malappuram district of Kerala which fulfil the stipulated conditions for opening up of the Post Office and Branch Post Office but where these have not yet been opened as yet;

(c) the time by which the said Post Offices are likely to be opened;

(d) the names of places in the Malappuram district of Kerala where post offices and branch post offices are proposed to be opened during 1999-2000 and the next year;

(e) the number of post offices upgraded in Gujarat during last three years till date; and

(f) the number of post offices likely to be upgraded in the State during 1999-2000 and the next three years?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI TAPAN SIKDAR) : (a) The norms existing for opening of Post Offices and Branch Post Offices are given in enclosed statement.

(b) The following places fulfil stipulated conditions for opening up of Post Offices and Branch Post Offices :

- (i) Pothukallu
- (ii) Cheriparamba
- (iii) Nenmeni
- (iv) Vakkallur
- (v) Mankadavu
- (vi) Valamkulam

(c) No time frame could be fixed for opening of these Post Offices except for Valamkulam. Branch Post Office which will be opened at Valamkulam by 31.3.2000. The opening of post offices at rest of the places is subject to the availability of targets and resources.

(d) During 1999-2000, Valamkulam Branch Post Office will be opened in Malappuram district before 31.3.2000. For next year (2000-2001), the targets have not yet been fixed.

(e) The number of post offices upgraded in Gujarat during the last three years are as under :

| | | |
|-----------|---|-----------------|
| 1996-97 | — | 11 Post Offices |
| 1997-98 | — | 3 Post Offices |
| 1998-99 | — | 2 Post Offices |
| Till date | — | Nil |

(f) No post office is likely to be upgraded in the State during 1999-2000. However, a target of opening of 3 new Sub Post Offices and 30 new Branch Post Offices has been fixed for the year 1999-2000. No targets have been fixed for upgrading the post offices for the next three years.

Statement

Norms for Opening Post Offices

1. Norms for opening Extra Departmental Branch Post Offices :

1.1 Population :

(a) In Normal Areas :

3000 population in a group of villages (including the PPO Village)

(b) In Hilly, Tribal, Desert and Inaccessible Areas:

500 population in an individual village or 1000 population in a group of villages.

1.2 Distance :

(a) In Normal Areas :

The minimum distance from the nearest existing post office will be 3 Kms.

(b) In Hilly, Tribal, Desert and Inaccessible Areas:

The distance limit will be the same as above except that in Hilly Areas, the minimum distance limit can be relaxed by the Directorate in cases where such relaxation is warranted by special circumstances which should be clearly explained while submitting a proposal.

1.3 Anticipated Income :

(a) In Normal Areas :

The minimum anticipated revenue will be 33 1/3% of the cost.

(b) In Hilly, Tribal, Desert and Inaccessible Areas:

The minimum anticipated income will be 15% of the cost.

2. Criteria for Upgrading/Opening Departmental Sub Post Offices :

(a) In Rural Areas :

The minimum work load of the Extra Departmental Branch Post Office, proposed to be upgraded, should be five hours per day. The permissible limit of annual loss is Rs. 2400/- in Normal Rural Areas and Rs. 4800/- in Tribal and Hilly areas.

(b) In Urban Areas :

In Urban Areas, the post office should initially be self-supporting, and, at the time of the first annual review, it should show a 5% profit to be eligible for further retention.

The minimum distance between two post offices should be 1.5 Kms. in cities with a population of 20 lakhs and above, and 2 Kms. in

other Urban Areas. No two delivery offices, however, should be closer than 5 Kms. for each other.

Heads of Circles have powers to relax the distance condition in 10% of the cases.

A Delivery Post Office in Urban Area should have a minimum of 7 Postmen's beats.

Norms for Opening of Additional Head Post Offices

- (a) Each district should have a Head Post Office provided a minimum of 20 Sub Post Offices can be attached to it. In the case of backward areas or places where there will be a definite improvement in financing Sub Post Offices/Branch Post Offices, a lower standard may be adopted, subject as at present, to the approval of the Directorate.
- (b) An existing Head Post Office should be bifurcated if the number of sub offices attached to it exceeds 60. It should, however, be ensured that as a result of the change, neither the new nor the old Head Post Office has less than 20 Sub Offices attached to it.

[Translation]

Computerised Trunk Telephone Exchanges

1923. SHRI RAJO SINGH : Will the Minister of COMMUNICATIONS be pleased to state:

- (a) the number of Computerised Trunk Telephone Exchanges functioning in the country particularly in Bihar, State-wise;
- (b) the number of such exchanges proposed to be set up during 1999-2000 in the country, State-wise;
- (c) whether the Government propose to introduce Remote Line Exchanges in the country particularly in Bihar;
- (d) if so, the details thereof, location-wise; and
- (e) the details of telephone exchanges extended during 1998-99 and proposed to be extended during 1999-2000 in Bihar?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI TAPAN SIKDAR) : (a) State-wise information on the number of Computerised Trunk Telephone Exchanges in the country including Bihar is given in enclosed statement-I.

(b) State-wise information on the number of Computerised Trunk Telephone Exchanges proposed to be set up during 1999-2000 is given in enclosed statement-II.

(c) Yes, Sir.

(d) Details are given in enclosed statement-III.

(e) Details are given in enclosed statement-IV.

Statement-I

The number of Computerised Trunk Telephone Exchanges functioning in the country

| Sl. No. | Name of the State/UT | No. of Computerised Trunk Telephone Exchanges functioning |
|---------|----------------------|---|
| 1. | Andhra Pradesh | 5 |
| 2. | Assam | 1 |
| 3. | Bihar | 1 |
| 4. | Delhi | 1 |
| 5. | Haryana | 1 |
| 6. | Himachal Pradesh | 3 |
| 7. | Gujarat | 4 |
| 8. | Jammu & Kashmir | 1 |
| 9. | Karnataka | 6 |
| 10. | Kerala | 5 |
| 11. | Maharashtra | 4 |
| 12. | Madhya Pradesh | 1 |
| 13. | Meghalaya | 1 |
| 14. | Mizoram | 1 |
| 15. | Orissa | 1 |
| 16. | Punjab | 1 |
| 17. | Rajasthan | 2 |
| 18. | Tamil Nadu | 10 |
| 19. | Tripura | 1 |
| 20. | Uttar Pradesh | 7 |
| 21. | West Bengal | 2 |
| 22. | A & N Island (U.T.) | 1 |
| 23. | Chandigarh (U.T.) | 1 |

Statement-II

The number of Computerised Trunk Telephone EXchanges proposed to be set up during 1999-2000 in the country

| Sl. No. | Name of the State/U.T. | No. of CTMX proposed to | Since commissioned | Yet to be commissioned |
|---------|------------------------|-------------------------|--------------------|------------------------|
| 1. | Andhra Pradesh | 5 | 4 | 1 |
| 2. | Arunachal Pradesh | 1 | | 1 |
| 3. | Karnataka | 4 | 3 | 1 |
| 4. | Kerela | 4 | 3 | 1 |
| 5. | Maharashtra | 1 | | 1 |
| 6. | Meghalaya | 1 | 1 | |
| 7. | Mizoram | 1 | 1 | |
| 8. | Punjab | 4 | | 4 |
| 9. | Sikkim | 1 | | 1 |
| 10. | Tamil Nadu | 1 | 1 | |
| 11. | Tripura | 1 | 1 | 4 |
| 12. | Uttar Pradesh | 1 | 1 | |
| 13. | West Bengal | 3 | 1 | 2 |
| 14. | A & N Island (U.T.) | 1 | 1 | .. |

Statement-III

Location-wise details of Remote Line Unit Exchanges Proposed to be installed during 1999-2000 in the country

| Name of State | Location/Name of Remote Line Exchanges |
|-----------------------|--|
| 1 | 2 |
| Andhra Pradesh | |
| 1. | HD-Durganagar |
| 2. | HD-Osmania University |
| 3. | HD-Secretariat |
| 4. | HD-Bahadurpura |
| 5. | HD-Uppal |
| 6. | HD-Amberpet |
| 7. | HD-Banjara Hills |
| 8. | HD-Carvan |
| 9. | HD-Agapura |

| 1 | 2 |
|-----|--------------------------|
| 10. | HD-Padmarao Nagar |
| 11. | HD-Chintal |
| 12. | HD-Gayatri Nagar |
| 13. | HD-Vinayaknagar |
| 14. | HD-Anandbagh |
| 15. | HD-Cherlalalli |
| 16. | HD-Hyderabad |
| 17. | GTR-Tenali, Station Road |
| 18. | ATP-Maruthinagar |
| 19. | GTR-Magalagiri |
| 20. | NGD-Prakasam Bazar |
| 21. | WI.KUC |
| 22. | EG.Lalachruvu |
| 23. | KHM-Church Compound |

| 1 | 2 |
|---------------|----------------------------|
| 24. | KHM-YLU X Road |
| 25. | CTR-Ekambarakuppam |
| 26. | KR-Machilipatnam |
| 27. | MBH-Mahaboobnagar |
| 28. | WG-Bhimavarani |
| 29. | NI-Nawabpet |
| 30. | ADB.Ganzi Road |
| Aizwal | |
| 1. | Durtlang |
| 2. | Thingsulthiah |
| Assam | |
| 1. | Panjari (Guwahati) |
| 2. | Mission Chariali (Tezpur) |
| 3. | CTO Bldg. (Tezpur) |
| 4. | Zoo-Narangi Rd. (Guwahati) |
| 5. | Graha Bazar (Dibrugarh) |
| Bihar | |
| 1. | Sahar-Bhojpur |
| 2. | Dhansoi-Buxur |
| 3. | Bikhanpur-Bhagalpur |
| 4. | Kakbara-Banka |
| 5. | Darni-Siwan |
| 6. | Vijayapur-Gopalganj |
| 7. | Gara-Begusarai |
| 8. | Laukhi Harlakhi-Madhubani |
| 9. | Buskaul-Darbhanga |
| 10. | Sahopandri-Darbhanga |
| 11. | Harpur-Khagaria |
| 12. | Karal-Samastipur |
| 13. | Dhobodih-Bokaro |
| 14. | Kasmer-Bokaro |

| 1 | 2 |
|-----|-----------------------------|
| 15. | Boria-Sahebganj |
| 16. | Dumari-Godda |
| 17. | Katalpokhar-Pakur |
| 18. | Pandu-Palamu |
| 19. | Garu-Palamu |
| 20. | Richiguda-Garhwa |
| 21. | Kamauni-Gaya |
| 22. | Konch-Gaya |
| 23. | Mehandia-Jahanabad |
| 24. | Kinjor-Jahanabad |
| 25. | Nemduganj-Nawadah |
| 26. | Hunterganj-Chatra |
| 27. | Parel-Hazaribagh |
| 28. | Jagannathpur-E-Singbhum |
| 29. | Golkeri-W. Singbhum |
| 30. | Pothia-Katihar |
| 31. | Barhara-Kothi-Purnea |
| 32. | Sarsai-Purnea |
| 33. | Dumar-Kishanganj |
| 34. | Ghorghat-Mongher |
| 35. | Nejai-Lakhisarai |
| 36. | Mangobunder-Jamui |
| 37. | Manapur E. Champaran |
| 38. | Chokipattee-W.Champaran |
| 39. | Saresu Bazar - W. Champaran |
| 40. | Madana-Vaishali |
| 41. | Bhagwanpur Chattl Vaishali |
| 42. | Nanpur-Shechar |
| 43. | Murban-Muzaffarpur |
| 44. | Phulwaria-Muzaffarpur |
| 45. | Milk Diary-Muzaffarpur |

| 1 | 2 |
|----------------|---------------------|
| 46. | Gaihat-Muzaffarpur |
| 47. | Gosala-Muzaffarpur |
| 48. | Kurlahiya-Sitamarhi |
| 49. | Fazalchak-Patna |
| 50. | Ojian-Nalanda |
| 51. | Kakaria-Ranchi |
| 52. | Jadia-Supaul |
| 53. | Karamnausa-Bhabua |
| 54. | Bhokhari-Rohtas |
| Delhi | |
| 1. | Connaught Place |
| 2. | Bawana |
| 3. | North Block |
| 4. | Asola |
| 5. | Mahipalpur |
| 6. | Mehrauli |
| 7. | Malviya Nagar |
| 8. | Savitri Nagar |
| 9. | Gulabi Bagh |
| 10. | CAD Shahdra |
| 11. | Jafrabad |
| 12. | Kondli |
| 13. | Dwarka-II |
| 14. | Najafgarh-II |
| Gujarat | |
| 1. | Bhopal-AM |
| 2. | Amraiwadi-AM |
| 3. | CTM Char Rasta-AM |
| 4. | Vastrapur-AM |
| 5. | Odhav-AM |
| 6. | Chamunda-AM |
| 7. | Aslali-AM |

| 1 | 2 |
|----------------|--------------------|
| 8. | Chandlodia-AM |
| 9. | Sarkhej-AM |
| 10. | Vatva-AM |
| 11. | Shahibag-AM |
| 12. | Jagatpur-AM |
| 13. | Bareja-AM |
| 14. | Danilimda-AM |
| 15. | Vejalpur-AM |
| 16. | Narol-AM |
| 17. | Ranipam |
| 18. | Raipur Gate-AM |
| 19. | S. Bridge-AM |
| 20. | Bodakdev-AM |
| 21. | Narol-AM |
| 22. | Cantonment-AM |
| 23. | Veraval-JND |
| 24. | Kukarwada-MHS |
| 25. | Morvi-II-RJ |
| 26. | Mora-SR |
| 27. | Mahidharpura-SR |
| 28. | Nanpura-SR |
| 29. | Ramnagar-SR |
| 30. | Kapodara-SR |
| 31. | Kapodera-SR |
| 32. | Kamrej-SR |
| 33. | Jawaharnagar-BRD |
| 34. | Kahlipor-VL |
| 35. | Atul-VI |
| 36. | Gudlay-VL |
| Haryana | |
| 1. | Boh |
| 2. | Gurgaon South City |
| 3. | Assandh |

| 1 | 2 |
|----------------------------|------------------|
| 4. | Indri |
| 5. | Mayyar |
| 6. | Hisar Azad Nagar |
| Himachal Pradesh | |
| 1. | Barmana |
| 2. | Bhawarna |
| 3. | Dalhousie |
| 4. | Kuthera |
| 5. | Mehatpur |
| 6. | Chatrokhari |
| 7. | Barotiwala |
| 8. | Maloodganj |
| 9. | Gaggal |
| 10. | Kasauli |
| 11. | Deonghat |
| 12. | Shamli |
| Jammu & Kashmir | |
| 1. | Gangyal |
| 2. | Trikutanagar |
| 3. | Shakhnagar |
| 4. | Talab Tiloo |
| 5. | Channihimat |
| 6. | Srinagar Soura |
| 7. | Bemina |
| 8. | Shivpora |
| 9. | Zainakote |
| 10. | Ganderbal |
| Karnataka | |
| 1. | Vediyar-BG |
| 2. | Myosre Road-BG |
| 3. | Rajajinagar-BG |
| 4. | CACT-BG |

| 1 | 2 |
|-----|----------------------|
| 5. | HAL-BG |
| 6. | Basaveshwar Nagar-BG |
| 7. | J.P. Nagar-BG |
| 8. | Rabkavi-BJ |
| 9. | JCR Extn. |
| 10. | Betageri |
| 11. | New Town Bhadravathi |
| 12. | Thumkur APMC (APMC) |
| 13. | I ISC-BG |
| 14. | RV Road-BG |
| 15. | Dommalur-BG |
| 16. | Attibele-BG |
| 17. | Attibele Ind. Area |
| 18. | Hessarchatta |
| 19. | Ganeshpur |
| 20. | Azamnagar |
| 21. | Kasbag |
| 22. | Muthuga |
| 23. | Ankalgi |
| 24. | Bidar M/W Stn. |
| 25. | Naubad |
| 26. | Harlharapura |
| 27. | Bhadravathi RSU 1 |
| 28. | Bhadravathi RSU 2 |
| 29. | Haleangady |
| 30. | Shirtadi |
| 31. | Nesargi |
| 32. | Rasrur |
| 33. | Marvanthi |
| 34. | Herga |
| 35. | Katapady |
| 36. | Kemmannu |
| 37. | Saligrama |

| 1 | 2 |
|-----|-----------------------|
| 38. | Konaje |
| 39. | Kakathi |
| 40. | Betageri |
| 41. | Arvind Nagar |
| 42. | Bankapur Chowk |
| 43. | Belur |
| 44. | Tariha |
| 45. | White Field RSU Extn. |
| 46. | Kedlipet |
| 47. | Betageri |
| 48. | Murnad |
| 49. | Saligrama |
| 50. | Gaddige |
| 51. | Nijalingappa Colony |
| 52. | Jawahar Nagar |
| 53. | Talguppa |
| 54. | Heggodu |
| 55. | Sadashivanagar |
| 56. | TMR-APMC |
| 57. | Ekkamba |
| 58. | Binaga |
| 59. | Hegade |
| 60. | Kasargod |
| 61. | Market Yard |

Kerala

1. Arakunnam
2. Bharananganam
3. Edamon-Ranni
4. Elavanthitta
5. Kallooppara
6. Kattakampal
7. Kaviyoor
8. Kecheri

| 1 | 2 |
|-----|-----------------|
| 9. | Kollapally |
| 10. | Kozhuvanal |
| 11. | Kumbazha |
| 12. | Marangattupally |
| 13. | Mattom |
| 14. | Monipally |
| 15. | Murinjakal |
| 16. | Muttom (ALP) |
| 17. | Narikunj |
| 18. | Nedumpana |
| 19. | Pantheerankavu |
| 20. | Thottappally |
| 21. | Thrikodithanam |
| 22. | Uzhavoor |
| 23. | Vadakkkekadu |
| 24. | Vadasserikkara |
| 25. | Vechoochira |
| 26. | Alagappanagar |
| 27. | Ambalamugal |
| 28. | Ambalapuzha |
| 29. | Anchalumoodu |
| 30. | Chingavanam |
| 31. | Chittoor |
| 32. | EKM-Palluruthy |
| 33. | EKM-Vyttila |
| 34. | Erattupetta |
| 35. | Ettumanoor U1 |
| 36. | Guruvayur |
| 37. | Kaipattoor |
| 38. | Karicode |
| 39. | Kollakadavu |
| 40. | Kozhencheery |
| 41. | Kuruvilangad |

| 1 | 2 |
|-----|---------------|
| 42. | Mallapally |
| 43. | Malmuri |
| 44. | Muthukulam |
| 45. | Nettoor |
| 46. | Olvakkot |
| 47. | Pallimukku |
| 48. | Punnapra |
| 49. | Punnayurkulam |
| 50. | Ramapuram |
| 51. | S. L. Puram |
| 52. | Trikkakara |
| 53. | Udayamperur |

Madhya Pradesh

1. Balaghat
2. Chandbud
3. Kolar Road
4. Nahrunagar
5. Prof. Colony
6. Sabjimandi
7. Vidyanagar
8. Balco
9. Darri
10. Raipur Naka
11. Sarkanda
12. Ganj
13. Datia
14. Awas Vikas
15. Mukharjinagar
16. Civic Centre
17. Dhumdhanaka
18. Hudco
19. Khursipar

| 1 | 2 |
|-----|------------------|
| 20. | Nehrunagar |
| 21. | AB Road |
| 22. | Ashoknagar |
| 23. | Bada |
| 24. | Hazira |
| 25. | Krishiupaj Mandi |
| 26. | Maharajpur |
| 27. | Dhanwantinagar |
| 28. | Meghdoot Park |
| 29. | Pithampur |
| 30. | Pologround |
| 31. | Sabar Road |
| 32. | Scheme 59 |
| 33. | Scheme 71 |
| 34. | Scheme 78 |
| 35. | Rasulia |
| 36. | KUM |
| 37. | Panagar |
| 38. | ITC |
| 39. | Katni |
| 40. | Mandsaur |
| 41. | Morena |
| 42. | Neemuch |
| 43. | DTO |
| 44. | Awanticolony |
| 45. | Bhan uri |
| 46. | Civil Line |
| 47. | Pandri |
| 48. | Shankarnagar |
| 49. | Tatiband |
| 50. | Tikrapara |
| 51. | Begumganj Road |
| 52. | Gurchoraha |

| 1 | 2 |
|--------------------|------------------|
| 53. | Nehrunagar |
| 54. | Transportnagar |
| 55. | M/W Bldg. Sehore |
| 56. | Old City Sehore |
| 57. | Jayant |
| 58. | Vindyanagar |
| 59. | Waidhan |
| 60. | Gopalmandir |
| 61. | Patelnagar |
| Maharashtra | |
| 1. | Saveri |
| 2. | Gharkheda |
| 3. | Mahabal |
| 4. | Jalanamidc |
| 5. | Naigaon |
| 6. | Saravalli |
| 7. | Vasal |
| 8. | Snehanagar |
| 9. | Ninjawadi |
| 10. | Khondwa |
| 11. | Kothurd |
| 12. | Miramar |
| 13. | Tagore Nagar |
| 14. | Sita Estate |
| 15. | IIT Powai |
| 16. | BSE |
| 17. | Kamla Mill |
| 18. | I L & F S |
| 19. | Wochardt |
| 20. | Tata Housing |
| 21. | Mira-Kashi |
| 22. | Uttan |
| 23. | Prem Nagar |
| 24. | Bhandup |
| 25. | M B P |

| 1 | 2 |
|------------------|---------------------|
| Manipur | |
| 1. | Khumalanpak |
| Meghalaya | |
| 1. | Umroi Cantt |
| Nagaland | |
| 1. | Medziphema |
| Orissa | |
| 1. | Pallaspall |
| 2. | M/W Colony |
| 3. | Door Sanchar Bhawan |
| 4. | Jayadev Vihar |
| 5. | CTO Compound |
| 6. | Khapuria |
| 7. | TTPS Talcher |
| 8. | Anand Vihar |
| 9. | Kaniha |
| 10. | Banarpal |
| 11. | Basellsahi |
| 12. | Bhadrak |
| 13. | Berhampur M/W Comp. |
| 14. | Panikoili |
| 15. | PP Paradeep |
| 16. | Paradeep Garh |
| 17. | Kulanga |
| 18. | Marshaghai |
| 19. | Danpur |
| 20. | Palaspanga |
| 21. | Brajarajanagar |
| 22. | Shergarh |
| 23. | B.G. Pur |
| 24. | Chandipur |
| Punjab | |
| 1. | Khosa |

| 1 | 2 |
|-----|----------------|
| 2. | Phase X Mohali |
| 3. | Mullanpur |
| 4. | Landran |
| 5. | Manouli |
| 6. | Sohana |
| 7. | Sham Chaurari |
| 8. | Pajjoditta |
| 9. | Mehtiana |
| 10. | Mehuwal |
| 11. | JCT Hoshiarpur |
| 12. | Bhogpur |
| 13. | Sammipur |
| 14. | Chitti |
| 15. | Mohie |
| 16. | Tajpur |
| 17. | Dhariwal |
| 18. | Mamoon |
| 19. | Aliwal |
| 20. | Kainaur |

Rajasthan

1. Gandhi Nagar-AJ
2. Hasan Khan Mewatinagar-ALW
3. Khandu Colony BSW
4. Ganga Shahr-BTK
5. Lal Kothi-JP
6. Mahesh Nagar-JP
7. Shyam Nagar-JP
8. Govind Nagar-JP
9. Jhalra Patan-JLR
10. Narhar-JJN
11. Mukandgarh-JJN
12. KUM Mandore-JJN
13. Dadabari-KTH

| 1 | 2 |
|-----|-------------------------|
| 14. | Kunadi-KTH |
| 15. | Srinath Puram-KTH |
| 16. | Housing Scrad Area-PHR |
| 17. | Deoli-TK |
| 18. | Newei-TK |
| 19. | Fatehpura-UPR |
| 20. | New Abadi Kankroli -UPR |

Tamil Nadu

1. Villiwakkam
2. Red Hills
3. Taramani
4. Pallikaranai
5. Kundrathur
6. Manali RSM
7. Ambattur
8. Yadi
9. Triplicane
10. Balajinagar
11. Periar Nagar
12. Kellys
13. Salligraman
14. Kotturpuram
15. Selaivur
16. Radhanagar (Kumarankundram)
17. Virugambakkam
18. New RSU South I
19. New RSU South II
20. New in South West
21. Ctiy Bank
22. Royapettah
23. Anna Road
24. Ambattur OT
25. Avadi (CVRD)
26. North Area NM Road

| 1 | 2 |
|-----|------------------------------------|
| 27. | North Area |
| 28. | T. Nagar |
| 29. | Madhavarani Milk Colony |
| 30. | North West Area (Kannadasan Nagar) |
| 31. | Kezhaakattalai |
| 32. | Nanganallur |
| 33. | New RSU North |
| 34. | Chengalpattu |
| 35. | Guduvancherry |
| 36. | Kolambakkam |
| 37. | Singalperumalkoil |
| 38. | Thirunkalikundram |
| 39. | Mamhakkam |
| 40. | Movalur |
| 41. | Ponneri |
| 42. | Athipattu |
| 43. | Kavarapattai |
| 44. | Viliveyakhavadi |
| 45. | Minjur |
| 46. | Kalpakkam |
| 47. | Sriperumpudur |
| 48. | Thiruporur |
| 49. | Mamallapuram |
| 50. | Mevalurkuppam |
| 51. | Saravanampatti |
| 52. | CBE-RVS Nagar |
| 53. | CBE-Perumanallur |
| 54. | CBE-Navakarai |
| 55. | Sirumugai |
| 56. | TRU-Mangalam |
| 57. | Karunya Nagar |
| 58. | Koduvai |
| 59. | Karamadai |
| 60. | Neyveli-Ammeri |
| 61. | Tirukoyilur |
| 62. | Villupuram-East Shanmugapuram |
| 63. | Hosur-SIPCOTII |

| 1 | 2 |
|-----|---------------------------|
| 64. | Krishnagiri-II |
| 65. | Erode-Veerappanchattiram |
| 66. | Ramnad-Bharthi Nagar |
| 67. | Karaikudi Old Bldg. |
| 68. | Karaikudi-Subramanyapuram |
| 69. | Nagapattinam Old Buld. |
| 70. | Dindigul |
| 71. | MA-Ponmeni Jaya Nagar |
| 72. | Narasingampatty |
| 73. | Vadasserri |
| 74. | Marhandam |
| 75. | Thucklay |
| 76. | Reddypatti |
| 77. | Seelanaickkanpaty |
| 78. | Namakkal-Salem Road |
| 79. | Mettur-Analmin Nagar |
| 80. | Mettur Kunjandaryur |
| 81. | Punninallur |
| 82. | TR-REC |
| 83. | TR-Karumandapam |
| 84. | TR-Shanmugam Nagar |
| 85. | TR-Melachindamani |
| 86. | TR-Tiruvanikkaval |
| 87. | TR-Somarasampettai |
| 88. | TR-Samayapuram |
| 89. | TR-Ponamalaipattay |
| 90. | TT-Chidambaram Nagar |
| 91. | Kanryamhedi |
| 92. | Ranipet-SIPCOT |
| 93. | Ranipet -Arcot |
| 94. | Sivakasi-Thiruthangal |
| 95. | VGR-Collectorate |
| 96. | Dalavaipuram |

| 1 | 2 |
|----------------------|-----------------|
| 97. | Athipedu |
| 98. | Tirunindravur |
| 99. | Pammal |
| 100. | Ramavaram |
| 101. | Tidal Park |
| Tripura | |
| 1. | Bishalgarh |
| 2. | Bishramganj |
| 3. | Birendranagar |
| 4. | Agartala A.P. |
| 5. | A. D. Nagar |
| Uttar Pradesh | |
| 1. | A.D. Bairahna |
| 2. | AD Kalindipuram |
| 3. | AD Mumfordganj |
| 4. | AD T. Bldg. |
| 5. | Bisara |
| 6. | Ghoorpur |
| 7. | Handia |
| 8. | Hanumanganj |
| 9. | Manauri |
| 10. | Meerapur |
| 11. | Mirzapur Road |
| 12. | Phoolpur |
| 13. | Rajapur |
| 14. | Rewa Road |
| 15. | Sahson |
| 16. | Subedaraganj |
| 17. | Tagore Town |
| 18. | Bwlaisa |
| 19. | Bindrabazar |
| 20. | Hospital |
| 21. | Jahanaganj |
| 22. | Mubarakpur |
| 23. | Nizamabad |

| 1 | 2 |
|-----|-----------------|
| 24. | Phariha |
| 25. | Rani Ki Sarai |
| 26. | Saraimir |
| 27. | Stadium |
| 28. | Tahbarpur |
| 29. | Bahraich |
| 30. | Chowk |
| 31. | Tikhampur |
| 32. | Dewasharif |
| 33. | Ichauli |
| 34. | RS. Ghat |
| 35. | Sirauli-Gauspur |
| 36. | Zaidpur |
| 37. | Bansi |
| 38. | Itwabazar |
| 39. | Pandeybazar |
| 40. | Tetribazar |
| 41. | Baitalpur |
| 42. | Salempur |
| 43. | Basrehar |
| 44. | Bharthana |
| 45. | Dibiapur |
| 46. | Ekdil |
| 47. | Friends Colony |
| 48. | Jaswantinagar-A |
| 49. | Pakka Bagh |
| 50. | Rajaganj |
| 51. | Salfai |
| 52. | Dhara Road |
| 53. | Fatehgarh |
| 54. | FKB-New Bldg. |
| 55. | Kalmganj |
| 56. | Ghazipur |
| 57. | Khaga |
| 58. | Malwan |

| 1 | 2 |
|-----|-----------------------|
| 59. | Gonda II |
| 60. | Mankapur |
| 61. | Manakpur ITI |
| 62. | Barhalganj |
| 63. | Bhathat |
| 64. | Charuichaura |
| 65. | Geeta Batika |
| 66. | Laldiggi |
| 67. | Madaria |
| 68. | Pipiganj |
| 69. | Pipraich |
| 70. | Sardar Nagar |
| 71. | Vikas Nagar |
| 72. | Sandila |
| 73. | Konch |
| 74. | Orai UPSIDC |
| 75. | Jafrabad |
| 76. | Kachary |
| 77. | Purvanchal University |
| 78. | Chirgaon |
| 79. | Nagara |
| 80. | Chhibramau |
| 81. | Anwarganj post office |
| 82. | Armapur |
| 83. | Bansmandi |
| 84. | Bidhnu |
| 85. | Bitthoor |
| 86. | Civil Lines |
| 87. | Jajmau D Block |
| 88. | Koyala Nagar |
| 89. | Sarsaul |
| 90. | Shishamau |
| 91. | T P Nagar |
| 92. | Vijay Nagar |

| 1 | 2 |
|------|--------------------------------|
| 93. | Vishwa Bank Colony |
| 94. | Roora |
| 95. | Lrp Crossing |
| 96. | Arjunganj |
| 97. | Bakshi-ka-Talab |
| 98. | Banthra |
| 99. | Chinhat |
| 100. | Gosainganj |
| 101. | Haroni |
| 102. | Kakori |
| 103. | LW-Air port |
| 104. | LW-Aminabad |
| 105. | LW-Asiana |
| 106. | LW-Gomti Nagar Phase-I |
| 107. | LW-Gomti Nagar Phase-II |
| 108. | LW-Gomti Nagar Vikas Khand |
| 109. | LW-Gomti Nagar (Sahare Shahar) |
| 110. | LW-Husainganj |
| 111. | LW-Laplace |
| 112. | LW-Memora |
| 113. | LW-New Haiderabad |
| 114. | LW-R.D.S.O. |
| 115. | LW-Sardar |
| 116. | LW-Sarojini Nagar |
| 117. | Malihabad |
| 118. | Mall |
| 119. | Mohanlalganj |
| 120. | Rahimabad |
| 121. | Charkhari |
| 122. | Bewar |
| 123. | Karhal |
| 124. | Sirsaganj |
| 125. | Industrial Area |
| 126. | Mau-Civil Lines |

| 1 | 2 |
|------|--------------------|
| 127. | Mirjhadipur |
| 128. | Vindyachal |
| 129. | Raibareilly |
| 130. | Banthara |
| 131. | Bareilly Road |
| 132. | Gutaiya |
| 133. | Khudaganj |
| 134. | Miranpur Katra |
| 135. | Roza |
| 136. | Sindhauri |
| 137. | Anandnagar |
| 138. | Biswan |
| 139. | Hardoi Crossing |
| 140. | Sidhauri-A |
| 141. | Sitapur Old |
| 142. | Beena |
| 143. | Renu Sagar |
| 144. | Bighapur |
| 145. | Hasanganj |
| 146. | Magarwara |
| 147. | Nawabganj |
| 148. | UNO (Awasvikas) |
| 149. | Chandauri |
| 150. | Gopiganj |
| 151. | Gyanpur |
| 152. | Parsipur |
| 153. | Ram Nagar City |
| 154. | Saioraja |
| 155. | Suriya |
| 156. | Suriyanwan |
| 157. | Vijay Nagaram |
| 158. | VS -Ashokpuram |
| 159. | VS-D.L. W |
| 160. | VS -Hanuman Phatak |

| 1 | 2 |
|--------------------|-----------------------------|
| 161. | VS-Jangabari |
| 162. | VS-Lohta |
| 163. | VS-Parao |
| 164. | CTO Bldg. Agra |
| 165. | Gwallior Road, Agra |
| 166. | Belanganj Agra |
| 167. | Cross Road Dehradun |
| 168. | Sect. 62 Noida |
| 169. | Sikandrabad Noida |
| 170. | Shastri Nagar Meerut |
| 171. | Partapur Meerut |
| 172. | Balkeshar Agra |
| 173. | Kamia Nagar Agra |
| 174. | Ferozabad |
| 175. | Nazibabad Bijnore |
| 176. | Mathura Town Ship |
| 177. | Mission Compound Saharanpur |
| 178. | Transport Nagar Bareilly |
| 179. | Bareilly University |
| 180. | Hapur Ghaziabad |
| 181. | Nanogram Ghaziabad |
| 182. | Sanjay Nagar Ghaziabad |
| 183. | Mohan Nagar GHZ. |
| 184. | Sector 24 Noida Ghaziabad |
| 185. | Lajpat Nagar Moradabad |
| 186. | Sambal Road Moradabad |
| 187. | Kaladingi Road Nainital |
| 188. | Noomalsh Camp Saharanpur |
| 189. | Roshnabad Saharanpur |
| 190. | Srikot Srinagar |
| West Bengal | |
| 1. | Nutan danga |
| 2. | Panuria |
| 3. | Gazole |

| 1 | 2 |
|-----|---------------|
| 4. | Kaliachak |
| 5. | Manikchak |
| 6. | Milki |
| 7. | Chittaranjan |
| 8. | Mankar |
| 9. | Badla |
| 10. | Baidyapur |
| 11. | Borsul |
| 12. | Dainhat |
| 13. | Debipur |
| 14. | Gangpur |
| 15. | Gopalpur |
| 16. | Hatgobindapur |
| 17. | Kasemnagar |
| 18. | Panchanantola |
| 19. | Patuli |
| 20. | Rasulpur-II |
| 21. | Samudragarh |
| 22. | Singhi |
| 23. | Beldanga |
| 24. | Cossimbazar |
| 25. | Murshidabad |
| 26. | Sargachhi |
| 27. | Arbelia |
| 28. | Bagnan |
| 29. | Balipur |
| 30. | Begampur |
| 31. | Barachampa |
| 32. | Bhagabatipur |
| 33. | Bhandarhati |
| 34. | Bhangar |
| 35. | Bira |
| 36. | Dhamua |
| 37. | Dihibatpur |

| 1 | 2 |
|-----|---------------|
| 38. | Ekshara |
| 39. | Galghata |
| 40. | Gobardanga |
| 41. | Gopinagar |
| 42. | Guma |
| 43. | Guptipara |
| 44. | Khanyan |
| 45. | Kharibari |
| 46. | Kumarhat |
| 47. | Kumarakasipur |
| 48. | Musat |
| 49. | Mathurapur |
| 50. | Muthadanga |
| 51. | Nalikul |
| 52. | Polerhat |
| 53. | Shyampur |
| 54. | Thakuranagar |
| 55. | Amdanga |
| 56. | Belmuri |
| 57. | Helencha |
| 58. | Iswarigachha |
| 59. | Kamarpukur |
| 60. | Kholapota |
| 61. | Kulipara |
| 62. | Mahanad |
| 63. | Moloypur |
| 64. | Taldi |
| 65. | Udaynaranpur |
| 66. | Ranipool |
| 67. | Moynagri |
| 68. | Brajotalchak |
| 69. | Chaitanyapur |
| 70. | Chandrakona |
| 71. | Daspur |

| 1 | 2 |
|-----|----------------|
| 72. | Durgachak Main |
| 73. | Egra |
| 74. | Goura |
| 75. | Haldia (T) |
| 76. | Hijli |
| 77. | Malancha |
| 78. | Mechada |
| 79. | Midnapur |
| 80. | Ramnagar |
| 81. | Sutahata |
| 82. | Aranghata |
| 83. | Birnagar |
| 84. | Haringhata |
| 85. | Mayapur |
| 86. | Nagarukhra |
| 87. | Purbubishnupur |
| 88. | Swarupganj |
| 89. | Rotua |
| 90. | Samsi |
| 91. | Bahin |

| 1 | 2 |
|-----------------------------------|--------------------|
| 92. | Mukundapur |
| 93. | Sankrail |
| 94. | Hind Motor |
| 95. | Deshbandhunagar |
| 96. | Roy Bahadur Rd. |
| 97. | Free School St. |
| 98. | Tollygunge |
| 99. | Kasba Industrial |
| 100. | Liluah |
| 101. | Heal Battala |
| 102. | Salt Lake Sector V |
| 103. | Bibirhat |
| 104. | Sale Tax |
| Andaman & Nicobar U.T. | |
| 1. | Port Blair |
| Pondicherry U.T. | |
| 1. | Anna Nagar |
| 2. | Kalapet |
| 3. | Bahoor |
| Chandigarh | |
| 1. | Mani Majra |

Statement-III

Secondary Switching Area-wise details of Telephone Exchanges expanded during 1998-99 and proposed to be expanded during 1999-2000 in Bihar

| Sl. No. | Name of the SSA | No. of Telephone Exchanges | | Equipped Capacity | |
|---------|-----------------|----------------------------|--|-------------------|---------------------------------------|
| | | Expanded during 1998-99 | Proposed to be expanded during 1999-2000 | Added in 1998-99 | Proposed to be added during 1999-2000 |
| 1 | 2 | 3 | 4 | 5 | 6 |
| 1. | Arrah | 24 | 10 | 2152 | 7320 |
| 2. | Bhagalpur | 21 | 16 | 3224 | 8800 |
| 3. | Chapra | 27 | 20 | 6768 | 7704 |
| 4. | Dharbhanga | 34 | 21 | 7072 | 16378 |
| 5. | Daltonganj | 21 | 15 | 3776 | 4600 |
| 6. | Dhumka | 21 | 18 | 3224 | 6206 |
| 7. | Dhanbad | 20 | 15 | 11096 | 20600 |

| 1 | 2 | 3 | 4 | 5 | 6 |
|-----|-------------|----|----|-------|-------|
| 8. | Gaya | 33 | 20 | 6120 | 12080 |
| 9. | Hazaribagh | 34 | 19 | 5640 | 8944 |
| 10. | Jamshedpur | 21 | 18 | 4424 | 22932 |
| 11. | Katihar | 41 | 21 | 6212 | 8576 |
| 12. | Mungher | 19 | 15 | 5752 | 7528 |
| 13. | Motihari | 33 | 23 | 5832 | 9856 |
| 14. | Muzaffarpur | 44 | 25 | 9972 | 12576 |
| 15. | Patna | 32 | 21 | 22712 | 30552 |
| 16. | Ranchi | 31 | 18 | 15448 | 11644 |
| 17. | Saharsa | 26 | 16 | 5896 | 5196 |
| 18. | Sasaram | 16 | 15 | 1408 | 7608 |
| 19. | Hazipur | — | 10 | — | 4000 |

[English]

Deportation of Bangladeshis

1924. SHRI PRABHUNATH SINGH : Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Supreme Court has directed some State Governments to file affidavits detailing the steps taken to identify illegal Bangladeshi immigrants for deportation;

(b) if so, the details thereof;

(c) the number of Government who have since filed their affidavits; and

(d) the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI I. D. SWAMI) : (a) to (d) Supreme Court in Writ Petition Civil No. 125/98 has directed the State Governments of Arunachal Pradesh, Assam, Meghalaya, Mizoram and Tripura to file affidavits indicating the steps taken by them to check infiltration of Bangladesh nationals. All these State Governments have filed affidavits indicating the steps taken by them to check infiltration and deport illegal infiltrators. They have also made certain recommendations in their affidavits.

National Policy on Inland Water Transport

1925. SHRI LAKSHMAN SETH : Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the Government have taken any step to introduce the National Policy on Inland Water Transport so far; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN) : (a) and (b) Yes, Sir. The proposal for infrastructure development of Inland Water Transport and strategy for its development are under consideration.

[Translation]

Accidents on Roads

1926. SHRI SHANKERSINH VAGHELA :

SHRI PRAVIN RASHTRAPAL :

Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the attention of the Government has been drawn towards the news-item captioned "Indian Roads Unable to Match Growth in Traffic" appearing in the "Business Standard" dated October 18, 1999;

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

(c) the steps taken to reduce the increasing deaths in accidents on roads due to increasing traffic?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN) : (a) Yes, Sir.

(b) and (c) The Government is aware of the phenomenal

increase in traffic on National Highways and is undertaking improvement works like widening to four lanes, strengthening existing two lane sections, reconstruction of weak and narrow bridges, construction of bypasses, widening of single lane sections to two lanes, provision of parking laybys, passenger oriented wayside amenities, retro reflective roads signs, thermoplastic road markings etc. on a continuing basis depending on available resources to cater to needs of the increased traffic and for making the roads more safe.

[English]

Demand for Rest Areas along National Highways

1927. SHRI A. BRAHMANAIAH : Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether demands have been received for Rest Areas along the National Highways;

(b) whether the National Highways Authority of India has examined such demands; and

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

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN) : (a) to (c) Yes, Sir.

Demands are being received for providing rest areas and way side amenities along the National Highways being maintained by the National Highways Authority of India. Wayside amenities like truck parking, bus laybys are being provided in the various projects being taken or likely to be taken in order to have free and safe flow of the traffic on the National Highways sections under National Highways Authority of India.

Captive Power Plant at Vizag

1928. SHRI Y. S. VIVEKANANDA REDDY : Will the Minister of POWER be pleased to state:

(a) whether U. K. based trading major Stemcor propose to set up a 24 MW captive power plant at Vizag;

(b) if so, the estimated cost of the project;

(c) whether this new power plant would use low sulphur heavy stock as fuel from the Hindustan Petroleum Corporation Limited and Natural Gas; and

(d) if so, the time by which this plant is likely to be completed and the extent to which it would be beneficial?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI JAYAWANTI MEHTA) : (a) No, Sir.

(b) to (d) Do not arise.

[Translation]

Road Projects in U.P.

1929. SHRI BAL KRISHNA CHAUHAN : Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether any proposals for road projects from Uttar Pradesh Government regarding the National Highways are lying pending for its approval;

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

(c) the time by which the said proposals are likely to be approved?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN) : (a) Yes, Sir.

(b) These are under various stages of scrutiny.

(c) Approval will be accorded during the current financial year, depending upon their inter-se-priority and availability of funds.

[English]

Private Sector Participation in the Road Sector

1930. SHRI NAMDEO HARBAJI DIWATHE : Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the details of the major policy decisions taken in the recent past/under consideration to encourage the private sector participation in road construction; and

(b) the details of achievement reported in respect of road projects in the private sector in general and Maharashtra State in particular?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN) : (a) During the current financial year Model Concession Agreements for projects to be undertaken on BOT basis have been finalised. Automatic approval of Foreign Direct Investment in the road sector has been raised from 74 to 100% for projects upto Rs. 1500 crores.

(b) BOT projects with an estimated cost of approximate Rs. 1000 crores have been awarded. A list of BOT projects awarded so far is given in enclosed statement.

Statement

List of BOT Projects Awarded so far

| S. No. | Project Name | NH No. | State | Cost in Crores | Likely/actual date of completion |
|--------|-----------------------------|--------|----------------|----------------|----------------------------------|
| 1. | *Thane-Bhiwandi Bypass | 3&4 | Maharashtra | 103 | 31/12/2001 |
| 2. | **Chaltan Road Over Bridge | 8 | Gujarat | 10 | 15/07/1998 |
| 3. | **Udaipur Bypass | 8 | Rajasthan | 24 | 22/04/1998 |
| 4. | Construction of Six Bridges | 5 | Andhra Pradesh | 50 | 08/06/2001 |
| 5. | Coimbatore Bypass | 47 | Tamil Nadu | 90 | 03/12/1999 |
| 6. | Drug Bypass | 6 | Madhya Pradesh | 68 | 05/05/2000 |
| 7. | Narmada Bridge | 8 | Gujarat | 113 | 21/12/2000 |
| 8. | **Nardhana ROB | 3 | Maharashtra | 34.21 | 22/07/1999 |
| 9. | **Patelganga Bridge & ROB | 17 | Maharashtra | 33.3 | 20/07/1999 |
| 10. | Hubli-Dharwar Bypass | 4 | Karnataka | 68 | 05/11/2001 |
| 11. | Nellore Bypass | 5 | Andhra Pradesh | 73 | Oct, 2000 |
| 12. | Koratalayar Bridge | 5 | Tamil Nadu | 30 | Nov. 2000 |
| 13. | Kambatki Ghat Tunnel & Road | 4 | Maharashtra | 37.8 | Nov, 1999 |
| 14. | Nasirabad ROB | 6 | Maharashtra | 10.45 | May, 2001 |
| 15. | Wainganga Bridge | 6 | Maharashtra | 32.6 | July, 2000 |
| 16. | Mahi Bridge | 8 | Gujarat | 42 | 25/04/2000 |
| 17. | ROB at Kishangarh Bypass | 8 | Rajasthan | 16.66 | 26/04/2000 |
| 18. | Bridge Across River Watrak | 8 | Gujarat | 48.2 | 30/04/2001 |
| 19. | Moradabad Bypass | 24 | Uttar Pradesh | 100 | 21/02/2002 |
| 20. | ROB At Dera Bassi | 22 | Punjab | 36.11 | 07/09/2001 |

* Original work since completed and opened to traffic. Widening to four lanes is in progress.

** Since completed and opened to traffic

[Translation]

Irregularities in Allotment of PCOs

1931. SHRI CHINMAYANAND SWAMI : Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government have received any complaints regarding the irregularities and the corruption prevalent in the allotment of PCOs in the rural sectors in the country during 1998-99, till date; and

(b) if so, the remedial measures being taken by the Government to check these tendencies?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI TAPAN SIKDAR) : (a) and (b) Sir, in

Telecom Commission Head Quarter (TCHQ) 2 complaints of irregularity in allotment have been received during the last one year. While one complaint case pertains to irregularities in provision of VPT in Rajasthan Telecom Circle, the other pertains to alleged demand of bribe for MARR VPT in UP(W) Telecom Circle. Whenever such complaints are received, they are investigated invariably and action as per rules is taken against the guilty.

[English]

Creation of Autonomous Districts in Assam

1932. SHRI SANSUMA KHUNGUR BISWUMU-THIARY: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether tribal people living in plains of Assam are being discriminated against the tribal people living in hill of Assam because of non-creation of autonomous districts in the plain areas for their all round growth and development; and

(b) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI I. D. SWAMI) : (a) No, Sir.

(b) Does not arise.

Mumbai-Nasik Express Highway

1933. SHRI CHINTAMAN WANAGA : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government have received proposal for the Mumbai-Nasik Express Highway through privatisation for the environmental clearance; and

(b) if so, action taken/proposed to be taken by the Government in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BABU LAL MARANDI) : (a) Yes, Sir.

(b) Government of Maharashtra have been requested that a systematic evaluation of the endangered and threatened species of flora and fauna in the study area and the impact of the project on the same may be got done and submit a report to enable this Ministry to take a decision in the matter.

Charging STD Call from Siliguri to Jalpaiguri

1935. SHRI AMAR ROY PRADHAN : Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether a call made by subscribers of Jalpaiguri Telephone Exchanges from Jalpaiguri to Siliguri or Haldibari is charged as Local Calls but Haldibari subscribers are charged at STD rates from Haldibari to Siliguri;

(b) if so, the reasons therefor; and

(c) the time by which this disparity is likely to be removed?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI TAPAN SIKDAR) : (a) Yes, Sir.

(b) The information is given in enclosed statement.

(c) Not applicable in view of (b) above.

Statement

For charging purpose whole country is divided into long distance charging areas (LDCAs) and Short distance charging

areas (SDCAs). The LDCA generally corresponds to one or more revenue districts and SDCA generally corresponds to a Teshil.

As per present policy, Local Call facility i.e. (inter dialling without STD code) at 180 Sec. is provided.

(i) Between two adjacent short distance charging areas (SDCA)

(ii) when the radial distance between short distance charging centres (SDCC) of two short distance charging areas (SDCAs) within the same or adjacent long distance charging area (LDCA) is upto 50 Kms.

(iii) When the radial distance between Long distance charging centres (LDCC) of two non-adjacent Long distance charging area (LDCA) is upto 50 Kms.

Siliguri and Mekhliganj (SDCA of Haldibari) SDCAs are adjacent to Jalpaiguri SDCA, such as local call facility at 180 sec. pulse rate (i.e. interdialling without STD code) has been provided from Jalpaiguri to Siliguri and Haldibari, as per policy.

On the other hand Siliguri SDCA and Mekhliganj SDCA (SDCA of Haldibari) do not fulfill any of the above criteria for provision of local call facility. Hence the facility from Siliguri to Haldibari has not been provided.

LPG Bottling Plants

1936. SHRI C. KUPPUSAMI :

DR. S. JAGATHRAKSHAKAN :

SHRI HOLKHOMANG HAKIP :

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

(a) the location where LPG bottling plants are existing in the country with their daily production capacity, plant-wise and State-wise;

(b) whether these plants are capable to meet the demand of the States;

(c) if not, whether there are any plants to set up more bottling plants in the country; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI E. PONNUSWAMY) : (a) to (d) The existing capacity of the bottling plants is sufficient to meet the demand of linked markets. As on 1.10.1999, the total installed bottling capacity in the country with PSU Oil Companies was 4327 TMTPA. In order to meet the future packed LPG demand, plans have been drawn by oil industry to augment the LPG bottling capacity in the country from 4327 TMTPA as on 1.10.1999 to 7562 TMTPA by the end of IX plan (2001-02.).

[Translation]

Opening of PCOs on Internet

1937. SHRI MOHAN RAWALE : Will the Minister of COMMUNICATIONS be pleased to state:

- (a) whether the Government have given approval to open P.C.Os. on the internet; and
 (b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI TAPAN SIKDAR) : (a) and (b) As per IT Task Force Recommendations, which were approved by the Govt., the recommendation no. 15 envisaged permission by Govt. for Public Teleinfo Centres (PTICs) having multimedia capability specially ISDN, remote database access, Govt. & Community information systems, Market information, Desk Top Video Conferencing, Teleinfo and Internet/Web access services. Deptt. of Telecom Services implemented the recommendation by issuing instructions to its field units to upgrade the existing Deptl PCO/DTO/CTOs/Telecom centres as PTICs and also to provide the required telecom resources on priority to the privately owned STD/ISD PCOs for upgradation as PTICs. More than 50 Deptl PCO/Telecom Centres with internet facility are now available.

[English]

Discovery of Tunnel

1938. SHRI R. L. BHATIA : Will the Minister of HOME AFFAIRS be pleased to state:

- (a) whether attention of the Government has been drawn to the News-item captioned "India discovers secret tunnel at Punjab border" appearing in the Indian Express dated November 24, 1999;
 (b) if so, the facts of the matter reported therein; and
 (c) the steps taken/proposed to be taken in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI C.H. VIDYASAGAR RAO) : (a) and (b) Yes, Sir. BSF patrol party discovered an underground tunnel near Border Out Post Chandigarh in Dera Baba Nanak Sector on 17th November, 1999. This tunnel was about 5 to 5-1/2 feet below the surface, 3 feet in diameter and 200 meters long of which 30 meters was inside the Pak territory. A joint verification of this tunnel was carried out by IG, BSF, Punjab Frontier (India) and DG, Punjab Rangers (Pakistan) on 23rd November, 1999. Subsequently, a protest was lodged by BSF with the Pak Rangers.

- (c) BSF is maintaining a strict vigil along the border to thwart such attempts in future. Steps taken include plugging of existing gaps in the riverine areas with proper/

improvised fencing, conduct of surveillance operations, cleaning of sarkanda & other wild growth, upgrading the intelligence network use of night vision devices etc.

Power Projects

1939. SHRI SHIVAJI VITHALRAO KAMBLE : Will the Minister of POWER be pleased to state:

- (a) whether the Government have finalised the proposals for fresh investment in new Power Projects in the country during 1998-99 and the current year and modernisation/upgradation of on-going Power Projects;
 (b) if so, the details thereof, State-wise; and
 (c) the details of sources from which the funds are proposed to be mobilised for the Power Projects during the Ninth Five Year Plan and especially the current year?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI JAYAWANTI MEHTA) : (a) and (b) (i) The following power projects in Central Sector have been finalised for investment during 1998-99 and 1999-2000 :

1998-99

1. Simhadri (1000 MW), Andhra Pradesh
2. Talcher-II (2000 MW), Orissa
3. Kawas-II (650 MW), Gujarat
4. Anta-II (650 MW), Rajasthan
5. Auraiya-II (650 MW), Uttar Pradesh
6. Tuirial (60 MW), Mizoram
7. Kopili-II (25 MW), Assam

1999-2000

1. Chamera (300 MW), NHPC
2. Parbati-II (800 MW) NHPC
3. Teesta V (510 MW), NHPC
4. Loktak DS (90 MW), NHPC
5. Koteswar (400 MW), THDC

(ii) 44 thermal power stations with a total installed capacity of 20870 MW and 55 Hydro projects with an aggregate installed capacity of 9653 MW have been identified for renovation, modernisation and uprating works, the details of which are given in enclosed statement-I and II respectively.

- (c) Both Central and State Sector power projects are financed through the budgetary support, internal resources of the utilities, market borrowing and also financial assistance provided by multilateral/bilateral funding agencies in certain cases.

Statement-I*Details of 44 R&M Thermal Schemes*

| Sl. No. | Station | Total Units | Capacity (MW) | Latest Sanctioned cost (Rs. in lakhs) |
|-----------------------|-------------|-------------|---------------|--|
| 1 | 2 | 3 | 4 | 5 |
| Delhi | | | | |
| 1. | Badarpur | 5 | 705.00 | 14018 |
| 2. | IP | 5 | 277.50 | 1744.00 |
| Haryana | | | | |
| 3. | Faridabad | 3 | 165.00 | 1050.00 |
| 4. | Panipat | 2 | 220.00 | 1658.00 |
| Punjab | | | | |
| 5. | Ropar | 2 | 420.00 | 2494.65 |
| 6. | Bhatinda | 4 | 440.00 | 2340.84 |
| Rajasthan | | | | |
| 7. | Kota | 2 | 220.00 | 3904.00 |
| Uttar Pradesh | | | | |
| 8. | Obra | 13 | 1550.00 | 14367.00 |
| 9. | Panki | 4 | 284.00 | 2570.00 |
| 10. | Harduaganj | 8 | 455.00 | 3320.00 |
| 11. | Parichha | 2 | 220.00 | 1734.00 |
| Madhya Pradesh | | | | |
| 12. | Amarkantak | 4 | 290.00 | 3674.00 |
| 13. | Korba (E) | 6 | 440.00 | 7710.00 |
| 14. | Korba (W) | 2 | 420.00 | 940.00 |
| 15. | Satpura | 9 | 1142.50 | 17707.17 |
| 16. | Ukai | 5 | 850.00 | 3090.00 |
| Gujarat | | | | |
| 17. | Gandhinagar | 2 | 240.00 | 346.00 |
| 18. | Dhuvaran | 6 | 534.00 | 2724.00 |
| 19. | Wankbori | 3 | 630.00 | 1544.00 |
| Maharashtra | | | | |
| 20. | Koradi | 7 | 1080.00 | 6765.00 |

| 1 | 2 | 3 | 4 | 5 |
|-----------------------|-------------------------|----|--------|----------|
| 21. | Nasik | 5 | 910.00 | 12122.00 |
| 22. | Bhusawal | 3 | 478.00 | 4179.00 |
| 23. | Chandrapur | 4 | 840.00 | 4348.00 |
| 24. | Parli | 5 | 690.00 | 5416.00 |
| 25. | Paras | 1 | 58.00 | 998.00 |
| Tamil Nadu | | | | |
| 26. | Ennore | 5 | 450.00 | 6486.00 |
| 27. | Tuticorin | 3 | 630.00 | 1043.00 |
| 28. | Mettur | 4 | 840.00 | 312.00 |
| Andhra Pradesh | | | | |
| 29. | Kothagudem (A) (B&C) | 8 | 670.00 | 17074.00 |
| 30. | Nellore | 1 | 30.00 | 1385.00 |
| 31. | Neyveli (NLC) | 9 | 600.00 | 25000.00 |
| West Bengal | | | | |
| 32. | Kolaghat | 2 | 420.00 | 2000.00 |
| 33. | Santalidih | 4 | 480.00 | 8490.00 |
| 34. | Chandrapura(DVC) | 6 | 780.00 | 2722.00 |
| 35. | Durgapur (DVC) | 4 | 500.00 | 36481.00 |
| 36. | Bokaro (DVC) | 3 | 150.00 | 284.00 |
| Bihar | | | | |
| 37. | Patratu | 10 | 770.00 | 7583.00 |
| 38. | Barauni | 4 | 310.00 | 1577.00 |
| 39. | Muzaffarpur | 2 | 220.00 | 292.00 |
| Assam | | | | |
| 40. | Bongaigaon | 4 | 240.00 | 880.00 |
| 41. | Chandrapur | 1 | 30.00 | 252.00 |
| 42. | Kathalguri & Goleky | 7 | 18.93 | 633.00 |
| 43. | Lakwa | 4 | 60.00 | 1777.00 |
| 44. | Namrup | 5 | 111.50 | 3268.00 |

Statement-II*Details of 55 R&M Hydro Schemes*

| Sl. No. | Name of Project | Estimated cost (Rs. in crore) | Benefits (MW) |
|-----------------------|-----------------|-------------------------------|---------------|
| 1 | 2 | 3 | 4 |
| Andhra Pradesh | | | |
| 1. | Machkund | 89.11 | 147.75 |
| 2. | Nizam Sagar | 8.00 | 10.00 |

| 1 | 2 | 3 | 4 |
|-------------------------|----------------|-------|-------|
| 3. | Lower Sileru | 13.35 | 24.00 |
| 4. | Srisailem | 16.32 | -- |
| Bihar | | | |
| 5. | Subernrekha | 16.20 | -- |
| Gujarat | | | |
| 6. | Ukai (U 1 & 3) | 20.17 | 75.00 |
| Himachal Pradesh | | | |
| 7. | Bassi | 5.35 | -- |

| 1 | 2 | 3 | 4 |
|--------------------|---------------------------|--------|--------|
| 8. | Giri | 9.85 | 6.00 |
| J & K | | | |
| 9. | Chenani | 11.00 | 0.93 |
| 10. | Lower Jhelum | 20.00 | -- |
| 11. | Sumbal Singh | 11.00 | -- |
| Karnataka | | | |
| 12. | Mahatma Gandhi | 33.90 | 120.00 |
| 13. | Nagjhari | 11.97 | 15.00 |
| 14. | Sharavathy (U-1-8) | 65.00 | 293.40 |
| 15. | Sharavathy (U-9-10) | 17.96 | 47.90 |
| 16. | Sivasamudram | 8.00 | 18.00 |
| Kerala | | | |
| 17. | Neriamangalam | 31.92 | 54.00 |
| 18. | Poringalkuthu | 9.55 | 32.00 |
| 19. | Sabarigiri | 163.34 | 60.00 |
| 20. | Sholayar | 7.58 | -- |
| Maharashtra | | | |
| 21. | Koyna I&II | 38.53 | 280.00 |
| 22. | Koyna III (U-10, 11 & 12) | 0.80 | -- |
| Meghalaya | | | |
| 23. | Kyredemkulai | 7.40 | 6.00 |
| 24. | Umiam | 140.19 | 36.00 |
| Orissa | | | |
| 25. | Hirakud-I (U-I & II) | 90.26 | 97.50 |
| 26. | Hirakud-I (U-3&4) | 54.3 | 64.00 |
| 27. | Hirakud-I (U-5&6) | 106.77 | 96.00 |
| 28. | Hirakud-I | 9.85 | -- |
| 29. | Hirakud-II | 50.00 | 72.00 |
| Punjab | | | |
| 30. | UBDC-I | 11.00 | 11.00 |
| Tamil Nadu | | | |
| 31. | Kadamparai | 23.17 | 200.00 |

| 1 | 2 | 3 | 4 |
|-----------------------|-------------------------|-------|--------|
| 32. | Kundah-III (U-1&2) | 5.45 | -- |
| 33. | Mettur Dam | 41.50 | 50.00 |
| 34. | Moyar | 1.62 | 36.00 |
| 35. | Papanasam | 40.23 | 27.20 |
| 36. | Pykara | 17.06 | 69.95 |
| 37. | Sholayar-I | 1.40 | -- |
| Tripura | | | |
| 38. | Gumti | 17.50 | -- |
| Uttar Pradesh | | | |
| 39. | Chilla (U-1, 3 & 4) | 4.26 | -- |
| 40. | Khatina | 1.64 | 41.40 |
| 41. | Obra | 1.53 | -- |
| 42. | Pathri (U3) | 3.80 | 20.40 |
| 43. | Ramganga | 1.60 | 18.00 |
| 44. | Rihand | 1.43 | 100.00 |
| 45. | Tiloth | 8.02 | 9.00 |
| West Bengal | | | |
| 46. | Jaldhaka St. I | 12.60 | -- |
| Central Sector | | | |
| 47. | Bhakra RB | 77.50 | 185.00 |
| 48. | Dehar (U2, 3 & 4) | 46.00 | 25.00 |
| 49. | Ganguwal (U-2) | 18.90 | 27.63 |
| 50. | Kotla (U3) | 18.90 | 28.12 |
| 51. | Maithon (DVC) | 17.34 | 60.00 |
| 52. | Panchet (DVC) | 2.17 | 40.00 |
| 53. | Baira Siul (NHPC) | 25.98 | 18.00 |
| 54. | Loktak (NHPC) | 24.4 | 17.00 |
| 55. | Khandong (U-1) (Neeeco) | 0.62 | 25.00 |

Tiger Census of Sundar Ban

1940. SHRI SANAT KUMAR MANDAL : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Tiger census of Sundar Ban adopted a scientific method to count the number of tigers;

(b) if so, the details of the scientific indicators, they have used to count the number of tigers;

(c) whether the number of different age groups of tigers has increased as compared to previous census; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BABU LAL MARANDI) :

(a) Yes, Sir.

(b) The scientific indicators used to estimate the number of tigers consists of :

(i) Mapping the distribution of Tigers—indicating locations, direction of movement and date.

(ii) The normal practice of preparing, tracing/ plaster casts of the pugmarks.

Further compilation is done by analysing the different parameters with the help of computer and also manually.

(c) Yes, Sir.

(d) The details of tiger estimation as per the 1995 and 1997 census are as under :

| | |
|--------|-----|
| 1995 - | 277 |
| 1997 - | 298 |

The field work for the tiger census for the current year in Sunderbans has started on 28.11.99 and completed on 3.12.99. Analysis of the information is being carried out.

Construction of Post Office Buildings

1941. SHRI ARJUN SETHI : Will the Minister of COMMUNICATIONS be pleased to refer to the reply given to Unstarred Question No. 1697, dated December 19, 1994 regarding construction of Post Office Buildings in Orissa and state

(a) whether the Government have since then completed the post office buildings in the State;

(b) if so, the details thereof, location-wise;

(c) if not, the reasons therefor and the names of post office buildings remaining to be completed till date; and

(d) the details of the increased escalation of costs?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI TAPAN SIKDAR) : (a) Yes, Sir. 15 Buildings out of 23 which were under construction in 1994 have since been completed.

(b) Details are given in enclosed statement-I.

(c) Details are given in enclosed statement-II.

(d) Details are given in enclosed statement-III.

Statement-I

List of Buildings Completed

| S. No. | Name of Building | Location |
|--------|-----------------------|------------------------|
| 1. | Tigria S. O. | Cuttack District |
| 2. | Jajpur H.O. | Jajpur District |
| 3. | Jajpur Road S. O. | Jajpur District |
| 4. | Ersame S. O. | Jagatsinghpur District |
| 5. | Birbati S.O. | Cuttack District |
| 6. | Hindol S. O. | Dhenkanal District |
| 7. | Pallahara S.O. | Angul District |
| 8. | Nayagarh H.O. | Nayagarh District |
| 9. | Puri H.O. | Puri District |
| 10. | Phulbani H.O. | Phulbani District |
| 11. | Bant S.O. | Bhadrak District |
| 12. | Bonaigarh S.O. | Sundargarh District |
| 13. | Lathikata S.O. | Sundargarh District |
| 14. | Jaleswar H.O. | Balasore District |
| 15. | Extn. Rairangpur H.O. | Mayurbhanj District |

Statement-II

I. Reasons for Non-Completion :

1. Non-availability of sufficient funds.
2. Delay in execution of work by the agencies.
3. Contractual problems resulting on rescinding of the work order.

II. Names of Post Office Buildings Remaining to be completed till date :

1. Athagarh H.O.
2. Madhuban S.O. (Paradeep)
3. Kakatpur S.O.
4. Sonapur Raj S.O.
5. Balasore H.O.

6. Baripada Bazar S.O.
7. Biramitrapur S.O.
8. Rajniigiri S.O.

Statement- III

| S.No. | Name of the Building | Amount |
|-------|--------------------------|---------------|
| 1. | Athgarh H.O. | No Escalation |
| 2. | Madhuban S.O. (Paradeep) | Rs. 12,94,225 |
| 3. | Kakatpur S.O. | Rs. 10,32,780 |
| 4. | Sonepur Raj S.O. | Rs. 5,60,100 |
| 5. | Biramitrapur S.O. | Rs. 4,68,100 |
| 6. | Balasure H.O. | Rs. 16,21,000 |
| 7. | Rajniigiri S.O. | Rs. 11,43,500 |
| 8. | Baripada Bazar S.O. | Rs. 18,58,540 |

Ban on Use of Polybags

1942. SHRIMATI SHYAMA SINGH : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether attention of the Government has been drawn to the news-item captioned "Polybag ban comes into effect" appearing in the Times of India, dated November 20, 1999;

(b) if so, whether the Union Government have issued a Notification banning the use of polybags for food items;

(c) if so, whether despite the ban imposed by the Government, it is freely used in food items and neither the Union Government nor the State Governments have been contemplating further action in the matter;

(d) if so, whether the Government propose to ban the manufacture of polybags for all purposes;

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

(f) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BABU LAL MARANDI):

(a) and (b) Yes, Sir. The news item published in the Times of India, dated November 20, 1999 refers to the Recycled Plastics Manufacture and Usage Rules, 1999, notified by the Ministry of Environment and Forests on September 2, 1999. These rules prohibit the use of carry bags or containers made of recycled plastics by vendors for storing, carrying, dispensing, or packaging of foodstuffs.

(c) The Ministry of Environment and Forests has taken immediate follow up action to direct the State and Union Territory Governments to strictly implement the provisions of the rules.

(d) to (f) The Government has no immediate plans to ban the manufacture of plastic bags since total ban on their manufacture will bring greater pressure on other kinds of packaging materials like paper which would otherwise deplete forest resources of the country.

National Highways in Haryana

1943. SHRI AJAY SINGH CHAUTALA : Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the details of the total length of National Highways in Haryana as on 30.06.1999;

(b) the efforts made during the last three years to repair and widen the National Highways running through the State;

(c) whether the repair work of National Highways No. 8 is proposed to be taken in near future keeping in view its poor condition;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN) : (a) The total length of National Highways passing through the State of Haryana is 1345 kms.

(b) An amount of about Rs. 2897.00 lakh and Rs. 28,578 lakh were allocated for repairs and development, including widening of the National Highways respectively, passing through the State of Haryana in the last three years (i.e. 1.4.96 to 31.3.99).

(c) to (e) The maintenance and repairs of NHs is a continuous process. The repairs works are taken up as and when required to maintain the road in a traffic worthy condition, within available resources.

Externally Aided Projects in N.E.

1944. SHRI BHIM DAHAL :

SHRI SAMAR CHOUDHURY :

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government provide ninety percent grant to the North-Eastern States including Sikkim under the Externally Aided Projects;

(b) if so, the details of grants provided to the State

during 1998-99 and 1999-2000 upto October, 1999, State-wise and year-wise;

(c) whether some States of N.E. have not been provided with the Externally Aided Projects;

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

(e) whether such State Governments are likely to be provided the same;

(f) if so, the details thereof; and

(g) the time by which it is likely to be done?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI I. D. SWAMI) : (a) Yes, Sir.

(b) Details are given in enclosed statement.

(c) to (g) Information is being collected and will be laid on the Table of the House.

Statement

The details of grants provided to NE States during 1998-99 and 1999-2000 (upto October, 1999) are as under:-

| State | 1998-99 | 1999-2000 (upto 10/99) |
|----------------------|---------|---------------------------|
| 1. Arunachal Pradesh | --- | --- |
| 2. Assam | 29.85 | 18.66 |
| 3. Manipur | 8.07 | 7.96 |
| 4. Meghalaya | --- | 0.32 |
| 5. Mizoram | 0.44 | 1.44 |
| 6. Nagaland | --- | --- |
| 7. Sikkim | 10.52 | 3.43 |
| 8. Tripura | --- | --- |

Construction of Yamuna Over Bridge

1945. SHRI RATTAN LAL KATARIA : Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether due to Non-completion of the over bridge at Yamuna between Haryana and Uttar Pradesh, the people are facing many difficulties; and

(b) if so, the time by which the work thereon is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN) : (a) Yes, Sir.

(b) Progress of work relating to construction of main Bridge upto October, 99 is 94% . The main bridge is targeted for completion by 31.12.99.

Drylatrines (Prohibition) Act

1946. SHRI MADHAVRAO SCINDIA :

SHRI SUSHIL KUMAR SHINDE :

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the National Human Rights Commission has constituted a high level committee to go into the implementation of the 1993 Drylatrines (Prohibition) Act and Rehabilitation of manual scavengers law;

(b) if so, the progress made in implementation of the said laws in different States; and

(c) the number of scavengers rehabilitated after they were rendered jobless, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI C.H. VIDYASAGAR RAO) : (a) Yes, Sir.

(b) The Employment of Manual Scavengers and Construction of Dry Latrines (Prohibition) Act, 1993 came into force from 26.1.1997 in all the Union Territories and in the States of Andhra Pradesh, Karnataka, Maharashtra, Tripura and West Bengal. The State Assemblies of Orissa, Punjab, Assam, Haryana, Bihar and Gujarat have also adopted the Act.

(c) The Ministry of Social Justice and Empowerment has a Scheme of rehabilitation of scavengers. Under this scheme, the number of scavengers rehabilitated after they were rendered jobless State-wise, as reported by that Ministry is given in enclosed statement.

Statement

| Sl. No. | Name of State | No. of Scavengers Rehabilitated |
|---------|------------------|------------------------------------|
| 1 | 2 | 3 |
| 1. | Andhra Pradesh | 6769 |
| 2. | Assam | 287 |
| 3. | Bihar | 1191 |
| 4. | Gujarat | 7358 |
| 5. | Haryana | 11090 |
| 6. | Himachal Pradesh | 1142 |
| 7. | Jammu & Kashmir | 47 |

| 1 | 2 | 3 |
|-----|----------------|--------|
| 8. | Karnataka | 542 |
| 9. | Kerala | 141 |
| 10. | Madhya Pradesh | 64585 |
| 11. | Maharashtra | 14778 |
| 12. | Orissa | 4722 |
| 13. | Punjab | 2373 |
| 14. | Rajasthan | 11757 |
| 15. | Tamil Nadu | 13685 |
| 16. | Uttar Pradesh | 143975 |
| 17. | West Bengal | 3000 |
| 18. | Delhi | 2941 |
| 19. | Pondicherry | 129 |

Regularisation of Group-D Employees

1947. DR. RAGHUVANSH PRASAD SINGH : Will the Minister of COMMUNICATIONS be pleased to state:

(a) the policy of the Government for regularisation of services of Group-D staff in the Ministry;

(b) the number of persons regularised during the last three years;

(c) the percentage and the number of casual labourers/contract labourers regularised during the said period; and

(d) the number out of them regularised out of Minister discretionary quota?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI TAPAN SIKDAR) : (a) Sir, as Group-D staff are departmental regular employees, there is no provision for further regularisation of their services as Group-D staff.

(b) Do not arise.

(c) The information is being collected from the recruiting units all over the country and will be laid on the Table of the House.

(d) There is no Minister's discretionary quota of regularisation.

Permit to Kudremukh Iron Ore Company

1948. SHRI G. PUTTA SWAMY GOWDA : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether Government have granted temporary working permit to Kudremukh Iron Ore Company Limited;

(b) if so, the extent of area and the period for which temporary working permit has been given;

(c) whether there is any proposal to issue final approval to extend the lease; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BABU LAL MARANDI):

(a) and (b) Yes, Sir. The Government has granted temporary working permission to M/s Kudremukh Iron Ore Company Limited vide its letter No. 8-69/99-FC dated 16.7.1999. The permission has been granted over the already broken up area i.e. 1452.74 hectare for a period of one year or issue of final notification of Kudremukh National Park whichever is earlier, with several conditions.

(c) and (d) The mining in the area was an ongoing activity at the time of notification of intent for the Kudremukh National Park under Section 35(1) of the Wildlife (Protection) Act, 1972. Any decision on further continuation of mining in the area can be taken after the State Government issue final notification for constitution of Kudremukh National Park under Section 35(4) of the Wildlife (Protection) Act, 1972.

Exploitation of Small Fishermen

1949. SHRI SADASHIVRAO DADOBA MANDLIK :

SHRI RAMSHETH THAKUR :

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the Government have received any memorandum regarding the exploitation of small fishermen in Mumbai Port Trust;

(b) if so, the details thereof; and

(c) the steps taken/proposed to be taken by the Government to remedy the situation?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN) : (a) No. Sir.

(b) and (c) However, a memorandum from Maharashtra Sagari Matsyavyavasayik Sangh was received in October, 1998 for provision of certain amenities like drinking water, allotment of space for Ice-Plant and registration of new fishing boats at Sassoon Dock fishing Harbour etc. which is being taken care of by the Mumbai Port Trust (MbPT) authorities in consultation with the concerned agencies.

Sethu Samudaram Irrigation Project

*1950. SHRI P. D. ELANGOVA : Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the work on Sethu Samudaram Project in Tamil Nadu is going on very slow;

(b) if so, the reasons therefor;

(c) the funds allocated by the Union Government for this project during 1997-98, 1998-99; and

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

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN) : (a) to (d) The Finance Minister had announced in his Budget speech for the year 1999-2000 that funds would be provided for a techno-economic feasibility study of Sethu Samudaram Ship Canal Project. As a follow-up, this Ministry has taken up the matter for first stage clearance for preparation of Detailed Feasibility Study & Environment Impact Assessment Study for the project, by the Committee of the Public Investment Board. Thus, the proposal is at a preliminary stage and the final decision for implementation of the project will be taken only after conducting the above studies.

National Security Intelligence

1951. SHRI PRIYA RANJAN DASMUNI : Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether there is lack of coordination between RAW, Ministry Intelligence and I.B. especially in respect of the recent assault on Kargil;

(b) if so, whether the Government propose to consider a new strategy to have a National Security Intelligence having a co-ordination among the various intelligence agencies both in India and abroad; and

(c) if so, the details thereof?

THE MINISTER OF HOME AFFAIRS (SHRI L. K. ADVANI) : (a) to (c) Government of India has constituted a Committee headed by Shri K. Subramaniam to review the events leading up to the Pakistani aggression in the Kargil district of Ladakh of Jammu & Kashmir and to recommend such measures as are considered necessary to safe guard national security against such armed intrusion. It is expected that the Committee will also comment on the functioning of the intelligence agencies and recommend appropriate measures for bringing about improvements.

Visa Restrictions for Pakistani Citizens

1952. SHRI ASHOK N. MOHOL : Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government have declared unilateral easing of visa restrictions for certain categories of Pakistani citizens; and

(b) if so, the details thereof including the likely impact thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI C.H. VIDYASAGAR RAO) : (a) and (b) Yes, Sir. The unilateral relaxations made in the Visa Regime for Pakistani nationals include one year multi-entry EPR (exempted from police reporting) visa to the bonafide Pak businessmen recommended by SAARC Chamber of Commerce of Pakistan with the stipulation that stay during each visit will not exceed three months; EPR visitor visa to young (upto the age of 12 years) and elderly of (70 years and above), very well known and reputed Pak journalists, media personalities, very well known and reputed writers on selective basis, cultural groups, artists, students, poets etc. at the discretion of the Indian Mission, 14 days non-extendable tourist visa to Pakistani groups of not less than 10 and not more than 50 persons etc. The relaxations are aimed at facilitating people-to-people contact between the citizens of India and Pakistan.

Special Courts for SCs/STs

1953. SHRI CHANDRAKANT KHAIRE : Will the Minister of HOME AFFAIRS be pleased to state:

(a) the number of cases of crime against SC/ST registered during the last three years and the percentage of such cases pending in various courts, year wise;

(b) the names of the States which have set up special courts for SCs/STs; and

(c) the number of cases disposed of by these courts during the said period?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI I. D. SWAMI) : (a) and (c) Available information in this regard is given in the enclosed Statement.

(b) According to available information, under the Scheduled Castes and the Scheduled Tribes (Prevention of Atrocities) Act, 1989, all the States/Union Territories, except Arunachal Pradesh and Nagaland, have specified for each district a Court of Session to be Special Court for the trial of offences under the Act. Some States, namely, Andhra Pradesh, Gujarat, Karnataka, Madhya Pradesh, Rajasthan and Tamil Nadu have also set up Exclusive Special Courts. The Act does not extend to the State of Jammu & Kashmir.

Statement

The following Table, inter alia, contains information about the number of cases registered during the last three years and the number of cases pending in various courts, year-wise:-

| Year | No. of cases registered under the SCs & STs (POA) Act, 1989 by Police | No. of cases chargesheeted in the Courts | No. of cases disposed by Courts | Percentage of cases pending with Courts |
|------|---|--|---------------------------------|---|
| 1996 | 25966 | 20938 | 13226* | 37* |
| 1997 | 28409 | 20795 | 12876* | 38* |
| 1998 | 24534 | 16261 | 29654* | -- |

Source : State Govt. /UT Adms.

Note : These figures are provisional.

* : These cases include cases of previous years also.

Mangrove Forests in Orissa

1954. SHRI BHARTRUHARI MAHTAB : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) the details of the area covered under the mangrove forests in Orissa and funds allocated to the State for the improvement of Mangrove forests under each scheme separately during the last three years;

(b) whether the Government propose to sponsor any scheme for the improvement and protection of such forests in the State; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BABU LAL MARANDI): (a) According to the Forest Survey of India Report (1997) Mangroves cover an area of 211 sq. km. in Orissa. The areas include Mahanadi Delta, Brahmi-Baitarani Delta and Balasore Coast. The Ministry did not release any funds to the Government of Orissa during the last 3 years under the Scheme on Conservation and Management of Mangroves and Coral Reefs due to non-submission of Utilisation Certificate, Statement of Expenditure and Progress Report for the grants released to the State under the Scheme during the preceding years.

(b) and (c) For improvement and protection of mangrove forest in Orissa, Management Action Plans submitted by the State recently have been examined and an amount of Rs. 46.50 lakhs has been released to the State Government for implementation of these Action Plans on Bhitarkanika and Mahanadi Delta Mangroves during the current financial year. In the light of the recent Super Cyclone, Government of Orissa has been advised to send detailed Management Action Plans for rehabilitation and protection of mangroves in these areas in the State.

Cheaper Mobile Telephone Services by DOT

1955. SHRI RUPCHAND PAL : Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether DoT has decided to start Mobile Telephone Services at a rate cheaper than the rates of mobile telephone services provided by the private operators; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI TAPAN SIKDAR) : (a) and (b) Department of Telecom Services has decided to introduce Cellular Mobile Services in some places as a pilot project. The tariff for the same shall be decided based on the investment being made to start this service.

Facilities at Vadinar Port

1956. SHRI G. GANGA REDDY : Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the Gujarat Government has requested to develop the facilities at Vadinar Port for deep draft direct berthing cargo; and

(b) if so, the details of policy of the Government to increase the cargo handling capacity of the minor ports in Gujarat?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN) : (a) Yes, Sir. The Government of Gujarat had requested to hand over Vadinar by de-linking it from Kandla Port Trust Limit so that it can be developed by the State Government. The request has not been acceded to as Vadinar has been an integral part of the Major Port of Kandla. However, it has been suggested to the Government of Gujarat that they may consider forming a Joint Venture Company with the Kandla Port and the Gujarat

Maritime Board for development of Vadinar for multipurpose use.

[Translation]

(b) The policy framework for development of Minor Ports in Gujarat falls within the purview of the State Government.

NHRC Probe into Jail Riot

1957. SHRI T. M. SELVAGANPATHI : Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the National Human Rights Commission (NHRC) has sought a report from the State Government of Tamil Nadu on jail riot in the Chennai Central Jail which led to the death of 10 persons;

(b) if so, whether the NHRC received the report from the State Government of Tamil Nadu; and

(c) the recommendations made by the NHRC based on the report from the State Government of Tamil Nadu?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI I. D. SWAMI) : (a) Yes, Sir.

(b) A report has been received by the NHRC from the Government of Tamil Nadu.

(c) As the postmortem reports and the magisterial inquiry reports are yet to be received from the State Government, the matter has so far not been considered by the Commission for making its recommendations.

Village Public Telephone Facility in Rural Areas of Uluberia

1958. SHRI HANNAN MOLLAH : Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of villages covered by the public telephone facility in the Uluberia Sub-division of Howrah District of West Bengal;

(b) the number of such Telephones proposed to be provided in the said sub-division during the current financial year, location-wise; and

(c) the time by which the said facilities are likely to be provided in the remaining villages of the said sub-division?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI TAPAN SIKDAR) : (a) to (c) Uluberia sub-division has 636 villages. Village public telephones have already been provided in 278 villages. About 100 more villages are proposed to be provided with public telephones during current year subject to timely decision by the Panchayats/BDOs about location. All villages are proposed to be covered progressively by the end of 9th Plan subject to availability of resources.

Cess on Diesel and Petrol

1959. SHRI PRAVIN RASHTRAPAL :

SHRI NAWAL KISHORE RAI :

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Road Fund Board have been constituted to collect cess amount;

(b) if so, the composition of the members of the Board; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN) : (a) No, Sir.

(b) Does not arise.

(c) Proposal is at formulation stage.

[English]

Voting Right to Indian Citizens Working Abroad

1960. SHRI RAMESH CHENNITHALA : Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether the Government propose to give voting right to the Indian citizens working abroad; and

(b) if so, the details thereof?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI RAM JETHMALANI) : (a) No, Sir.

(b) Does not arise.

[Translation]

Law to Ban Advertisements

1961. DR. VIJAY KUMAR MALHOTRA : Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether attention of the Government has been invited towards advertisements appearing in several newspapers from time to time regarding witch-craft, sorcery, treatment of sex related diseases and guaranteed treatment of other incurable diseases;

(b) if so, whether there is any law to ban such advertisements;

(c) if so, the details thereof;

(d) the steps being taken by the Government to implement this law firmly;

(e) whether the Government propose to make this law further stringent; and

(f) if so, the time by which it is likely to be done and if not, the reasons therefor?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI RAM JETHMALANI) : (a) Advertisements related to treatment of sex related and other incurable diseases have been observed mainly in relation to certain drugs of Indian System of Medicine (ISM) or claims for treatment which are advertised by certain self-styled practitioners.

(b) and (c) The Department of Indian System of Medicine & Homeopathy had issued strict guidelines to all concerned State authorities to initiate action against offending drug firms/practitioners under the provisions of the Drugs & Magic Remedies (Objectionable Advertisement) Act, 1954.

(d) In a recent meeting of all State Directors of Indian System of Medicine & Homeopathy taken by the Secretary (ISM&H) on 2nd and 3rd December, 1999, the issue of objectionable advertisement was again forcefully brought to the notice of the State Authority who are enforcing the provisions of the Drugs and Magic Remedies (Objectionable Advertisement) Act, 1954.

(e) and (f) A comprehensive examination of the Drugs and Magic Remedies (Objectionable Advertisement) Act, 1954 has been undertaken by an expert group to suggest appropriate improvement/amendment in the Law. The recommendations have been submitted to the Government.

[English]

Expansion of Telephone Exchanges

1962. SHRI K. MURALEEDHARAN :

SHRI RAJO SINGH :

SHRI RAMCHANDRA VEERAPPA :

Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of telephone exchanges functioning with capacities thereof at present in Kozhikode region in Kerala Bidar distt. of Karnataka and Shekhapur, Begusarai, Lakhi Sarai and Jamui districts of Bihar;

(b) whether the Government propose to enhance the capacity of the existing telephone exchanges in the said region and districts during 1999-2000;

(c) if so, the details thereof;

(d) the number of persons on the waiting list for telephone connections at present in the Kozhikode region; and

(e) the steps proposed to be taken by the Government to clear the waiting list in the said region?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI TAPAN SIKDAR) : (a) The following number of telephone exchanges with capacities are working in Kozhikode region, Bidar Distt. of Karnataka and Shekhapur, Begusarai, Lakhi Sarai and Jamui district of Bihar:-

| Name of Palce | Total no. of exchanges | Total Capacity |
|------------------|------------------------|----------------|
| Kozhikode region | 146 | 286234 |
| Bidar Distt. | 65 | 20680 |
| Shekhapur | 5 | 1632 |
| Begusarai | 21 | 11634 |
| Lakhi Sarai | 8 | 3184 |
| Jamui | 11 | 2264 |

(b) Yes, Sir.

(c) The plan to enhance the capacities during 1999-2000 is as under :-

| | |
|------------------|-------|
| Kozhikode region | 71200 |
| Bidar Distt. | 9992 |
| Shekhapur | 2000 |
| Begusarai | 1680 |
| Lakhi Sarai | 3064 |
| Jamui | 1160 |

(d) The number of persons on waiting list in Kozhikode region is 1,58,376.

(e) 44500 new telephone connections are planned for provision on Kozhikode region during 1999-2000. The remaining waiting applicants are likely to be provided connections by the end of 2000-2001.

Banny Area in Kutch

1963. SHRI P. S. GADHAVI : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether "banny area" in Kutch district of Gujarat State is known to be the best grass-growing land in the country;

(b) if so whether this area is being ruined by the menace of unwanted white Babul plants; and

(c) if so, the steps being taken to protect the area and use it for the plantation of grass?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BABU LAL MARANDI): (a) to (c) Banny area in Kutch district is recognised as a unique grass-growing land in the country. Over the years, it has deteriorated due to ingress of salinity and white babul plants (*Prosopis juliflora*). Government of Gujarat is implementing "Banny Development Scheme" under which removal of *Prosopis juliflora* and other unwanted shrubs is carried out along with adoption of protection measures and plantation of grasses.

[Translation]

Survey by B S I

1964. SHRI BRAHMA NAND MANDAL : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Botanical Survey of India had made an assessment during its survey conducted from 1983 to 1990 that 2000 rare floral species out of the 15,000 present species would extinct by the year 2000;

(b) if so, the factual details thereof; and

(c) the steps taken by the Government to conserve them?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BABU LAL MARANDI): (a) and (b) No, Sir. The present assessment based on survey and exploration work carried out by BSI indicates that 1800 species, out of 17,000 species of flowering plants and 1135 species of Pteridophytes, fall under various degrees of threat.

(c) The steps taken by the Government to conserve the rare/threatened plant species include in-situ conservation through protected area network consisting of bio-sphere reserves, national parks and wildlife sanctuaries and ex-situ conservation through botanic gardens.

[English]

Conversion of PTC into Stock Exchange for Power

1965. SHRIMATI GEETA MUKHERJEE : Will the Minister of POWER be pleased to state:

(a) whether the Government have a proposal to convert Power Trading Corporation into Stock Exchange for Power and create the wholesale and regional markets for power; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI JAYAWANTI MEHTA) : (a) No, Sir.

(b) Does not arise.

Toning up of PCRs

1966. SHRI SHEESH RAM SINGH RAVI : Will the Minister of HOME AFFAIRS be pleased to state the measures taken/proposed to be taken by the Government to tone up the PCRs in Delhi to help the road victims and people in distress?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI C.H. VIDYASAGAR RAO) : The measures taken to help Delhi Police to attend to distress calls more efficiently include replacement of conventional VHF based communication network between the Central Police Control Room and PCR vans by State-of-the-art UHF Digital Trunked Radio System; computerisation of the System to receive distress calls; and introduction of Line Identification System in the Central Police Control Room to enable identification of the telephone number from which a distress call has been made without depending on the normal telephone service.

[Translation]

Telephone Tower Facility

1967. SHRI PUNNU LAL MOHALE : Will the Minister of COMMUNICATIONS be pleased to state:

(a) the details of telephone towers being constructed by Department of Telecommunications in Bilaspur district of Madhya Pradesh, tower-wise; and

(b) the time by which the said towers are likely to be started?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI TAPAN SIKDAR) : (a) and (b) In Bilaspur District, Madhya Pradesh, towers for radio systems have been constructed at 3 places and work is in progress for 5 more towers. The details are as under :

| Tower Already Constructed | Tower Under Construction |
|---------------------------|--------------------------|
| Banibi-mogra | Rajganar |
| Dagauri | Del Wadih |
| Fasterpur | Pangarh |
| | Pandaria |
| | Chakkarbhata |

All these towers are expected to start functioning by March 2000 subject to timely supply of radio equipment.

Development and Expansion of National Highways

1968. SHRI NAWAL KISHORE RAI :

SHRI AJIT SINGH :

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the Government have formulated a ten years scheme for the development and expansion of National Highways in the country;

(b) if so, the details thereof;

(c) whether the Government have decided to collect 25000 crore rupees by imposing tax on diesel and petrol for mobilising this expenditure amount; and

(d) if so, the reasons for selecting only these two items for the taxation for this purpose?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN) : (a) and (b) Yes, Sir. The National Highway Development Programme (NHDP) comprising of upgradation of national highways along Golden Quadrilateral connecting the four Metros, the North-South and East-West corridors from Srinagar to Kanyakumari and Siichar to Porbandar respectively and Salem-Cochin section of NH-47 is to be implemented in ten years at an estimated cost of Rs. 54000 crores (at current prices).

(c) The amount to be collected will depend on the consumption of these fuels.

(d) The consumption of petrol and diesel are largely related to road usage.

Construction of Power Sub-Stations in U.P.

1969. SHRI CHANDRA VIJAY SINGH :

DR. BALIRAM :

Will the Minister of POWER be pleased to state:

(a) the details of power sub-stations under construction during the last three years in Uttar Pradesh, location-wise; and

(b) the time by which each power sub-station is likely to be completed and the total amount to be spent thereon?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI JAYAWANTI MEHTA) : (a) and (b) A yearwise list of E.H.V. (220 KV and above) sub-stations in U.P. completed in the last three years, 1997-98, 1998-99 and 1999-2000, and those under construction is given in enclosed statement. An outlay of Rs. 2700 crores was proposed for the IXth Five Year Plan for Transmission Sector (lines and sub-stations) in Uttar Pradesh. An amount of Rs. 377 crores and Rs. 219 crores was spent in years 1997-98 and 1998-99 respectively on transmission. A provision of Rs. 419 crores exists in the current year, 1999-2000.

Statement

Details of E.H.V Sub-Stations (220 KV and above) under construction/ completed in up during last three years

| Sl. No. | Name of the Station | Capacity (MVA) | Status |
|---------|-----------------------------|----------------|-----------|
| 1 | 2 | 3 | 4 |
| | 1997-98 400 KV | | |
| 1. | Murad Nagar Ext. Total | 315 315 | Completed |
| 1. | 220 KV Chinhut Total | 100 100 | Completed |
| | 1998-99 400 KV | | |
| 1. | Agra (New) | 315 | Completed |
| 2. | Unnao (New) Total | 630 945 | Completed |
| | 220 KV | | |
| 1. | Mathura (New) | 100 | Completed |
| 2. | Phulpur Extn. | 100 | Completed |
| 3. | 400 KV Unnao Extn. (1st Tr) | 100 | Completed |

| 1 | 2 | 3 | 4 |
|----|-----------------------------|------|---------------------------|
| 4. | Sefai (New) | 100 | Completed |
| 5. | 400 KV Unnao Extn. (2nd Tr) | 100 | Completed |
| 6. | Moradabad Extn. | 100 | Completed |
| 7. | Mathura Extn. | 100 | Completed |
| 8. | Agra Extn. | 100 | Completed |
| 9. | Gonda Extn. | 100 | Completed |
| | Total | 900 | |
| | 1999-2000 | | |
| | 400 KV | | |
| 1. | Rishikesh Extn. | 240 | Completed |
| 2. | Manu Extn. | 200 | To be Completed by 3/2000 |
| 3. | Bareilly | 630 | To be Completed by 12/99 |
| | Total | 1070 | |
| | 220 KV | | |
| 1. | Agra Extn. | 100 | Completed |
| 2. | Fatehpur Extn. | 100 | Completed |
| 3. | Haldwani | 100 | To be Completed by 12/99 |
| 4. | Banda | 100 | To be Completed by 3/2000 |
| | Total | 400 | |

[English]

Structural Changes in NHAI

1970. SHRI KRISHNAMRAJU : Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the Government propose to provide more power to the National Highways Authority of India;

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

(c) whether the Government also propose to change the organisational structure of the National Highways Authority of India; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN) : (a) and (c) Yes, Sir.

(b) and (d) Details are in formulation stage.

Advisory Committee of NHRC

1971. SHRI ANANT GANGARAM GEETE : Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government are going to accept the recommendations of the Advisory Committee of National Human Rights Commission; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI C.H. VIDYASAGAR RAO) : (a) and

(b) The Government have not received the report of the Advisory Committee of the National Human Rights Commission.

[Translation]

G.D.R. Scheme of M.T.N.L.

1972. DR. ASHOK PATEL :

SHRI MOINUL HASSAN :

Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Mahanagar Telephone Nigam Limited has postponed 'Global Depository Receipt' (GDR) scheme pertaining to selling of shares in foreign markets for the indefinite period;

(b) if so, the reasons therefor;

(c) whether the Government propose to reintroduce the scheme;

(d) if so, the details thereof; and

(e) the likely time by which it is going to be done?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI TAPAN SIKDAR) : (a) to (e) The Government had decided to disinvest its equity share holding in the MTNL to the tune of 19 million shares in the GDR market. However, that process has been postponed on the advice of the Joint Global Coordinators who after pre marketing survey found the GDR market subdued. The process of disinvestment will start depending upon suitable market conditions for the launch of GDR issue.

*[English]***National Level Internet Exchange**

1973. SHRI DAUD AHMAD : Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Union Government propose to set up national level internet exchange;

(b) if so, the details thereof;

(c) whether the VSNL propose to set up 13 more earth stations in smaller towns and cities to provide the internet service; and

(d) if so, the details thereof alongwith the name of cities where in such stations are proposed to be set up.

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI TAPAN SIKDAR) : (a) and (b) No, Sir. But the Department of Telecom is setting up a National Internet Backbone.

(c) VSNL proposes to set up 10 more earth stations to provide the services including Internet.

(d) These earth stations are for providing international Value added services and internet leased lines. The list of stations is as under :

1. Coimbatore
2. Goa
3. Indore
4. Chandigarh
5. Noida
6. Hyderabad
7. Trivandrum
8. Guwahati
9. Bhubaneshwar
10. Kanpur

Opening of Regional Office of NHPC in Bangalore

1974. SHRI H. G. RAMULU : Will the Minister of POWER be pleased to state:

(a) whether the Government propose to open the Regional Office of the National Hydro Power Corporation in Bangalore; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI JAYAWANTI MEHTA) : (a) and (b) National Hydroelectric Power Corporation Ltd. (NHPC) has opened its office in Bangalore with the basic objective of developing hydro power projects in Karnataka and Tamil Nadu.

*[Translation]***Cost of Power Generation**

1975. SHRI J. S. BRAR :

SHRI PRAVIN RASHTRAPAL :

Will the Minister of POWER be pleased to state:

(a) whether the cost of power generation through the Hydro-electric Power Projects is cheaper in comparison to power generation through the Thermal Power Projects;

(b) if so, the facts in this regard and the average cost of power generated from both the sectors;

(c) the quantum of power being generated from the said sectors at present in the country; and

(d) the reasons for low power generation from the Hydro-electric Power Sector?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI JAYAWANTI MEHTA) : (a) Yes, Sir.

(b) Based on the information from ten State Electricity Boards in 1997-98, the average cost of hydel power generation in most cases is less than that of thermal power generation as is evident from the following table :

| Name of the SEB | Cost of generation | |
|----------------------------------|-----------------------|---------------------|
| | Average Thermal P/Kwh | Average Hydro P/Kwh |
| 1. APSEB | 117.71 | 19.92 |
| 2. MSEB | 124.10** | 31.95 |
| 3. Haryana Vidyut Prasaran Nigam | 212.56 | 28.34 |
| 4. GEB | 162.02 | 22.69 |
| 5. MPEB | 122.59 | 75.64 |
| 6. TNEB | 175.60 | 22.84 |
| 7. UPSEB | 160.14 | 36.89 |
| 8. WBSEB | 135.10 | 151.23 |
| 9. PSEB | 164.11 | 32.30 |
| 10. RSEB | 169.60 | 27.73 |

**Avg. cost of Thermal and Gas.

The estimated average cost of hydel and thermal power generation for the year 1997-98 for the above 10 SEBs taken together is of the order of 44 P/Kwh and 154 P/Kwh respectively.

(c) The programme for hydel power generation for the period April-November, 1999 was 57492 MU as against which 57168 MU was generated implying that 99.4% of the target was met.

(d) Does not arise.

[English]

Project Tiger

1976. SHRI LAKSHMAN SINGH : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the "Project Tiger" has been useful in conservation of the Tiger population in the country;

(b) the funds released for this project during the last three years, State-wise; and

(c) the allocation projected in the Ninth Five Year Plan for the project?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BABU LAL MARANDI):

(a) Yes, Sir.

(b) The financial assistance given to the States for protection and increase of Tiger population under Project Tiger Scheme is given in enclosed statement.

(c) The allocation projected in the Ninth Five Year Plan for the Project Tiger Scheme is Rs. 75.00 crores.

Statement

Name of the Scheme-Project Tiger

| Sl. No. | State | Central Assistance Released (Rs. in Lakhs) | | |
|---------|-------------------|--|---------|---------|
| | | 1995-96 | 1996-97 | 1997-98 |
| 1 | 2 | 3 | 4 | 5 |
| 1. | Andhra Pradesh | 27.360 | 16.870 | 10.700 |
| 2. | Arunachal Pradesh | 35.874 | 26.000 | 20.000 |
| 3. | Assam | 55.650 | 40.435 | 45.080 |
| 4. | Bihar | 62.100 | 88.315 | 36.750 |
| 5. | Karnataka | 50.330 | 45.300 | 25.000 |
| 6. | Kerala | 28.065 | 32.880 | 34.950 |
| 7. | Madhya Pradesh | 140.979 | 141.570 | 133.778 |

| 1 | 2 | 3 | 4 | 5 |
|-------|---------------|---------|---------|---------|
| 8. | Maharashtra | 50.253 | 48.107 | 60.530 |
| 9. | Mizoram | 13.450 | 8.360 | 12.450 |
| 10. | Orissa | 50.125 | 28.370 | 49.300 |
| 11. | Rajasthan | 113.770 | 131.270 | 149.885 |
| 12. | Tamil Nadu | 24.480 | 28.795 | 45.600 |
| 13. | Uttar Pradesh | 96.640 | 108.255 | 125.012 |
| 14. | West Bengal | 90.165 | 104.675 | 58.950 |
| Total | | 839.241 | 849.202 | 807.985 |

[Translation]

Public Telephone Facility in Rural Areas

1977. DR. RAMKRISHNA KUSMARIA:

SHRI ASHOK N. MOHOL :

SHRI RAJAJIAH MALYALA :

SHRI RAMSHETH THAKUR :

SHRI RAJO SINGH :

SHRI KRISHNAMRAJU :

Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of public Telephone Connections based on tower system provided in the rural areas of Damoh, Panna and Chhatrapur districts of Madhya Pradesh;

(b) the number of villages of districts Hyderabad, Ranga Reddy, Medak and Nizamabad in Andhra Pradesh connected, through telephones during the last three years;

(c) the time by which the said facility is likely to be provided in the remaining villages of the said districts;

(d) whether a large number of such telephones in the said districts and the telephones in Khed, Pune, Baramati and Kolaba regions of Maharashtra and Shekhapura, Lakhisarai, Begusarai and Jamui districts of Bihar are not functioning properly;

(e) if so, the reasons therefor; and

(f) the steps taken by the Government to make them functional?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI TAPAN SIKDAR) : (a) The number of public telephones based on tower systems in three districts of Madhya Pradesh is given as under:

| Districts | Public Telephones on Tower System | | |
|---|-----------------------------------|---------|---------|
| Damoh | 330 | | |
| Panna | 254 | | |
| Chhatarpur | 632 | | |
| (b) VPTs provided during the last three years | | | |
| Districts | 1996-97 | 1997-98 | 1998-99 |
| Hyderabad | Nil | Nil | Nil |
| Ranga Reddy | 115 | 19 | 7 |
| Medak | 85 | 52 | 11 |
| Nizamabad | 122 | 45 | 17 |

(c) The telephone facility in remaining villages is expected to be provided by March, 2002.

(d) to (f) Mainly due to equipment fault, VPTs are faulty particularly in large numbers only in Bihar & Madhya Pradesh in the concerned districts. Repairs are being carried out departmentally and also with the help of the approved contractors under Annual Maintenance Contract.

[English]

LPG Agencies in Rural and Hilly Areas

1978. DR. LAXMINARAYAN PANDEYA : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether people in the rural and hilly areas have to bring their gas cylinders themselves from the gas agencies which are located 6 to 15 km. away from their houses; and

(b) if so, the steps proposed to be taken by the Government to set up LPG agencies to the nearest possible places in such areas?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI E. PONNUSWAMY): (a) and (b) The area of operation of a distributor in a market is earmarked by respective oil company. Within the authorised area of operation a distributor is required to ensure home delivery of refill.

In order to cater the requirement of customers in a small pocket away from the main distributorship, extension counters are opened as per policy. From the extension counter refills are supplied for which the transportation cost for carrying cylinders from the main distributorship point to the extension counter point are finalised in consultation with District Authorities.

Effective 1996-98 Marketing Plan, the following measures have been taken to extend LPG marketing to rural areas on industry basis.

- (i) All urban locations with a population of 10,000 and above by including potential of adjoining villages falling within the radius of 15 kms.
- (ii) Urban locations having population of 5000 and above surveyed for setting up a distributorship and the viability to be ascertained by taking into account the potential of adjoining villages falling within 15 kms. radius.
- (iii) Cluster of villages within 15 kms. radius of nucleus villages having a population of 10,000 (ten thousand) and above, surveyed for setting up rural distributorship and included in the plan depending upon the viability.
- (iv) Villages within 15 kms. radius around towns having population of 1 lakh and above to be surveyed for opening of rural distributorships.

Setting up of LPG Agencies/Petrol Pumps in Gujarat

1979. SHRI CHANDRESH PATEL : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether there are demands from various organisations, cooperative societies and individuals from Gujarat to set up more LPG agencies and Petrol Pumps in the State;

(b) if so, the details in this regard for the period from January 1, 1997 till date;

(c) the locations in the State where such LPG agencies and Petrol Pumps have been opened during the said period; and

(d) the plans of the Government to open new LPG agencies and Petrol Pumps during the next two years?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI E. PONNUSWAMY): (a) and (b) Requests are received from time to time from various VIPs, individuals and Cooperative Societies, etc. from different parts of the country including from Gujarat for setting up more retail outlet dealerships and LPG distributorships. The locations meeting Industry's viability norms are included in the Marketing Plans for setting up dealerships distributorships.

(c) From January 1, 1997, 35 retail outlet dealerships and 59 LPG distributorships have been commissioned in Gujarat.

(d) 73 retail outlet dealerships and 152 LPG distri-

butorships from various approved Marketing Plans are pending for commissioning in Gujarat. As per existing policy, dealerships/distributorships included in the Marketing Plans are advertised for selection through Dealer Selection Board. It generally 1-2 years for commissioning of dealerships/distributorships from the date of issue of advertisement.

Benches of Supreme Court

1980. SHRI P. C. THOMAS :

SHRIMATI SHYAMA SINGH :

SHRI T. GOVINDAN :

Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether any proposals from different State Governments regarding setting up of benches of Supreme Court in the respective States are pending before the Union Government in view of difficulties being faced by litigants to approach Supreme Court due to distance and cost involved therein; and

(b) if so, the details thereof, State-wise and reaction of the Government thereto?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI RAM JETHMALANI) : (a) and (b) The Government of Tamil Nadu, Andhra Pradesh and Karnataka suggested setting up of a Bench of the Supreme Court in the respective State Capitals for south India. The Governments of Tripura and West Bengal desired establishment of a Bench of the Supreme Court at Calcutta. The Law Ministers of the Eastern and the North-Eastern States adopted a resolution unanimously to the effect that it was essential for the Supreme Court to sit at a suitable place in their regions.

According to article 130 of the Constitution of India, the Supreme Court shall sit in Delhi or in such other place or places, as the Chief Justice of India may, with the approval of the President, from time to time, appoint. No proposal has been received from the Chief Justice of India in connection with this matter.

Power Generation

1981. COL. (RETD) SONA RAM CHOUDHARY : Will the Minister of POWER be pleased to state:

(a) whether the Government have fixed power generation targets in the country for 1998-2000;

(b) if so, the State-wise details thereof and particularly for Rajasthan;

(c) whether adequate funds have been allocated to achieve these targets;

(d) if so, the details thereof;

(e) whether the Government propose to promote captive power plants in the country for betterment of industrial sector; and

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

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI JAYAWANTI MEHTA) : (a) and (b) Yes, Sir. The State/systemwise details of total power generation targets for thermal, hydro and nuclear power for the years 1997-98, 1998-99 and 1999-2000 are given in enclosed statement. Categorywise power generation targets in the State of Rajasthan are given as under:-

| | Generation Targets (MUs) | | |
|---------|--------------------------|---------|-----------|
| | 1997-98 | 1998-99 | 1999-2000 |
| Thermal | 9230 | 10360 | 10550 |
| Nuclear | 0 | 700 | 891 |
| Hydro | 1370 | 1450 | 1356 |
| Total | 10600 | 12510 | 12797 |

(c) and (d) No constraints have been reported in the allocation of funds for meeting out the targets envisaged.

(e) and (f) In view of power shortage in the country, the Government emphasised the need to open the alternative route other than private generating company i. e. captive power plants (CPPs) where the industries could set up their own plants to meet their own demand. Accordingly, State Governments were advised to create an institutional mechanism which may allow CPPs an easy and automatic entry into the power sector. The concurrence to these CPPs is accorded by State Governments under Section 44(2A) of Electricity (Supply) Act, 1948. The CPP proposals for capacity above 25 MW have to be forwarded to CEA for consultation.

Statement

State/Systems wise total generation
(Thermal+Nuclear+Hydro)

| State/ System | Generation Targets (MUS) | | | |
|------------------|--------------------------|---------|-----------|---|
| | 1997-98 | 1998-99 | 1999-2000 | |
| | 1 | 2 | 3 | 4 |
| BBMB | 11000 | 10650 | 10760 | |
| Delhi | 7100 | 7230 | 6600 | |
| J & K | 5675 | 6141 | 6387 | |
| H. P. | 3960 | 3804 | 4015 | |
| Haryana | 3825 | 3825 | 3997 | |

| 1 | 2 | 3 | 4 |
|-------------|--------|--------|--------|
| Rajasthan | 10600 | 12510 | 12797 |
| Punjab | 14530 | 15780 | 16483 |
| U. P. | 68150 | 69070 | 69650 |
| Gujarat | 40060 | 50220 | 46953 |
| Maharashtra | 57785 | 61580 | 65774 |
| M. P. | 44545 | 44648 | 47875 |
| A. P. | 43000 | 48965 | 52797 |
| Karnataka | 16440 | 17205 | 21298 |
| Kerala | 7155 | 7450 | 9633 |
| Tamil Nadu | 37045 | 40280 | 39450 |
| Pondicherry | 0 | 0 | 200 |
| Bihar | 7930 | 6790 | 7490 |
| Orissa | 11500 | 11365 | 13856 |
| W. B. | 24825 | 20250 | 20238 |
| DVC | 8570 | 7085 | 7730 |
| Sikkim | 40 | 45 | 195 |
| Assam | 1780 | 1350 | 1040 |
| NEEPCO | 2230 | 2415 | 2464 |
| Meghalaya | 450 | 490 | 469 |
| Tripura | 515 | 390 | 380 |
| Manipur | 450 | 450 | 450 |
| Ar. Pradesh | 10 | 15 | 20 |
| All India | 429000 | 450000 | 469000 |

[Translation]

**LPG Agencies and Petrol Pumps
in Madhya Pradesh**

1982. SHRI THAWAR CHAND GEHLOT : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the locations in Madhya Pradesh where L.P.G. agencies and Petrol pumps have been allotted during the past three years; and

(b) the time by which more L.P.G. agencies and Petrol Pumps are likely to be allotted?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI E. PONNUSWAMY) : (a) During the last three years i.e. 1996-97, 1997-98, and 1998-99 a total of 9 retail outlet dealerships and 18 LPG distributorships have been allotted in Madhya Pradesh.

(b) As per existing policy, dealerships/distributorships included in the Marketing Plan are advertised for selection through Dealer Selection Boards. It generally takes 1-2 years for commissioning of dealerships/distributorships from the date of issue of advertisement.

Setting Up of Power Projects in U.P.

1983. SHRI NIKHIL KUMAR CHOUDHARY :

SHRI BAL KRISHNA CHAUHAN :

Will the Minister of POWER be pleased to state:

(a) whether the Government propose to set up power projects at Ghosi in Uttar Pradesh and on the bank of Kosi river in Bihar respectively;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI JAYAWANTI MEHTA) : (a) to (c) No proposal to set up power project at Ghosi in Uttar Pradesh and on the bank of Kosi river in Bihar are under examination for Techno-Economic Clearance in CEA. However, according to the studies for "Small H.E. Potential Assessment" carried out by CEA during 1987-96, a small H.E. scheme namely Rajpur with possible installed capacity of 2x1900 KW has been identified on Kosi Canal system in Bihar. Bihar Government can take further necessary action in setting up of above plant.

Scheme to Check Pollution

1984. SHRI MAHESHWAR SINGH :

SHRI RAMPAL SINGH :

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government have declared or propose to declare any environment scheme to check the pollution;

(b) if so, the details thereof; and

(c) the details of rules and regulations issued to check the pollution so far?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BABU LAL MARANDI): (a) and (b) There is no proposal to declare any environment scheme to check pollution. However, under the on-going schemes/programmes, the steps taken by the Government for prevention and control of pollution include the following:-

- Effluent and emission standards have been

notified under the Environment (Protection) Act, 1986 to check air, water and noise pollution.

- Industries have been directed to instal necessary pollution control equipment and action is taken against the defaulting units.
- A scheme for setting up Common Effluent Treatment Plants (CETPs) in clusters of small scale industrial units has been implemented in several parts of the country.
- Environment Impact Assessment Notification, 1994 is in force governing environmental appraisal of 29 specified categories of developmental projects.
- Environmental guidelines have been evolved for siting of industries.
- National River Conservation Plan (NRCP) has been launched to check water pollution in the major rivers of the country.
- Emission standards for vehicles have been notified under the Motor Vehicles Act. Vehicular fuel quality has also been upgraded.
- Ambient noise standards in respect of industrial, commercial, residential areas and silence zone have been notified under the Environment (Protection) Act 1986.
- An Environment Pollution (Prevention and Control) Authority has been set up for the National Capital Region for protecting and improving the environment.
- A number of hazardous industries have been closed down in Delhi.
- Environment Action Plan for Mumbai has been prepared and sent to the State Government of Maharashtra for implementation.
- Custom and exise duty exemption are provided to the industries for installation of pollution control/monitoring equipments.
- Unleaded petrol has been introduced in the four metro-cities of Delhi, Mumbai, Calcutta and Chennai.

(c) A number of Rules and Regulations have been formulated and notified by the Government so far under the provisions of the following Acts for prevention and control of pollution in the country:

1. The Water (Prevention and Control of Pollution) Act, 1974;
2. The Water (Prevention and Control of Pollution) Cess Act, 1977;

3. The Air (Prevention and Control of Pollution) Act, 1981;

4. The Environment (Protection) Act, 1986.

[English]

Setting up of Telephone Exchanges and Telephone Connections

1985. SHRI M. K. SUBBA : Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether there are proposals to set up new telephone exchange at Gamiri in Sonitpur district, 1000 lines C-Dot telephone exchange at Ghigaon and electronic telephone exchanges in Tezpur, Biswanath, Chairali and Daikhiajull regions of Biswanath Sub-division of Sonitpur district and Bihpuria LAC of Lakhimpur district of Assam;

(b) if so, the details thereof including the cost of the each project;

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

(d) the number of persons on the waiting list for telephone connections at present in the said districts;

(e) the time by which the telephone connections are likely to be provided therein;

(f) the number of villages so far provided with public telephones in the said districts;

(g) the number of villages not having this facility in the said districts; and

(h) the time by which said facility is likely to be provided in the remaining villages of the said districts?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI TAPAN SIKDAR) : (a) to (c) It is proposed to commission telephone exchanges at Biswanath Chairali and Bihupuria. Detailed information is given in the statement enclosed.

(d) Lakhimpur-737, Sonitpur-902

(e) June' 2000

(f) Lakhimpur-421, Sonitpur-942

(g) Lakhimpur-332, Sonitpur-326

(h) March, 2002.

Statement

1. Telephone connections at Gamiri are planned to be provided from Gahigaon Telephone exchange.

2. One electronic telephone exchange of 1000 lines C-DOT type has already been commissioned this year at Gahigaon at a cost of Rs. 1.85 crores.
3. Two electronic telephone exchanges of total 10000 lines have already been commissioned this year at Tezpur at a cost of Rs. 11.82 crores.
4. One electronic telephone exchange of 3000 lines at Biswanath Chariali is likely to be commissioned during 2000-2001 at a cost of Rs. 5.0 crores.
5. One electronic telephone exchange of 1000 lines at Daikhiajuli is already existing.
6. One electronic Telephone exchange of 1000 lines at Bihupuria of Lakhimpur district is proposed to be commissioned during 2000-2001 at a cost of Rs. 1.9 crores.

Justice Delivery System

1986. SHRI G. S. BASAVARAJ :

SHRI ANNASAHAB M. K. PATIL :

Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that the collusion among the police, prosecutors, witnesses and a section of judiciary has corroded the justice delivery system;

(b) if not, the other factors responsible for frustrating the process of law;

(c) whether the Government propose for a system to enable release of under trials without much delay; and

(d) if so, the details of the policy of the Government in this regard?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI RAM JETHMALANI) : (a) to (d) "Public Order", "Police" and "Prisons" are State subjects as per the Seventh Schedule to the Constitution of India. Prosecutors also function under the control of the State Governments. The administration of criminal justice system is primarily the concern of State Governments. As and when instances come to the notice of the Government, appropriate steps are taken by respective Government.

However, the Central Government in its interactions with the State Governments, has been stressing upon them the need to take efficient steps to reduce the number of undertrials. The steps suggested by the Central Government include the setting up of special courts in prisons, summary trials of petty and minor offences and review of all undertrial cases by a Review Committee at the district level, comprising the representatives of the judiciary, district administration and prison

authorities, or monthly/quarterly basis. The Central Government has also asked the State Governments to ensure proper implementation of the directions given by the Supreme Court in its orders dated 1.5.1996 and 10.12.1998 in W.P. (C) No. 1128 of 1986 and W.P. (C) No. 559 of 1994 respectively regarding release of undertrial prisoners.

Legislation on Bio-Diversity

1987. SHRI RAJIV PRATAP RUDY : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government propose to bring a legislation for the Bio-diversity protection;

(b) if so, the details thereof and the time by which it is likely to be brought; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BABU LAL MARANDI) : (a) Yes, Sir.

(b) The Government is formulating a legislation on biodiversity with the broad objectives of conservation and sustainable utilisation of biodiversity and equitable sharing of benefits arising out of the use of biological resources. The Government has had wide ranging consultations with all stakeholders and has prepared a draft outline of the legislation. Further action for finalising the legislation at the earliest is underway.

(c) Does not arise.

Bifurcation of District Courts

1988. SHRI C. N. SINGH : Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether there is any proposal to bifurcate the Delhi District Courts; and

(b) if not, the reason therefor and if so, the time by which it is likely to be done?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI RAM JETHMALANI) : (a) Yes, Sir.

(b) The modalities of bifurcation of the Delhi District Courts are being worked out by the Government of NCT of Delhi in consultation with the Delhi High Court.

[Translation]

Setting up of New Post Office

1989. SHRI MANIKRAO HODLYA GAVIT : Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government propose to set up a separate Head Post Office for the Nandurbar district of Maharashtra;

(b) if so, the details thereof and the likely time by which it is to be set up; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI TAPAN SIKDAR) : (a) No, Sir.

(b) Does not arise in view of (a) above.

(c) The main reasons are inadequate accommodation in the present rented building and shortage of manpower required for a Head Post Office. Further, no commensurate improvement in the services to customers can be achieved by upgradation of the existing Sub Post Office to a Head Post Office.

Establishment of New Police Stations in Delhi

1990. SHRI VIJAY GOEL : Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether there is any proposal to set up new police stations in Delhi;

(b) if so, the details thereof;

(c) the details of additional budget being given to strengthen the law and order situation in Delhi; and

(d) the steps being taken in view of the shortage of police personnel in the police stations?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI C.H. VIDYASAGAR RAO) : (a) to (d) Delhi Police was strengthened last year with the creation of additional 17 police stations. However, Bureau of Police Research and Development have been asked to undertake a study of the manpower requirement of Delhi Police and its modernisation needs etc. in a time-bound manner.

The budget provision for Delhi Police has gone up from Rs. 553.09 crores in 1997-98 to Rs. 673.13 crores in 1998-99 and Rs. 730 crores during the Budget Estimates of 1999-2000.

Family Courts

1991. SHRI VIJAY KUMAR KHANDELWAL : Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) the number of States in the country where family courts have been set up;

(b) the time by which such courts are likely to be set up in rest of the States; and

(c) the number of cases disposed of by these family courts so far?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI RAM JETHMALANI) : (a) Family Courts have been established in 13 States and 1 Union Territory so far. The State Government of Gujarat and Punjab and the Government of NCT of Delhi have also decided to set up family courts in their jurisdiction.

(b) The Family Court Act, 1984 is an enabling Act. On the basis of a specific request made by a State Government, the Central Government extends the jurisdiction of this Act to the concerned State. The State Government, after consultation with its High Court, may establish family courts by a notification for area in the State comprising a city or town whose population exceeds one million or in any other area in the State as it may deem necessary. Hence, no time can be specified by the Central Government for establishment of family courts in the rest of the States.

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

[English]

Setting up of Power Stations in North Eastern Region

1992. SHRI SAMAR CHOUDHURY : Will the Minister of POWER be pleased to state:

(a) whether the Government propose to set up additional power stations in the North Eastern region to overcome the shortage of power in the region; and

(b) if so, the details thereof, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI JAYAWANTI MEHTA) : (a) and (b) Yes, Sir. The following Hydro and Thermal Projects are presently under execution in N.E. Region.

Hydro

1. Ranganadi-St.I (3x135 MW) – Arunachal Pradesh
2. Karbi Langpi (2x50 MW) – Assam
3. Dhansiri (5x3x1.33 MW) – Assam
4. Kopili-St.II (1x25 MW) – Assam
5. Tuinal (2x30 MW) – Mizoram
6. Doyang (3x25 MW) – Nagaland
7. Likim-Ro (3x8 MW) – Nagaland

Thermal

1. Amguri CCGT (8x30 GT) – Assam (4x30 ST)

2. Lakwa Waste Heat – Assam
Recovery Units (47.5 MW)
3. Leimakhong DGPP (6x6 MW) – Manipur

The following H.E. Schemes cleared by CEA are awaiting investment sanction :

1. Tuivai H.E.P. (3x70 MW) – Mizoram
2. Loktak D.S. HEP (3x30 MW) – Manipur
3. Myntdn (Leska) HEP – Meghalaya
St-1. (2x42 MW)
4. Kameng HEP (4x150 MW) – Arunachal Pradesh

No Hydro Electric Project is under examination in CEA. However, following H.E. Schemes have been returned for re-submission.

1. Ranganadi St. II, Arunachal Pradesh (3x60 MW)
2. Karbi Langpi (Lower Borpani), Assam (2x50 MW)
3. Karbi Langpi (Upper Borpani) Assam, (2x30 MW)
4. Lower Kopili, Assam (3x50 MW)
5. Demwe, Arunachal Pradesh, (8x65 MW)
6. Dihang, Arunachal Pradesh (40x500 MW)
7. Subansiri, Arunachal Pradesh (12x400 MW)
8. Tipaimukh, Manipur (6x250 MW)
9. Trang, Manipur (4x60 MW)
10. Tuivai, Manipur (3x17 MW)

Following Thermal Power Stations are proposed to be set up in N.E. Region

- | | | |
|----|--|----------|
| 1. | Lakwa Waste Heat Recovery Unit (1x38 MW) | Assam |
| 2. | HFO based TPS in Dimapur (4x6 MW) | Nagaland |
| 3. | HFO based DG PP at Bairabi (20 MW) | Mizoram |

Reservation to People of Assamese Origin

1993. SHRI SONTOSH MOHAN DEV : Will the Minister of HOME AFFAIRS be pleased to state:

- (a) whether the Government have considered the

desirability of providing adequate safeguards for the people of Assamese origin by way of reservations in Parliament, State Assemblies and local bodies etc; and

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

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI I. D. SWAMI) : (a) Clause 6 of Assam Accord provides that "Constitutional, legislative and administrative safeguards as may be appropriate, shall be provided to protect, preserve and promote the cultural, social, linguistic identity and heritage of the Assamese people." In this connection, Government of Assam and All Assam Students' Union (AASU) have submitted some proposals. The proposals submitted deal inter alia with reservation of seats to Parliament, State Assemblies and Local bodies etc.

(b) An official level sub-committee comprising of officials of Government of India and Government of Assam and representatives of AASU has been constituted to examine the proposals submitted by Government of Assam and AASU.

Unauthorised Sale of Petrol

1994. SHRI ANNASABHEB M. K. PATIL : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the petrol is being sold on the road side in East Delhi in cans unauthorisedly when only authorised petrol pumps are allowed to sale petrol at their pumps;

(b) if so, the steps taken to stop such clandestine sale of petrol; and

- (c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI E. PONNU-SWAMY) : (a) The Ministry of Oil Marketing Companies have reportedly not received any report about petrol being sold on the road side in East Delhi in cans unauthorisedly.

- (b) and (c) Does not arise.

Development of Vadinar Port

1995. SHRI CHADA SURESH REDDY : Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether requests have been received to develop the Vadinar Port in Gujarat for growth in Traffic;

(b) if so, the action taken/proposed to be taken in the matter; and

(c) the targeted date for development of the project?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN) : (a) to (c) Yes, Sir. The Ministry of Surface Transport had received a

request from the State Government of Gujarat to develop Vadinar. However, the request was not considered as Vadinar has been an integral part of the Major Port of Kandla. Incidentally, no Port by the name of 'Vadinar Port' has been notified.

Oil Fields Offered to Foreign Companies

1996. SHRI RAMCHANDRA VEERAPPA : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether a number of proven oil fields have been offered to the foreign companies for development;

(b) if so, the details thereof;

(c) whether the Government have any other proposals for further privatisation of the oil industry;

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROELUM AND NATURAL GAS (SHRI E. PONNU-SWAMY) : (a) and (b) Yes, Sir. Since 1992, Government has offered discovered fields to private and foreign companies for development & production of oil and gas. As on date, twelve discovered fields awarded to consortia comprising foreign companies are under operation. The details of these fields are given in enclosed statement-I. Further, eight more discovered fields have been awarded to the consortia comprising foreign company as one of the partners. The details of these fields are given in enclosed statement-II.

(c) and (d) Yes, Sir. To impart greater thrust and efficacy to exploration activities for oil & gas, Government has introduced New Exploration Licensing Policy (NELP). In the first round of bidding, 48 blocks consisting of 10 onland, 26 shallow water offshore and 12 deep water blocks have been offered to both private sector and public sector companies on term which provide a level playing field to investors. As a result, 45 bids for a total of 27 blocks, covering 4 onshore, 16 shallow water and 7 deep water blocks have been received.

Statement-I

List of discovered fields awarded to consortium comprising foreign companies under operation

| Sl. No. | Field | Name of company/ consortium % participating interest |
|---------|-------------------|--|
| 1 | 2 | 3 |
| 1. | Panna & Mukta | Enron Exploration Company, USA (30%), Reliance Industries Ltd. India (30%), ONGC (40%) |
| 2. | Mid & South Tapti | Enron Exploration Company, USA (30%), Reliance Industries Ltd. India (30%), ONGC (40%) |

| 1 | 2 | 3 |
|-----|-----------|---|
| 3. | Ravva | Cairn Energy India Pvt. Ltd. (22.5%), Ravva (Oil) Singapore, Singapore (12.5%), Videocon Petroleum, India (25%), ONGC (40%) |
| 4. | Kharsang | Geopetrol International, France (25%), Enpro India Ltd. India (25%), Geoenpro Ltd. India (10%), ONGC (40%) |
| 5. | Hazira | Niko Resources, Canada (33%), GSPC, India (67%) |
| 6. | Bhandut | Niko Resources, Canada (33%), GSPC, India (67%) |
| 7. | Matar | Niko Resources, Canada (33%) GSPC, India (67%) |
| 8. | Cambay | Niko Resources, Canada (33%) GSPC, India (67%) |
| 9. | Sabarmati | Niko Resources, Canada (33%) GSPC, India (33%) |
| 10. | Dholka | Joshi Technology Inc. USA (50%) L&T, India (50%) |
| 11. | Wavel | Joshi Technology Inc. USA (50%) L&T, India (50%) |
| 12. | PY-1 | Mosbacher Energy, USA (35%) EEPII, India (30%) HOEC, India (30%) |

Statement-II

List of discovered fields awarded to consortium comprising foreign companies

| Sl. No. | Field | Name of Company/ consortium % participating interest |
|---------|------------------|--|
| 1 | 2 | 3 |
| 1. | Ratna & R-Series | Premier Oil Plc. U.K. (10%) Essar Oil Ltd., India (90%) |
| 2. | North Balol | Amec Heritage, U.K. (30%) GSPC India (40%) HOEC, India (30%) |
| 3. | North Kathana | Amec Heritage, U.K. (30%) GSPC India (40%) HOEC, India (30%) |
| 4. | Allora | Amec Heritage, U.K. (30%) GSPC India (40%) HOEC, India (30%) |

| 1 | 2 | 3 |
|----|----------|---|
| 5. | Unawa | Amec Heritage, U.K. (30%) GSPC, India (40%) HOEC, India (30%) |
| 6. | Amguri | Joshi Technology, USA (25%) Assam Company Inc., India (75%) |
| 7. | Kanwara | Amec Heritage, U.K. (30%) GSPC, India (40%) HOEC, India (30%) |
| 8. | Dholasan | Amec Heritage, U.K. (30%) GSPC, India (40%) HOEC, India (30%) |

Cheating of Small Investors

1997. SHRI KIRIT SOMAIYA : Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether the Government have received any complaints against M/s Euro Cotspin Ltd. Mumbai for cheating and non-payment of fixed deposits and interest to the small investors;

(b) if so, the details thereof and the action taken against the company; and

(c) the steps taken by the Government for ensuring repayment of fixed deposits to the small investors?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI RAM JETHMALANI) : (a) to (c) The Government has received a number of Complaints forwarded by the South Delhi Senior Citizens Forum, New Delhi and from individuals and anonymous complaints.

The Government has already filed a petition under section 5BA(9) of the companies Act, 1956 before the Hon'ble Company Law Board, Northern Region Bench on 03.12.99 to start suo moto action against the company on a priority basis. The Company Law Board can order the company to make repayment of deposits forthwith or within such time and subject to such conditions as may be specified in the order. The contravention of the Company Law Board order is punishable with imprisonment which may extend to three years and also with fine.

Power Plant at Sipat

1998. SHRI SUSHIL KUMAR SHINDE : Will the Minister of POWER be pleased to state:

(a) whether National Thermal Power Corporation propose to set up a mega power plant at Sipat near Bilaspur;

(b) if so, the details thereof; and

(c) the time by which it is likely to be set up?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI JAYAWANTI MEHTA) : (a) No, Sir.

(b) National Thermal Power Corporation proposes setting up of a coal based super thermal power project with a capacity of 2000 MW in Stage-I at Sipat in Bilaspur District of Madhya Pradesh. The estimated cost of the project is Rs. 8215.49 crores at 1st quarter 1999 price level. The project is awaiting techno-economic clearance from Central Electricity Authority.

(c) Subject to timely clearances and funding tie-up, the project is envisaged for benefits during the 10th Plan period.

Committee For Amarnath Yatra Disaster

1999. DR. NITISH SENGUPTA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the recommendations of the one-man Enquiry Committee into the Amarnath Yatra Disaster (1996) for constituting the Amarnath Yatra Trust on the lines of the Vaishno Devi Trust has been accepted by the Government;

(b) if so, the likely date by which it is to be constituted; and

(c) whether the Government have accepted the other recommendations of this Committee to regulate the yatra and make it safe for pilgrims?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI C.H. VIDYASAGAR RAO) : (a) to (c) Arrangements for the Amarnath Yatra, including constitution of a trust on the lines of Vaishno Devi Trust is primarily the concern of the Government of Jammu & Kashmir. The report of one-man Enquiry Committee constituted after the Amarnath Yatra disaster in 1996 has been sent to the State Government for necessary follow up action.

The Government of Jammu & Kashmir have been taking necessary steps to make adequate arrangements for yatra taking into account the recommendations made in the one-man Committee Report to ensure a smooth and safe yatra.

Annual Growth Rate of Port Facilities

2000. SHRI SULTAN SALAHUDDIN OWASAI : Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the comparative annual growth rate of port facilities in the country as compared to the country's annual growth in the international trade;

(b) the extent to which the projected growth of Indian ports during the last two plan periods has been achieved, stating the reasons for shortfall in the projected growth;

(c) whether the Government propose to open up certain areas of port operations to the private entrepreneurs;

(d) if so, whether any decision has been taken in this regard; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN) : (a) The growth of port capacity during the year 1998-99 over previous year was 5.73%. The growth rate of international trade during the above period was 11.75% in rupee terms, for all exports & imports, including those transported by means other than by sea.

(b) During 7th Plan, the actual capacity achieved was 0.82% higher than the projected one. During 8th Plan actual capacity achieved was about 13% less than the target. General reasons for shortfall relate to, inter-alia, delay in sanction of projects, firming up funding arrangements, slippage in execution etc.

(c) to (e) The Government have already opened up following areas in the ports for private sector participation :-

- (i) Leasing of existing assets of the Port.
- (ii) Construction/creation of additional assets.
- (iii) Leasing of port equipments and floating crafts from private sector.
- (iv) Pilotage
- (v) Captive facilities for port based industries.

Modernisation of Money Order System

2001. SHRI C. P. RADHAKRISHNAN : Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether there are any new scheme/plans to modernise the money order system in the country;

(b) the number of cases that came into light regarding the mismanagement and late delivery of money orders during the last three years in Delhi; and

(c) the action taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI TAPAN SIKDAR) : (a) Phase II of the VSAT project has been approved by the Planning Commission in which 170 new generation of VSATs are proposed to be installed so that the entire money order traffic could be transmitted via satellite.

(b) The number of complaints received in Delhi Circle during the last three years are as under:

| Year | No. of complaints | Mismanagement | Late Delivery |
|---------|-------------------|---------------|---------------|
| 1996-97 | 15089 | 11468 | 3621 |
| 1997-98 | 29156 | 22105 | 7051 |
| 1998-99 | 62372 | 58999 | 3373 |

- (c) i) Special drives are launched from time to time.
- ii) The field staff have been directed to carry out verification of prescribed number of money orders paid.
- iii) The Central Checking Squad was sent to UP, Bihar and Orissa Circles to evaluate the cause of delays in payment of money orders in those Circles for the money orders emanating from Delhi Circle.
- iv) Punitive action is taken against the officials found responsible for delay/non-payment of money orders.

[Translation]

Refugees of J&K

2002. SHRI AMIR ALAM :

SHRI RAM DAS ATHAWALE :

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Union Government have paid any heed to the demand made by refugees of Jammu and Kashmir for setting up a security zone in the valley for their rehabilitation;

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

(c) the present condition of refugees and their camps in Jammu and Kashmir?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI C.H. VIDYASAGAR RAO) : (a) to (c) As intimated by the State Government the return of migrants to the valley with honour and dignity is amongst the top most priorities of the State Government. A sub-committee constituted by the State Government for preparing an action plan for return of the migrants, has submitted a draft interim report for the consideration of the State Government.

The State Govt. have initiated the following confidence building measures:

- (a) Completion of inventorisation of immovable property left behind by migrants.
- (b) Initiation of Social Interaction Programme.
- (c) Expediting follow up action for eviction from migrant houses/lands from illegal/unauthorised occupation.

The cash relief to the Migrants has been revised from Rs. 450/- per month to Rs. 600/- per month per head subject to a maximum of Rs. 2400/- p.m. per family with effect from 1st April 1999.

In Jammu, where a number of Migrants are staying in camps, they have been provided with one Room Tenements. There are 12 Dispensaries in various camps with 28 qualified doctors and 111 para Medical Staff to cater to the Medical needs of the migrants. Camp Schools and camp colleges have been established to cater the educational need of the migrant students. There are Degree Colleges, Higher Secondary Schools and High Schools. Other amenities such as community halls, sanitation, water, electricity, etc. have also been provided in the Camps. Also, an amount of rupees two crores has been provided to the State Govt. for improvement of living conditions in the camps.

[English]

Separate Statutory Board for Konkan Region

2003. SHRI ANANDRAO VITHOBA ADSUL :

SHRI VILAS MUTTEMWAR :

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government have made any head way in respect of the proposal forwarded by the Government of Maharashtra for the establishment of a separate Statutory Board for Konkan Region;

(b) If so, the details thereof; and

(c) if not, the course of action contemplated by the Government for the early establishment of such a Board?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI I.D. SWAMI) : (a) to (c) While considering the proposal of the Government of Maharashtra for establishment of a separate Statutory Board for Konkan region, it was considered advisable to ascertain the effectiveness with which the three existing Development Boards in the State had worked towards attaining the objectives enshrined in the Constitution. Accordingly, the Planning Commission was requested to undertake a detailed study. The matter will be examined further on receipt of the study report.

[Translation]

Review of Surat Lignite T.P.P. Power Project

2004. SHRI MANSINH PATEL : Will the Minister of POWER be pleased to state:

(a) whether the Government propose to review the Surat Lignite T.P.P. Power Project;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHIRMATI JAYAWANTI MEHTA) : (a) There is no proposal to review Surat Lignite Thermal Power Project.

(b) and (c) Do not arise.

Telephone Exchanges in J&K

2005 SHRI ABDUL RASHID SHAHEEN : Will the Minister of COMMUNICATIONS be pleased to state:

(a) the names of the telephone exchanges modernised in Baramullah and Kupwara districts of Jammu and Kashmir during the last three years till date;

(b) the number of new telephone exchanges proposed to be opened during 1999-2000 in the State particularly in the said districts, district-wise;

(c) whether the telephones remains out of order in these districts;

(d) if so, the reasons therefor; and

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

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI TAPAN SIKDAR) : (a) The telephone exchanges at Baramullah Gulmarg, Uri, Watrigam, Gurez in Baramullah district and Sogam, Handwara, Tangdar in Kupwara district have been modernised during last three years.

(b) 36 new telephone exchanges are proposed to be opened in the State during 1999-2000 out of which three are in Baramullah district and one in Kupwara district.

(c) to (e) Sir, the telephone in these districts are generally working satisfactorily. However, to further improve the service, following steps are being taken.

(1) Standby power supply arrangement and maintenance free battery sets are being provided.

(2) Arrangement for daily testing of lines and rectification of faults immediately thereafter without waiting for the complaints are being made.

(3) Reliable transmission media is being provided to more & more exchanges for improving STD services.

(4) New technologies like WLL (Wireless Local Loop) & C-DOT PMP (Point to Multi Point) are planned to be introduced for providing phones in rural areas.

[English]

Incan Mutual Benefit Limited

2006. SHRI KISHAN SINGH SANGWAN : Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether the Government have received any representation regarding the Surreptitious disposal of assets of the Incan Mutual Benefit Limited by its Chairman despite the order of the Company Law Board dated August 31, 1999 in the case of IMBL, Lucknow;

(b) if so, the details thereof; and

(c) the action taken by the Government against the Chairman of the Company?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI RAM JETHMALANI) : (a) to (c) The information is being collected and will be laid on the table of the House.

Ganga Action Plan

2007. SHRI RAMCHANDER BAINDA : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) the total amount spent on Ganga Action Plan by the Union Government during the last three years;

(b) whether the level of pollution in Ganga has decreased during the said period;

(c) if so, the extent thereof;

(d) the likely time by which the river is expected to be free from pollution; and

(e) the steps being taken in this direction?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BABU LAL MARANDI) :

(a) A sum of Rs. 283.25 crore has been spent by the Union Government on Ganga Action Plan during the last three years;

(b) to (d) The Ganga Action Plan was started in 1985. The levels of Bio-Chemical Oxygen Demand, an indicator of pollution as measured during the last three years is lower than the levels in 1986. The range of Bio-chemical Oxygen Demand levels which was 1.7 to 15.5 in 1986 has come down to 1.0 to 8.5 in 1999. 788 million litres per day of sewage has been intercepted for treatment under the Ganga Action Plan upto 1999. Works under the Ganga Action Plan for intercept-

tion and treatment of 1946 million litres per day of sewage are under execution. However, it is the responsibility of the State Governments to operate and maintain these assets being created under the Ganga Action Plan. Strict enforcement of the environmental laws by the Pollution Control Boards is necessary to check industrial pollution. Non-point sources of pollution such as agricultural run-offs, dumping of unburnt/half burnt dead bodies and animal carcasses, open defecation, cattle wallowing, washing of clothes on the river bank will have to be completely tackled.

Hence, it is through the combined efforts of the Government of India, the State Governments and the continuous efforts of the local bodies that the river can be made free from pollution and kept clean.

(e) The steps being taken in this direction under the Ganga Action Plan are :

i) Implementation of pollution abatement measures for Rs. 1738.30 crore of which sanctions for implementation have been given for 463 schemes valued at Rs. 984.83 crore.

ii) Encouraging the use of treated waste water for irrigation instead of discharging it into the river.

iii) Assisting activities to increase public awareness and facilitate public participation to prevent pollution of the river.

Bill for Uttaranchal

2008. MAJ. GEN. (RETD.) B. C. KHANDURI : Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government propose to bring in the Bill for the creation of Uttaranchal;

(b) if so, the time frame contemplated for the purpose;

(c) whether it is necessary to follow all the steps provided in Article 3 of the Constitution considering that the views of legislature of Uttar Pradesh on the subject had already been received; and

(d) if so, the time by which formalities are likely to be completed in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI I. D. SWAMI) : (a) Yes, Sir.

(b) to (d) The Uttar Pradesh Reorganisation Bill, 1998 lapsed with the dissolution of the Twelfth Lok Sabha. The procedure prescribed in article 3 of the Constitution of India is required to be followed afresh.

The Bill providing for the creation of Uttaranchal will be referred to the State Legislature shortly. Further necessary action will be taken on receipt of the State Legislature's views.

Consumption of Power in Agriculture

2009. SHRI MOINU HASSAN : Will the Minister of POWER be pleased to state:

(a) whether the specific power consumption in agriculture has now come at par with that of high tension (HT) industries and in several States like Uttar Pradesh and Gujarat it has even exceeded this consumption; and

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

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI JAYAWANTI MEHTA) : (a) and (b) State-wise specific power consumption (Kwh/Kw) in agriculture and High Tension (HT) industries during 1996-97 is given in enclosed statement. The specific power consumption in agriculture in U.P. was almost at par with HT industries whereas in Gujarat it was less compared to HT industries. The specific power consumption between the two sectors differs in accordance with the level of development of these sectors in the State.

Statement

Specific Power Consumption of Major States in Agriculture & H.T. Industries during the year 1996-97

| | Specific Power Consumption (Kwh/Kw) | |
|----------------|-------------------------------------|-----------------|
| | Agriculture | H.T. Industrial |
| Haryana | 2008.05 | 1116.08 |
| Punjab | 2443.38 | 2193.67 |
| Rajasthan | 1681.87 | 2078.37 |
| Uttar Pradesh | 2895.20 | 2915.84 |
| Gujarat | 2453.50 | 2745.38 |
| MadhyaPradesh | 2384.41 | 2834.76 |
| Maharashtra | 1980.95 | 3078.59 |
| Andhra Pradesh | 1147.51 | 2363.14 |
| Karnataka | 1796.84 | 2589.13 |
| Tamil Nadu | 1287.20 | 2361.63 |
| Bihar | 1215.62 | 11230.46 |
| Orissa | 618.97 | 2917.03 |
| West Bengal | 3161.69 | 1216.37 |
| Assam | 682.22 | 1071.67 |
| Meghalaya | 1577.78 | 2835.32 |

Law on Terrorism

2010. DR. V. SAROJA : Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether there is any proposal for bringing forward a law to curb the terrorism;

(b) if so, the details thereof including the time-frame for its enactment; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI C.H. VIDYASAGAR RAO) : (a) to (c) The Criminal Law (Amendment) Bill, 1995 which seeks to provide an alternate law for combating terrorism was introduced in the Rajya Sabha in May, 1995 when the erstwhile Terrorist and Disruptive Activities (Prevention) Act, 1987 was allowed to lapse. This bill has remained pending because of absence of political consensus on the passing of this Bill. On the advice of this Ministry, Law Commission has now taken up the study for formulating requisite law for combating terrorism in the country.

[Translation]

Construction of National Highway No. 57

2011. SHRI DEVENDRA PRASAD YADAV : Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether part amount for the construction of National Highway No. 57 in Bihar has been allotted;

(b) if so, the details thereof;

(c) whether the land for construction of this road has been acquired;

(d) if so, the obstructions in its way;

(e) whether the Government propose to start construction of this road during the current year; and

(f) if so, the time by which the construction work is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN) : (a) Yes, Sir.

(b) Allocation for ongoing original works on National Highway-57 is Rs. 148.86 lakh during the year 1999-2000.

(c) and (d) Land requirement can be ascertained after the completion of ongoing feasibility studies to fix alignment and preliminary proposals.

(e) Urgent works have already been taken up.

(f) Since the project report is not ready, target dates cannot be indicated.

[English]

Construction Work of Thiruvananthapuram Bypass

2012. SHRI V. S. SIVAKUMAR : Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the date on which the alignment of the Bypass on Thiruvananthapuram National Highway was approved;

(b) the total length of this bypass;

(c) the date on which the work of this bypass is likely to be started;

(d) the extent of the work completed in the construction of this bypass; and

(e) the reasons for the non-completion of the remaining portion?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN) : (a) The alignment for Phase I of the Bypass from Kazhakuttom to Kovalam was approved in January, 1978 and for Phase II from Kovalam to Enchivila was approved in 1993.

(b) 44.068 Kms.

(c) to (e) The work of Phase I is in progress and is targeted to be completed by June, 2000 except for the Rail Over Bridge, which is to be constructed by the Railways. The work for Phase II will be taken up after sanction of land acquisition estimate depending upon the inter-se priority of works and availability of funds.

Sale of Central Power Utilities to Private Sector

2013. SHRIMATI KAILASHO DEVI :

SHRI ANNASAHEB M. K. PATIL :

Will the Minister of POWER be pleased to state:

(a) whether the Government propose to sell off certain utilities to the Private Sector; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI JAYAWANTI MEHTA) : (a) and (b) There is no proposal at present to sell off any central power utility to the private sector. However, in order to implement an accelerated power development programme and also to improve present Hydro-Thermal ratio (24:73) during the X and XI Plan period, the Government is considering several options including disinvestment in certain central power utilities.

M/s. ICICI has been appointed as consultant to examine various options for mobilising additional resources for investment.

Shifting of Telephones

2014. DR. M. P. JAISWAL : Will the Minister of COMMUNICATIONS be pleased to state:

(a) the normal time taken to shift a telephone from one telephone exchange to another;

(b) whether the rules and time schedule for shifting a telephone are not being followed;

(c) if so, the number of such cases that came into light in Delhi during the last three years and the action taken against the persons found guilty; and

(d) the number of letter of recommendations for shifting of telephones written during the last one year and the number of such cases where telephone has not been shifted within a fortnight after their recommendations from the public representatives received?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI TAPAN SIKDAR) : (a) to (d) Sir, information is being collected and will be laid on the Table of the House.

[Translation]

Opening up of Post Offices

2015. SHRI RAM TAHAL CHAUDHARY :

SHRI HARIBHAI CHAUDHARY :

Will the Minister of COMMUNICATIONS be pleased to state:

(a) the details of the targets fixed and the achievements made vis-a-vis these targets for opening up of new post offices in the country during the Eighth Five Year Plan, State-wise;

(b) whether the Government have achieved the targets;

(c) if not, the reasons therefor; and

(d) the steps taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI TAPAN SIKDAR) : (a) Targets for opening of post offices are allotted Postal Circle-wise. The details of targets for opening post offices during the Eighth Five Year Plan period and the achievements made vis-a-vis these targets, Circle-wise are given in enclosed statement.

(b) to (d) The powers to create posts which are required to open Post Offices in various categories do not vest with the Department of Post. Resultantly, all Proposals for opening Post Offices during the Eighth Plan period, which required new creation of posts were referred to the Ministry of Finance for sanction of these posts. While the Ministry of Finance agreed to allow creation of Extra Departmental Posts, as a consequence of which the targets for opening Extra Departmental Branch Post Offices could be achieved for the Eighth Five Year Plan, the number of Departmental Post required to open Departmental Sub Post Offices in the country during the period were not allowed to be created. Consequently, the targets for the Eighth Five Year Plan for opening Departmental Sub Post Offices could not be achieved.

Statement

Circwise details of targets allotted for opening upgradation of Post Offices during the 8th Five Year Plan and the achievements made against them during the period.

| Sl. No. | Name of Circle | Targets for opening of POs | | Achievements | |
|---------|------------------|----------------------------|-------|--------------|-------|
| | | DSOs | EDBOs | DSOs | EDBOs |
| 1 | 2 | 3 | 4 | 5 | 6 |
| 1. | Andhra Pradesh | 25 | 42 | 26 | 29 |
| 2. | Assam | 18 | 63 | 12 | 63 |
| 3. | Bihar | 49 | 183 | 21 | 180 |
| 4. | Delhi | 41 | 01 | 17 | -- |
| 5. | Gujarat | 49 | 59 | 33 | 103 |
| 6. | Haryana | 40 | 28 | 20 | 34 |
| 7. | Himachal Pradesh | 29 | 53 | 09 | 137 |
| 8. | Jammu & Kashmir | 08 | 12 | 03 | 29 |
| 9. | Karnataka | 42 | 34 | 44 | 62 |
| 10. | Kerala | 36 | 35 | 31 | 33 |
| 11. | Madhya Pradesh | 37 | 113 | 33 | 163 |
| 12. | Maharashtra | 51 | 163 | 42 | 237 |
| 13. | North East | 18 | 82 | 12 | 124 |
| 14. | Orissa | 21 | 87 | 13 | 94 |
| 15. | Punjab | 19 | 27 | 16 | 43 |

| 1 | 2 | 3 | 4 | 5 | 6 |
|-------|---------------|-----|------|-----|------|
| 16. | Rajasthan | 43 | 105 | 26 | 288 |
| 17. | Tamil Nadu | 24 | 30 | 18 | 57 |
| 18. | Uttar Pradesh | 73 | 206 | 40 | 233 |
| 19. | West Bengal | 27 | 117 | 08 | 133 |
| Total | | 650 | 1440 | 424 | 2042 |

[English]

Espionage Case

2016. SHRI DILIPKUMAR MANSUKHLAL GANDHI : Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether attention of the Government has been drawn to the news-item captioned "85 espionage cases lie buried in rusted trunk" appearing in 'the Pioneer' dated November 26, 1999;

(b) if so, the facts of the matter reported therein; and

(c) the reaction of the Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI C. H. VIDYASAGAR RAO) : (a) to (c) Yes, Sir. A case FIR No. 41 dated 17.1.1985 under Section 3, 5 & 9 of the Official Secrets Act, 1923 read with 120-B IPC was registered at Police Station Tilak Marg, New Delhi. In this case 18 persons and the firm M/s SLM Manek Lal Industries Limited, New Delhi and Mumbai were challenged on 8.4.1985. At present 16 persons and the firm are facing trial. All the accused persons have been granted bail by the Delhi High Court.

The case is still under trial. As per available information, out of 188 Prosecution Witnesses, 59 have been examined in this case. The next date of hearing is fixed for 12.1.2000.

Rehabilitation of Land Oustees

2017. SHRI NEPAL CHANDRA DAS: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether people who have lost their agricultural and homestead lands due to construction of border roads and barbed wire fencing by Government along the Bangladesh border of Karimganj District in Assam are still awaiting rehabilitation; and

(b) if so, their number and the time by which these people are likely to be rehabilitated?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI I. D. SWAMI) : (a) and (b) Payment of compensation has been made to the people whose lands were acquired for construction of border roads and fence in Karimganj District of Assam. There is no other scheme in the Central Government to shift these people and to rehabilitate them elsewhere.

Misappropriation of Funds

2018. SHRI BIKASH CHOWDHURY :

SHRI SUNIL KHAN :

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether there is misappropriation of the funds in the Seamen's Welfare Fund Organisation in the recent period;

(b) whether the Government enquired into the irregularity and found some persons responsible for the irregularity;

(c) if so, the details of the fundings; and

(d) the action taken by the Government against the guilty persons?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN) : (a) Yes, Sir. A case of fraud of Rs. 50.00 lakhs committed on Seafarers Welfare Fund Society has been detected.

(b) Yes, Sir.

(c) and (d) The Seafarers Welfare Fund Society had invested a sum of Rs. 50.00 lakhs under the Recurring Interest Re-deposit Plan with the Bank of Baroda. A deposit receipt for the sum was received from the Bank by the Society. It later transpired that the receipt was tampered. The Society filed civil suit before the Bombay High Court against the Bank of Baroda for recovery of the principal amount of Rs. 50.00 lakhs with interest. The case is pending in the Court. The Bank has remitted Rs. 50.00 lakhs towards the principal amount and Rs. 22,62,512.00 towards interest as against the total amount of Rs. 75,80,726.00 claimed by the Society. The difference between the amount calculated by the Bank and the Society has not been paid and the matter is pending before the Court.

On a complaint of misappropriation of funds filed by the Bank of Baroda, the Central Bureau of Investigation has investigated the case and filed charge sheet against five persons including the Senior Branch Manager of the Bank and one former Deputy Director General of Shipping, Mumbai. The case is subjudice.

[Translation]

Bina Refinery

2019. DR. CHARAN DAS MAHANT : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the construction work of Bina refinery to be set up in Madhya Pradesh in collaboration with Bharat Petroleum and Oman Oil has been discontinued;

(b) if so, the reasons therefor;

(c) whether the work of laying the pipeline has not commenced despite the assurance given by Prime Minister in September, 1998 to get the proposed project cleared from the Government of Gujarat;

(d) if so, whether the construction cost of the proposed project is likely to escalate by rupees two hundred crores;

(e) if so, whether the Union Government propose to bear this burden; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI E. PONNUSWAMY) : (a) to (c) Construction of the refinery at Bina (Madhya Pradesh) is held up due to non-receipt of clearances for the crude import facilities at Vadinar under Wild Life Protection Act (WLPA) from Government of Gujarat.

(d) Revised construction cost of the project can be determined only after finalisation of main contracts.

(e) and (f) Does not arise.

Criminal Justice Commission

2020. SHRI RAMDAS ATHAWALE : Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether the Government propose to set up Criminal Justice Commission to overcome the difficulties of innocent people implicated by the investigating agencies;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI RAM JETHMALANI) : (a) and (b) No, Sir. There is no such proposal.

(c) The existing provisions in law provide for punishment of persons acting contrary to law.

[English]

Satellite Telephone Facility in J & K

2021. VAIDYA VISHNU DATT SHARMA : Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether there is any scheme to provide satellite telephone facility to the panchayats in the remote border areas of Jammu & Kashmir; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI TAPAN SIKDAR) : (a) and (b) It has

been decided to provide some satellite based village public telephones in remote and isolated places in Jammu and Kashmir where no other technology is suitable. Exact locations will be decided keeping in view the safety and security of the costly equipments.

Plan Allocation for Development of Ecology and Forests in U.P.

2022. SHRI RAVI PRAKASH VERMA : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) the details of the plan allocation made for the development of ecology and forests in Uttar Pradesh during each of the last three years year-wise; and

(b) the steps being taken for the afforestation and expansion of forests in U.P.?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BABU LAL MARANDI) :

(a) The Ministry of Environment and Forests has released an amount of Rs. 1598.00 lakhs, Rs. 704.02 lakhs and Rs. 4066.41 lakhs during 1996-97, 1997-98 and 1998-99 respectively to the State of Uttar Pradesh for the development of ecology and forests.

(b) The Ministry of Environment and Forests is implementing several schemes like Integrated Afforestation and Eco Development Project, Area Oriented Fuel-wood Fodder Project, Non Timber Forests Produce, Development of National Parks and Sanctuaries, Eco Development Around Protected Areas and Ganga Action Plan for the afforestation and expansion of forests in U.P.

Contracts for Construction of National Highways

2023. SHRI M.V.V.S. MURTHI : Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the Government/National Highways Authority of India have been awarding contracts backed up by the IRDB and IDA for the construction of National Highways;

(b) if so, the criteria followed for awarding such contracts to Indian as well as foreign constructing agencies;

(c) whether the leading Indian constructing companies are debarred on the grounds of prequalification requirements even for entering the tender process;

(d) if so, the details thereof; and

(e) the remedial steps proposed to be taken by the Government to relax pre-qualification norms?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN) : (a) Yes, Sir.

(b) Contracts are awarded on the basis of Competitive bids from pre-qualified Indian, Foreign, and Joint Venture Firms and their existing commitments.

(c) No, Sir. However pre-qualification norms prescribed by the World Bank have to be followed.

(d) Does not arise.

(e) On being approached, the World Bank has shown reluctance to relax the norms.

Local Call Facility

2024. CAPT. JAI NARAIN PRASAD NISHAD : Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government propose to provide the local call facility between Gurgaon, Ghaziabad and Noida;

(b) if so, the details thereof and the time by which this facility is likely to be made available; and

(c) If not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI TAPAN SIKDAR) : (a) There is no proposal to provide local call facilities between Gurgaon to Ghaziabad and Noida. However, local call facilities is already available between Ghaziabad and Noida.

(b) Not applicable in view of (a).

(c) The information is given in enclosed statement.

Statement

For charging purpose whole country is divided into long distance charging areas (LDCAs) and short distance charging areas (SDCAs). The LDCA generally corresponds to one or more revenue district and SDCA generally corresponds to a Tehsil.

As per present policy Local Call facility (i.e. inter dialling facility without STD code) at 180 Sec. is provided.

(i) Between two adjacent short distance charging areas (SDCA).

(ii) When the radial distance between short distance charging Centres (SDCCs) of two short distance charging areas (SDCAs) within the same or adjacent long distance charging area (LDCA) is upto 50 Kms.

(iii) When the radial distance between long distance charging Centres (LDCC) of two non-adjacent long distance charging area is upto 50 Kms.

Gurgaon and Ghaziabad (including Noida) SDCA do not fulfil any of the above criteria; as such local call facility at 180 Sec. pulse rate (i. e. inter dialling with STD code) from Gurgaon

to Ghaziabad (i.e. interdialling without STD code) has not been provided.

Funds for National Highways in Manipur

2025. SHRI HOLKHOMANG HAOKIP : Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the total demand for the maintenance and repair of National Highways in State from the Government of Manipur during the last three years and current year;

(b) the sanctioned amount for the purpose and the amount actually received by the State during the said period;

(c) whether the Government propose to augment the amount available to the State for maintenance of National Highways during the year 1999-2000; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN) : (a) and (b) A Statement indicating demand and allocation under Maintenance & Repairs for the desired period is enclosed.

(c) and (d) It can be seen from enclosed statement that allocation for the year 1999-2000 has been substantially increased over that of the last year 1998-99.

Statement

Funds for Maintenance & Repairs of National Highways in Manipur

(Rs. in Lakhs)

| Year | Demand by the State PWD under M & R | Amount allocated to the State |
|------------|-------------------------------------|-------------------------------|
| 1996-1997 | 227.326 | 161.00 |
| 1997-1998 | 304.34 | 220.00 |
| 1998-1999 | 400.43 | 220.00 |
| 1999-2000* | 1302.66 | 720.00 |

Allocation of Gas to Andhra Pradesh Gas Power Corporation

2026. SHRI RAM MOHAN GADDE:

SHRI M.V.V.S. MURTHI :

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

(a) whether any request for the allocation of sufficient gas for the Andhra Pradesh Gas Power Corporation Limited has been received from the State Government of Andhra Pradesh;

(b) if so, the details thereof; and

(c) action taken by the Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI E. PONNUSWAMY): (a) Yes, Sir.

(b) and (c) On the recommendation of the Gas Linkage Committee (GLC) under the Ministry of Petroleum & Natural Gas, the Government have allocated 0.82 Million Standard Cubic Meter Per Day (MMSCMD) of Natural Gas to Andhra Pradesh Gas Power Corporation Ltd. for its Stage-II Power Plant.

Telephone Connections in Delhi

2027. SHRI K. H. MUNIYAPPA : Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Mahanagar Telephone Nigam Limited in Delhi has sanctioned a number of new telephone connections from Tis Hazari, Idgah and other telephone exchanges in East Zone during November, 1999 and have also installed the instruments;

(b) if so, the number of telephone sanctioned from 1st to 25th November, 1999 from these Exchanges in East Zone, Delhi and the instruments installed during the said period;

(c) the number of telephones out of the total installed telephones that became functional;

(d) the reasons for rest of the telephones remaining non-functional;

(e) the normal time prescribed for issuing telephone numbers and making the telephones alive after installing the instruments;

(f) whether the MTNL charge rent for the telephone from the date of supply of instrument or from the date on which the telephone numbers are given and the telephone start functioning; and

(g) the details in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI TAPAN SIKDAR) : (a) Yes, Sir.

(b) MTNL has sanctioned (OB issued 6417 telephone connections and installed 1602 telephone instruments.

(c) All the 1602 telephones have been made functional by MTNL.

(d) Not applicable in view of answer at (c) above.

(e) The normal time prescribed after issue of OB is 7 days subject to technical feasibility.

(f) The rent is charged from the actual date of functioning of the telephone and not from supply of instrument or allotment of telephone numbers.

- (g) Not applicable in view of answer at (f) above.

[Translation]

Modernisation of Jawahar Lal Nehru Port

2028. SHRI RAMSHETH THAKUR : Will the Minister of SURFACE TRANSPORT be pleased to state:

- (a) whether the Government propose to modernise the Jawahar Lal Nehru Port;
- (b) if so, the details thereof; and
- (c) the time by which the work of modernisation is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN) : (a) to (c) Jawahar Lal Nehru Port Trust was conceived as a modern port and it is fully mechanised. Operations are planned and executed using computerised aids. Technology available at the port including Computer systems are regularly upgraded to keep pace with technological advancements.

[English]

Power Restoration to TRAI

2029. SHRI G. M. BANATWALLA : Will the Minister of COMMUNICATIONS be pleased to state:

- (a) whether the attention of the Government has been drawn to the news-item captioned "TRAI" wants powers restored" published in "The Hindu" dated November 13, 1999;
- (b) the facts of the matter reported therein; and
- (c) the reaction of the Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI TAPAN SIKDAR) : (a) Yes, Sir.

(b) Recommendations of TRAI on quantum and structure of licence fee and other terms and conditions of licence for Global Mobile Personal Communication by Satellite (GMPCS) Services were sought on 16.11.1998. The recommendations of the TRAI on the subject have been received by the Government on 12.11.1999.

While forwarding the recommendations, TRAI have, inter alia, suggested an amendment to TRAI Act to categorically confer on the TRAI powers of dispute settlement on issues arising from or in connection with the terms and conditions of a licence.

(c) Recommendations of TRAI will be considered and decision will be taken after examining the details, at the

earliest. However, New Telecom Policy-99 which has been adopted by the Government effective from 1.4.1999 has envisaged that TRAI will be assigned the arbitration function for resolution of disputes between Government (in its role as licensor) and licensee and the gazette notification issued in this regard on 3rd June, 1999.

[Translation]

Forest Development in Bihar

2030. SHRI RAJO SINGH : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

- (a) the details of the proposals for foreign assistance sent by the Government of Bihar to Union Government for environment improvement and forest development during the Eighth Plan;
- (b) the number of proposals out of them approved, so far; and
- (c) the status of remaining proposals?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BABU LAL MARANDI) : (a) to (c) Two proposals were received from the Government of Bihar in the Eighth Plan for foreign assistance. The details and the status of the proposals are as under:

- 1) A proposal on Forestry Development in Bihar for World Bank assistance was received and duly forwarded to the World Bank on 4.11.1992. The Bank after due consideration, in September, 1997 informed at that time that it would not be possible for the Bank to fund the Project.
- 2) A proposal for supply of 4 numbers of sewer jetting machines, 1 number of gullipit emptier and 2 numbers of pay loaders was received from the Government of Bihar under World Bank assistance under the Ganga Action Plan for Pollution Abatement in Bihar and the final sanction of Rs. 74.47 lakhs for the equipment was issued in the year 1996-97 as per the actual procurement price.

[English]

Review of Personal and Residential Securities

2031. SHRI RAMSAGAR RAWAT: Will the Minister of HOME AFFAIRS be pleased to state:

- (a) whether there is any proposal to review the personal and residential securities being provided to members of Parliament;
- (b) if so, the reasons therefor; and
- (c) the steps proposed to be taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI C.H. VIDYASAGAR RAO) : (a) to (c)

The requirement of security in cases of all protectees including Members of Parliament is reviewed periodically. Government have a duty to see that persons in public life, who invite wrath of militants or terrorists are given due protection. Government also have a duty to ensure protection of common citizens. In order to ensure that adequate police force is available for the security of common citizen, Government continuously reviews deployment on VIP security to ensure optimal use of the force.

**Telephone Connections to Panchayat
President on Priority Basis**

2032. SHRI T. GOVINDAN : Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government have received representations from the people to provide telephone facilities to all the Panchayat Presidents in the country on priority basis; and

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

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI TAPAN SIKDAR) : (a) and (b) Sir, instructions already exist to provide telephone connection on priority basis to the Presidents of Gram Panchayats under Non-OYT-SS category in their private account, provided there is no other telephone already working with them. Copy enclosed as statement.

Statement

Copy of the letter No. 2-22/98-PHA dated 29.10.1998

To

All Chief General Managers,

Telecom. Circles/ Telephone Districts.

The Chief General Managers, MTNL, Mumbai/
New Delhi.

CMD, MTNL, New Delhi.

Subject : Allotment of Telephone Connections on priority to President, Vice President and Chairman of the Standing Committee of Districts, Block and Gram Panchayats.

This is in continuation of this office letter No. 4-51/93 PHA dated 14.05.1993 and subsequent letter dated 16.05.97 for allotment of telephone connection on priority to Members of Zila Parishads.

It has been decided to include the President, Vice President and the Chairman of the Standing Committee of Districts, Block and Gram Panchayats for allotment of telephone

under N-OYT-SS category in their private account; provided there is no other telephone already with them.

The other terms and conditions as contained in the above referred letters shall remain unchanged.

Sd/-

(B.K. Bhardwaj)

Asstt. Director General (PHA)

Laws on Refugees

2033. SHRI SURESH RAMRAO JADHAV : Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government propose to evolve specific domestic laws to deal with the problems of refugees;

(b) if so, details thereof;

(c) whether the Government propose to bring about a legislation in this regard; and

(d) if so, details thereof including the time frame for its introduction in Parliament?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI I. D. SWAMI) : (a) No such proposal is under consideration.

(b) to (d) Do not arise.

[Translation]

Gas Requirement of Gas Based Power Plants

2034. SHRI SURESH CHANDEL : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the total gas requirement of the gas based power plants in the country per day;

(b) whether power plants are being supplied gas as per their requirement;

(c) if not, the reasons therefor; and

(d) the steps taken to meet their requirements?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI E. PONNUSWAMY) : (a) The total allocation to existing gas based power plants in the country is around 28 million Standard Cubic Metres Per Day (MMSCMD) and around 4 MMSCMD for expansion projects of these power plants.

(b) to (d) Based on the availability of natural gas from region to region and the actual day-to-day requirement of individual power plants, gas is being supplied at an average of 24.27 MMSCMD. Despite shortfall of availability of gas in some areas, priority is given in gas supplies to the power sector.

*[English]***Expansion of Vizag Refinery**

2035. SHRI Y.S. VIVEKANANDA REDDY : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

- (a) whether Hindustan Petroleum Corporation has formulated an action plan to expedite the much delayed Visakhapatnam refinery expansion project;
- (b) if so, whether this project was to be completed in September, 1999 but has not been completed as yet;
- (c) if so, the reasons therefore;
- (d) the time by which the project is likely to be completed;
- (e) the amount spent on this project so far; and
- (f) the extent to which the capacity of the refinery is likely to go up as a result thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI E. PONNUSWAMY):
(a) : Yes, Sir.

(b) to (d) While Crude Distillation Unit and Vacuum Distillation Unit have been mechanically completed in September, 1999, Fluidised Catalytic Cracking Unit (FCCU) is expected to be completed by end December, 1999. Reasons for slippage in completion of FCCU are as follows:

- (i) large number of modification of piping drawings necessitated due to site conditions.
- (ii) carrying out detailed safety checks on alloy steel materials and bolts at site.
- (iii) delay in delivery of certain critical materials.

(e) Rs. 849.97 crores have been spent on the project as of 15.11.1999.

(f) Crude processing capacity of the refinery will go up by 3.0 million metric tonnes per annum.

*[Translation]***Waiting List for Telephone Connections in Uttar Pradesh**

2036. SHRI BAL KRISHNA CHAUHAN : Will the Minister of COMMUNICATIONS be pleased to state:

- (a) the number of persons on the waiting list for new telephone connections in Uttar Pradesh particularly in Ghosi district as on November, 1999, district-wise;
- (b) the number of telephone connection allotted during the last three years, district-wise; and
- (c) the steps being taken by the Government to provide telephone connections to the persons on waiting list in the State?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI TAPAN SIKDAR) : (a) and (b) Uttar Pradesh has two Telecom Circles, U.P. (East) and U.P. (West). The number of persons on the waiting list for telephone connections in U.P. (East) as on 30.11.1999 was 38432 and that for U.P. (West) was 71719. District-wise details of waiting list and telephone connections provided during the last three years are given for U.P. (East) in enclosed statement-I and for U.P. (West), the above information is given in enclosed statement-II.

Ghosi is in Mau District and waiting list of Ghosi was 110 as on 30-11-1999.

(c) A total target of providing 4 lakh new telephone connections has been fixed for Uttar Pradesh for the current financial year 1999-2000. Telephone connections are being provided progressively to clear the waiting list.

Statement-I

| Sl. No | Name of SSA | Name of District | Waiting list | Telephone connections provided | | |
|--------|-------------|------------------|--------------|--------------------------------|-------|-------|
| | | | | 96-97 | 97-98 | 98-99 |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 1. | Allahabad | Allahabad | 1646 | 15107 | 14779 | 10453 |
| 2. | | Kaushambi | 50 | | | |
| 3. | Behraich | Behraich | 102 | 1148 | 5688 | 4143 |
| 4. | | Shaswaasi | 23 | | | |
| 5. | Banda | Banda | 140 | 1283 | 1648 | 2478 |
| 6. | | Chitrakoot | 10 | | | |
| 7. | Basti | Basti | 761 | 796 | 3307 | 4348 |

| | 2 | 3 | 4 | 5 | 6 | 7 |
|-----|-------------|------------------|------|-------|-------|-------|
| 1. | | Sidharthnagar | 115 | | | |
| 2. | | Sant Kabir Nagar | 120 | | | |
| 3. | Etawah | Etawah | 1650 | 2680 | 2972 | 2023 |
| 4. | | Auraiya | 250 | | | |
| 5. | Faizabad | Faizabad | 809 | 3184 | 4220 | 6417 |
| 6. | | Ambedkar Nagar | 376 | | | |
| 7. | Farrukhabad | Farrukhabad | 454 | 2349 | 4424 | 3896 |
| 8. | | Kannauj | 74 | | | |
| 9. | Gonda | Gonda | 741 | 990 | 3787 | 4504 |
| 10. | | Balrampur | 331 | | | |
| 11. | Gorakhpur | Gorakhpur | 1022 | 6422 | 11519 | 10728 |
| 12. | | Maharajganj | 381 | | | |
| 13. | Hamirpur | Hamirpur | 489 | 1154 | 2323 | 2576 |
| 14. | | Mohoba | 211 | | | |
| 15. | Kanpur | Kanpur | 4412 | 5711 | 20024 | 16324 |
| 16. | | Kanpur Dehat | 35 | | | |
| 17. | Mirzapur | Mirzapur | 732 | 2544 | 5089 | 5350 |
| 18. | | Sonebhadra | 91 | | | |
| 19. | | Bhachhohi | 331 | | | |
| 20. | | Chanduli | 185 | | | |
| 21. | Varanasi | Varanasi | 3551 | 11826 | 10209 | 12958 |
| 22. | Jhansi | Jhansi | 205 | 4464 | 6263 | 7010 |
| 23. | | Lalitpur | 45 | | | |
| 24. | Deoria | Deoria | 461 | 2360 | 8555 | 8514 |
| 25. | | Mau | 406 | | | |
| 26. | | Kushi Nagar | 305 | | | |
| 27. | Azamgarh | Azamgarh | 2420 | 3287 | 5106 | 6244 |
| 28. | Ballia | Ballia | 250 | 1469 | 2101 | 2597 |
| 29. | Barabanki | Barabanki | 588 | 3272 | 2986 | 4102 |
| 30. | Ghazipur | Ghazipur | 607 | 1022 | 1527 | 2502 |
| 31. | Fatehpur | Fatehpur | 811 | 638 | 1509 | 1986 |
| 32. | Hardoi | Hardoi | 789 | 891 | 1521 | 2645 |
| 33. | Jaunpur | Jaunpur | 1853 | 315 | 2732 | 4707 |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-----|--------------|--------------|------|-------|-------|-------|
| 41. | Lakhimpur | Lakhimpur | 573 | 1926 | 3277 | 4614 |
| 42. | Lucknow | Lucknow | 4721 | 28617 | 31804 | 26777 |
| 43. | Mainpuri | Mainpuri | 590 | 1348 | 3069 | 5471 |
| 44. | Orai | Orai | 534 | 847 | 2537 | 2987 |
| 45. | Pratapgarh | Pratapgarh | 1073 | 935 | 2521 | 3570 |
| 46. | Raebarelli | Raebarelli | 551 | 1423 | 3080 | 3236 |
| 47. | Shahjahanpur | Shahjahanpur | 994 | 846 | 3020 | 3954 |
| 48. | Sitapur | Sitapur | 735 | 1271 | 3363 | 2805 |
| 49. | Sultanpur | Sultanpur | 729 | 1310 | 2889 | 3313 |
| 50. | Unnao | Unnao | 0 | 440 | 3194 | 3453 |

Statement-II

| Sl. No. | Name of Distt. | Pending W/List | Telephone Connections provided during | | |
|---------|-------------------|-------------------|---------------------------------------|---------|---------|
| | | | 1996-97 | 1997-98 | 1998-99 |
| 1 | 2 | 3 | 4 | 5 | 6 |
| 1. | Agra | 2965 | 7843 | 9978 | 13936 |
| 2. | Firozabad | 2085 | 1117 | 2363 | 3085 |
| 3. | Almora | 41 | 1145 | 1235 | 1645 |
| 4. | Bageshwar | 35 | 120 | 182 | 259 |
| 5. | Champawat | 1085 | 836 | 1008 | 1538 |
| 6. | Pithoragarh | Nil | 238 | 460 | 598 |
| 7. | Aligarh | 1883 | 4759 | 7430 | 8189 |
| 8. | Maha Maya Nagar | Nil | 512 | 735 | 919 |
| 9. | Bareilly | 1983 | 7182 | 4788 | 9134 |
| 10. | Badaun | 656 | -- | 1282 | 1969 |
| 11. | Bijnore | 3833 | 3543 | 6020 | 7162 |
| 12. | Dehradun | 3462 | 8141 | 13005 | 14001 |
| 13. | Etah | 1673 | 1493 | 1713 | 3197 |
| 14. | Ghaziabad | 15668 | 12050 | 19600 | 18940 |
| 15. | Gautam Budh Nagar | 120 | 4000 | 4017 | 4602 |
| 16. | Bulandshahar | 729 | 2246 | 2404 | 5031 |
| 17. | Mathura | 43 | 4340 | 7073 | 8736 |
| 18. | Meerut | 3101 | 4111 | 5705 | 7419 |
| 19. | Baghpat | 2823 | 2829 | 2301 | 1618 |

| 1 | 2 | 3 | 4 | 5 | 6 |
|-----|---------------------|------|---|------|------|
| 20. | Moradabad | 7603 | 2362 | 4210 | 8850 |
| 21. | Jyotiba Phule Nagar | 1107 | 653 | 1159 | 2203 |
| 22. | Muzaffarnagar | 2289 | 6855 | 7706 | 9002 |
| 23. | Rampur | 302 | 3076 | 2633 | 3147 |
| 24. | Saharanpur | 8308 | 4520 | 5015 | 4510 |
| 25. | Haridwar | 3782 | 4811 | 4085 | 5500 |
| 26. | Nainital | 2193 | 4821 | 4643 | 5753 |
| 27. | Udham Singh Nagar | 1504 | 1217 | -- | 1207 |
| 28. | Pauri | 1064 | 1032 | 2345 | 2379 |
| 29. | Chamoli | 219 | 1299 | 1280 | 609 |
| 30. | Rudraprayag | 181 | Newly formed Distt. | | 300 |
| 31. | New Tehri | 154 | 1046 | 1122 | 1338 |
| 32. | Uttarkashi | 48 | 778 | 590 | 428 |
| 33. | Pilibhit | 780 | Newly Formed Division figures included in Rampur SSA. | | |

Fresh Recruitment

2037. SHRI CHINMAYANAND SWAMI : Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government propose to withdraw all the bans on fresh recruitment; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI TAPAN SIKDAR) : (a) and (b) No, Sir. There is no such proposal at present.

[English]

Four Way Track from Manor to Talasari on NH-8

2038. SHRI CHINTAMAN WANAGA : Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the Government have taken any steps to complete the laying of four way track from Manor to Talasari on the National Highway No. 8; and

(b) If so, the time which the work in this regard is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN) : (a) and (b) Yes, Sir. Surat-Talasari-Manor Section of NH-8 forms part of Golden Quadrilateral and its four laning is planned to be completed by the year 2004.

Alleged Corruption in Licensing Department

2040. SHRI SANSUMA KHUNGUR BWISWMU-THIARY : Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether there is alleged rampant corruption in the Licensing Department of Delhi Police;

(b) if so, the corrective measures proposed to be taken in this regard;

(c) the number of cases of corruption that have come to light in the last three years; and

(d) the action taken in those cases?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI CH. VIDYASAGAR RAO) : (a) to (d) No, Sir. The number of complaints received during the last three years against the licensing branch of Delhi Police was four, of which one was found without substance and the enquiry in respect of the remaining three cases is in progress. A proper check and supervision over the staff in the licensing branch is exercised to ensure its smooth functioning.

Expansion of Jurisdiction of MTNL

2041. PROF. UMMAREDDY VENKATESWARLU : Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether Mahanagar Telephone Nigam Limited has sought permission to the Government to operate in outskirts of Metros;

(b) if so, the details thereof; and

(c) the steps taken by the Government to allow Mahanagar Telephone Nigam Limited to expand its operations to cover the outskirts of Metros?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI TAPAN SIKDAR) : (a) and (b) Yes, Sir. Only in respect of surrounding areas of Union Territory of Delhi.

(c) There is no Government proposal to allow Mahanagar Telephone Nigam Limited to expand its operations to cover the outskirts of Metros.

Rhinos Poaching

2042. DR. (SHRIMATI) SUGUNA KUMARI : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether International Poaching mafia has taken to organise killing of Rhinos in the Kaziranga National Park;

(b) if so, the measures proposed to check infiltration of poachers coming from Bangladesh and Burma borders; and

(c) the action taken to arm forest guards with modern communication facilities to challenge the poachers?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BABU LAL MARANDI): (a) to (c) During 1996, 1997 and 1998, 28, 12 and 8 cases respectively of rhino poaching have been detected in the Kaziranga National Park. Based on information received from certain sources and on recovery of horns, there is apprehension that there are international linkages in the poaching that has taken place. In order to prevent poaching and strengthen infrastructure in the Park, financial assistance has been provided to the State Forest Department details of which are given in enclosed statement. Besides, review meetings are being taken with the State authorities to further strengthen anti poaching measures. The Ministry is also co-ordinating measures with the Central Board for Excise and Customs, CBI and the Ministry of Home Affairs so as to source information and keep a close watch on potential routes through which poached products could possibly be transported through.

Statement

Central assistance provided to Kaziranga National Park under various centrally sponsored scheme

| Scheme | Amount released (Rs. in lakhs) | | | | | | |
|---|--------------------------------|---------|---------|---------|---------|---------|-----------|
| | 1993-94 | 1994-95 | 1995-96 | 1996-97 | 1997-98 | 1998-99 | 1999-2000 |
| Development of National Parks & Sanctuaries | 88.58 | 88.58* | 47.80* | 47.80* | 50.89 | 58.05 | 38.05* |
| Ecodevelopment around Protected Areas | 3.85 | 3.85* | Nil | 6.00 | 6.00* | 6.00* | 17.84* |
| | | | | | | 17.84** | |

* Revalidation

** Released

Installation of L.P.T.

2043. SHRI TRILOCHAN KANUNGO : Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government have received any public demand to install a Local Public Telephone at Jagatsinghpur District Head Quarter of Orissa;

(b) if so, the details thereof;

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

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF COM-

MUNICATIONS (SHRI TAPAN SIKDAR) : (a) Sir. No public demand has been received to install additional local public telephone (PCO) at Jagatsinghpur District Headquarters. Presently, one local PCO and five STD/ISD PCOs are being operated at Jagatsinghpur District Headquarter.

(b) to (d) Does not arise.

LPG Distributorships to Kargil Widows

2044. SHRI A. BRAHMANIAH : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government propose to allot LPG distributorship to Kargil war widows; and

(b) if so, the number of LPG distributorships allotted to war widows during the past three years, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI E. PONNUSWAMY):

(a) The Government have formulated a Special Scheme for allotment of 500 retail outlets (ROs) dealerships/LPG distributorships to the widows/NOKs of Defence personnel killed in action. Allotments are to be made on the recommendation of the Ministry of Defence. The Directorate General of Resettlement have sent two lists containing a total of 260 proposed beneficiaries for allotment of RO dealerships/LPG distributorships under this Scheme. Based on economic viability surveys conducted by Oil Companies the Government have already approved the allotment of LPG distributorships/RO dealerships to 116 persons in different States.

(b) As per the existing policy, 8% dealerships/distributorships are reserved for Defence Category (DC), which includes war widows also. The Selection is made on merit through Dealer Selection Boards. During the last three years, i.e. 1996-97, 1997-98 and 1998-99, a total of 17 LPG distributorships were allotted under Defence Category.

Escrow Cover to Power Projects

2045. SHRIADHIR CHOWDHARY : Will the Minister of POWER be pleased to state:

(a) whether the attention of the Government has been drawn to the newsitem captioned "Pvt. power projects fail to take off due to lack of escrow cover," appearing in the Hindustan Times dated November 27, 1999;

(b) if so, the facts of the matter reported therein;

(c) whether the Union Government and CRG have identified several projects which have failed to either achieve the financial closure or construction as on date;

(d) if so, the details thereof; and

(e) the steps being taken by the Government to provide the escrow cover to such power projects?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI JAYAWANTI MEHTA) : (a) Yes, Sir.

(b) to (d) The Crisis Resolution Group (CRG) was set up to ensure that the pending techno-economically cleared power projects are financially closed and construction started in the years 1998-99 and 1999-2000. Initially, the CRG identified 18 power projects, including 6 in the public sector and 12 in the private sector for monitoring. Since its inception, CRG has been instrumental in achieving financial closure and starting construction in respect of the following private sector power projects:

(i) Kondapally Combined Cycle Gas Turbine, 350 MW, Andhra Pradesh.

(ii) Pillaipermainallur Combined Cycle Gas Turbine, 330 MW Tamil Nadu.

(iii) Jojobera Thermal Power Project, 240 MW, Bihar.

(iv) Dabhol Phase-II Combined Cycle Gas Turbine, 1440 MW, Maharashtra.

(v) Neyveli lignite based Thermal Power Project, 250 MW, Tamil Nadu.

The CRG is presently monitoring the remaining seven private power projects which are at an advanced stage of development.

(e) Many States have taken steps to assess the escrowable capacity of their Electricity Boards in consultation with Indian Financial Institutions/Banks. All States have been recently requested to complete the assessment of their escrowable capacity expeditiously. The State Governments have also been advised to prioritise the private power projects for allocation of escrow on the basis of least tariff. Once reforms and restructuring of the State Electricity Boards is completed, tariff is rationalised by the Regulatory Commissions and distribution is privatised the problems relating to escrow cover are expected to be minimised to a large extent.

New Telephone Exchanges in Orissa

2046. SHRIARJUN SETHI : Will the Minister of COMMUNICATIONS be pleased to refer to the reply given to Unstarred Question No. 2993 on July 6, 1998 regarding new telephone exchanges and state:

(a) whether the Government have since opened the new telephone exchanges in the State which were planned during 1998-99;

(b) if so, the details thereof;

(c) the names of the telephone exchanges which could not be commissioned on due date and the reasons thereof; and

(d) the time by which such telephone exchanges likely to be commissioned at Santaragadia, Raj Berhampur and Durga Devi in the State?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI TAPAN SIKDAR) : (a) Out of 20 new telephone exchanges planned to be opened during 1998-99, 14 exchanges have been opened.

(b) The details are given in enclosed statement.

(c) The following exchanges could not be commissioned due to non-availability of equipments, media and suitable accommodation :-

| S. No. | District | Place |
|--------|------------|---------------|
| 1. | Mayurbhanj | Bhanjakla |
| 2. | Puri | Bhogasalada |
| 3. | Khurda | Kendupatna |
| 4. | Ganjam | Barida |
| 5. | Balasore | Santaragadia |
| 6. | Balasore | Raj Berhampur |

(d) There is a plan to commission telephone exchanges at :

- i) Santaragadia during 1999-2000
- ii) Raj Berhampur during 1999-2000
- iii) Durga Devi during 2001-2002.

Statement

Exchanges Commissioned during 1998-99

| Sl. No. | Name of District | Name of Exchange |
|---------|------------------|--------------------------------|
| 1. | Mayurbhanj | Anala |
| 2. | Mayurbhanj | Badamtalia |
| 3. | Sundargarh | Rourkela (FCI) |
| 4. | Sundargarh | Mahulpalli |
| 5. | Sambalpur | Sambalpur DTO |
| 6. | Puri | Todas |
| 7. | Khurda | Keranga |
| 8. | Khurda | Satyanagar |
| 9. | Ganjam | Sindurpur |
| 10. | Ganjam | Paluru |
| 11. | Balasore | Khaparapada |
| 12. | Balasore | Nampo |
| 13. | Balasore | Barikpur (Opened at Bahudarda) |
| 14. | Balasore | Auyodhya |

Assistance for Construction of Expressway

2047. SHRIMATI SHYAMA SINGH : Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the Government of Delhi have sought financial and technical assistance from the Union Government for the construction of expressway;

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

(c) the details of assistance given to various State Governments to construct expressway during the past three years;

(d) the latest progress of those expressway; and

(e) the time by which the work on those expressway is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN) : (a) and (b) Yes, Sir. Being a State road, Ministry of Surface Transport cannot provide assistance, as it is constitutionally responsible for the national highways only.

(c) No assistance has been given to any State for construction of expressway.

(d) and (e) Do not arise.

Special Courts for Women

2048. DR. V. SAROJA : Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government have a Development proposal to set up Special courts for women to try cases relating to atrocities against them;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI I. D. SWAMI) : (a) to (c) The Administration of Justice in the District/Subordinate Court comes under the purview of the State Governments/High Courts and they are competent to set up special courts for women according to their requirements.

Expansion of Mangalore Refineries and Petrochemicals Limited

2049. SHRI VILAS MUTTEMWAR : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Exxon Corporation of U.S.A. has expressed its keen interest in picking up a stake in Mangalore Refineries and Petrochemicals Limited;

(b) if so, whether this company is also looking at the Private placement route to meet its expansion needs;

(c) if so, whether any agreement with the U.S.A. Company has been signed in this regard; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI E. PONNUSWAMY) : (a) No, Sir.

- (b) Yes, Sir.
 (c) No, Sir.
 (d) Does not arise.

Power Projects in Kerala

2050. SHRI K. KARUNAKARAN:

SHRI G. M. BANATWALLA :

Will the Minister of POWER be pleased to state:

- (a) the number of proposals submitted by the pri-

vate promoters and Government for the establishment of power projects in Kerala till date;

(b) the total power generating capacity and amount of investment envisaged for these projects; and

(c) the present status of these proposed projects?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHIRMATI JAYAWANTI MEHTA) : (a) to (c) A Statement giving status of various power projects in private sector and State sector received in the State of Kerala alongwith installed capacity (MW) and estimated cost is enclosed.

Statement

| Name of Project | Installed capacity (MW) | Est. Cost Rs. Crores | Status |
|---|-------------------------|---------------------------------------|---|
| 1 | 2 | 3 | 4 |
| A. CEA cleared/appraised | | | |
| 1. Adirapally HEP (Revised) KEB (Trisur) | 160 | 150.16 | TEC given on 22.4.96 |
| 2. Vypeen CCGT (LNG) (M/s Siasin Energy Ltd.) | 679.2 | 771.47 +US\$ 6.9M +Sfr.439.84 M | TEC given on 25.8.98 |
| B. DPR under Examination in CEA | | | |
| 1. Kannur CCGT | 513 | 1468.99 | IPC issued on 20.10.95 Considered in TEC on 24.3.99. TEC deferred. Will be reconsidered after acceptance of revised financial structure by Govt. of Kerala. |
| 2. Kozhikode Heavy Fuel DGPP, Nallalam | 128 | 391.11 | Received on 13.1.97. Pending inputs are compliance of Sec 29(3) of E.S. Act, Water availability etc. |
| C. Schemes not being pursued in CEA for want of inputs | | | |
| 1. Kerala Bhavani HEP | 150 | 169.0 | Returned on 1/92 |
| 2. Trikaripur (T) | 420 | 601.0 | Govt. of Kerala has requested Min. of Power to take this project in Central Sector |
| 3. Pendar Punnapuzha (H) | 70 | 122.0 | Returned on 4/84. State Govt. requested to submit resolving inter-state aspects. |
| 4. Kanjikode DGPP (T) | 109.91 | 415.88 | Returned on 6.11.96. Pending inputs/clearance on Fuel linkage by MOP & NG, Sec. 18A and 29(2) of E(S) Act etc. |
| 5. Kasargod CCGT | 516 | 1483.4 | Returned on 4.2.97. Pending inputs/clearances on fuel linkage by MOP & NG Compliance of Sec. 18A, 29 (2) of E.S. Act, etc. |

| 1 | 2 | 3 | 4 |
|------------------------|--------|----------|--|
| 6. Palakkad CCGT (LNG) | 330 | 1165.95 | Returned on 6.2.97. Pending inputs/clearance on fuel linkage by MOP & NG etc. |
| 7. Kasargod CCGT (T) | 468.77 | 1333.381 | Returned on 4.4.97. Pending inputs/clearances on fuel linkage by MOP & NG, Compl. of Sec. 29 (2) of E (S) Act, firm completed cost, etc. |
| 8. Kasargod DGPP (T) | 63.534 | 225.99 | Returned on 12.5.97. Pending inputs/clearances on fuel linkage by MOP & NG Water availability etc. |
| 9. Kasargod CCGT (T) | 459 | 1398.43 | Returned on 19.6.97. Pending inputs/clearance on fuel availability, water availability etc. |

Export of Gas from Bangladesh

2051. SHRI S.D.N.R. WADIYAR : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) whether Bangladesh has declined to export gas to India;

(b) if so, the details of the proposals in this regard pending for consideration; and

(c) the time by which such proposals are likely to be implemented ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI E. PONNUSWAMY):

(a) The Government of Bangladesh has not yet exported gas to any country.

(b) and (c) Does not arise.

[Translation]

Construction of National Highways

2052. SHRI GIRDHARI LAL BHARGAVA : Will the Minister of SURFACE TRANSPORT be please to state :

(a) whether the Rajasthan, Madhya Pradesh, Uttar Pradesh and Bihar are lagging behind as compared to other States of the country in regard to the construction of National Highways; and

(b) if so, the scheme being formulated by the Government to remove the backwardness of these States in this regard ?

THE MINISTER OF STATE IN THE MINISTRY OF

SURFACE TRANSPORT (DR.DEBENDRA PRADHAN) : (a) No Sir.

(b): Does not arise.

[English]

STD Facility

2053. SHRI ASHOK PRADHAN : Will the MINISTER OF COMMUNICATIONS be pleased state :

(a) the category and the capacity of telephone exchanges functioning at present in U.P.;

(b) the number out of them having STD facility, district-wise;

(c) the amount spent thereon during the last three years;

(d) whether electronic telephone exchanges having STD facilities are being set up in all the Divisional Headquarters of U.P.;

(e) if so, the number of such exchanges set up during the last three years;

(f) the number of places yet not having the said facility and the reasons therefor;

(g) the number of non-electronic and electronic telephone exchanges proposed to be set up in the State during 1999-2000, location-wise;

(h) the time by which the electronic telephone exchanges with STD facility are likely to be set up in the remaining Divisional Headquarters of U.P.; and

(i) the funds allocated for the purpose during the said period ?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI TAPAN SIKDAR) : (a) 2412 electronic telephone exchanges having equipped capacity of 2306576 are functioning at present in U.P. Category-wise details are given in enclosed statement-I.

(b) 1822 exchanges have STD facility. District-wise details are given in enclosed statement-II.

| (c) | Year | Amount (in crores) |
|-----|---------|--------------------|
| | 1996-97 | 667.80 |
| | 1997-98 | 1001.43 |
| | 1998-99 | 999.04 |

(d) to (f) All Divisional Headquarters are already having electronic telephone exchanges with STD facility.

(g) 473 electronic telephone exchanges are proposed to be set up in U.P. during 1999-2000. Location-wise details are given in enclosed statement-III.

(h) All Divisional Headquarters of U.P. are having STD facility.

(i) Does not arise in view of (h) above.

Statement-I

Technology-wise details of telephone exchanges with equipped capacity in U.P.

| Sl. No. | Technology | No. of Exchanges | Equipped Capacity |
|----------------------------------|-----------------|------------------|-------------------|
| A. Electronic | | | |
| 1. | E.10 B | 143 | 783000 |
| 2. | PRX | 1 | 3000 |
| 3. | NEAX-61E | 12 | 50268 |
| 4. | ILT-512 & Above | 25 | 17068 |
| 5. | EMILT-64 | 67 | 3706 |
| 6. | ESAX/PAM | 2 | 576 |
| 7. | C.DOT-128 | 104 | 9208 |
| 8. | C.DOT.-256 | 1480 | 296402 |
| 9. | C.DOT-512 SBM | 325 | 293863 |
| 10. | C.DOT MBM/MBML | 81 | 205362 |
| 11. | C.DOT MBM/XL | 23 | 75075 |
| 12. | OCB-283 | 91 | 299103 |
| 13. | EWSD | 58 | 269675 |
| Total | | 2412 | 2306576 |
| B. Electro-Mechanical Nil | | | |

Statement-II

District-wise list of No. of exchanges having STD facility

| S.No. | Name of the District | Exchanges with STD |
|-----------|----------------------|--------------------|
| 1 | 2 | 3 |
| 1. | Agra | 51 |
| 2. | Ferozabad | 6 |
| 3. | Aligarh | 17 |
| 4. | Maha Maya Nagar | 12 |
| 5. | Almora | 10 |
| 6. | Champawat | 5 |
| 7. | Bageshwar | 3 |
| 8. | Outgiragarh | 5 |
| 9. | Bareilly | 30 |
| 10. | Bijnor | 31 |
| 11. | Budaun | 15 |
| 12. | Dehradun | 40 |
| 13. | Etah | 19 |
| 14. | Ghaziabad | 40 |
| 15. | Bulandshahar | 27 |
| 16. | Gautam Budh Nagar | 16 |
| 17. | Mathura | 33 |
| 18. | Meerut | 32 |
| 19. | Baghpat | 15 |
| 20. | J.P. Nagar | 9 |
| 21. | Moradabad | 23 |
| 22. | Muzaffarnagar | 37 |
| 23. | Nainital | 21 |
| 24. | Udham Singh Nagar | 22 |
| 25. | Uttarkashi | 12 |
| 26. | Tehri | 35 |
| 27. | Rampur | 14 |
| 28. | Pilibhit | 8 |
| 29. | Saharanpur | 32 |
| 30. | Haridwar | 18 |
| 31. | Pauri | 25 |
| 32. | Chamoli | 36 |
| 33. | Rudraprayag | 13 |
| Sub Total | | 782 |

| S.No. | Name of Revenue District | No. of Exchange with STD |
|-------|--------------------------|--------------------------|
| 1 | 2 | 3 |
| 34. | Allahabad | 50 |
| 35. | Kaushambi | 17 |
| 36. | Baharaich | 26 |
| 37. | Sarawasti | 4 |
| 38. | Banda | 11 |
| 39. | Chitrakoot | 7 |
| 40. | Basti | 17 |
| 41. | Sidharthnagar | 10 |
| 42. | Sant Kabir Nagar | 8 |
| 43. | Etawah | 16 |
| 44. | Auraiya | 13 |
| 45. | Faizabad | 21 |
| 46. | Ambèdkarnagar | 22 |
| 47. | Farrukhabad | 20 |
| 48. | Kannauj | 9 |
| 49. | Gonda | 19 |
| 50. | Balrampur | 5 |
| 51. | Gorakhpur | 28 |
| 52. | Mahrajganj | 14 |
| 53. | Hamirpur | 13 |
| 54. | Mahoba | 11 |
| 55. | Kanpur | 50 |
| 56. | Kanpur Dehat | 19 |
| 57. | Mirzapur | 20 |
| 58. | Sonebhadra | 14 |
| 59. | Bhadohi | 13 |
| 60. | Chandauli | 15 |
| 61. | Varanasi | 38 |
| 62. | Jhansi | 30 |
| 63. | Lalitpur | 11 |
| 64. | Deroia | 13 |
| 65. | Mau | 21 |
| 66. | Kushinagar | 10 |
| 67. | Azamgarh | 37 |
| 68. | Ballia | 21 |
| 69. | Barabanki | 50 |
| 70. | Fatehpur | 15 |
| 71. | Gazipur | 22 |
| 72. | Hardoi | 20 |
| 73. | Jaunpur | 38 |
| 74. | Lakhimpur | 60 |
| 75. | Lucknow | 65 |
| 76. | Mainpuri | 23 |
| 77. | Orai | 15 |
| 78. | Pratapgarh | 31 |
| 79. | Raebareilly | 27 |

| 1 | 2 | 3 |
|-------------|--------------|------|
| 80. | Shahjahanpur | 23 |
| 81. | Sitapur | 25 |
| 82. | Sultanpur | 26 |
| 83. | Unnao | 32 |
| Sub Total | | 1120 |
| Grand Total | | 1822 |

Statement-III*New Exchanges proposed to be set up during 1999-2000*

| Sl. No. | Location |
|---------|--------------------|
| 1 | 2 |
| 1. | Nadau |
| 2. | Teura |
| 3. | Brithla |
| 4. | Sehta |
| 5. | Bateshwar |
| 6. | Hazratpur |
| 7. | Sattukheda |
| 8. | Gahlan |
| 9. | Naglabarola |
| 10. | Ahrola |
| 11. | Tipola |
| 12. | Tejum |
| 13. | Pilkhoil |
| 14. | Kwladia (Bhadpura) |
| 15. | Kiyara |
| 16. | Shahi |
| 17. | Kata Mill (Bahru) |
| 18. | Akha |
| 19. | Gauriya |
| 20. | Segarpur |
| 21. | Shanli (Jairampur) |
| 22. | Bhagoowala |
| 23. | Mohamadpur |
| 24. | Bhootpuri |
| 25. | Garhi |
| 26. | Chatrajmal |
| 27. | Bundki |
| 28. | Husainpur |
| 29. | Bhandera |
| 30. | Samrer |
| 31. | Rajpura |
| 32. | Mundia |
| 33. | Nagthat |
| 34. | Lakhwar |
| 35. | Lakhamandal |
| 36. | Rudurpur |
| 37. | Sabhawala |
| 38. | Garhi |

| 1 | 2 |
|-----|-----------------|
| 39. | Sarai Aghat |
| 40. | Besundhara |
| 41. | Jitoli |
| 42. | Sakroli |
| 43. | Achalpur |
| 44. | Akkapur |
| 45. | Bahadurpur |
| 46. | Gohra |
| 47. | Harsinghpur |
| 48. | Saloni |
| 49. | Talhata |
| 50. | Neem Gaon |
| 51. | Akosh |
| 52. | Hasanpur |
| 53. | Harnol |
| 54. | Shapur |
| 55. | Karab |
| 56. | Mali |
| 57. | Pachpeda |
| 58. | Agwanpur |
| 59. | Kotana |
| 60. | Khera |
| 61. | Rehawati |
| 62. | Kamel Pur |
| 63. | Jhabda |
| 64. | Mundakhera |
| 65. | Dhawarsi |
| 66. | Baroda |
| 67. | Dungar |
| 68. | Jolly |
| 69. | Shepur (Khadar) |
| 70. | Sikri |
| 71. | Gangeru |
| 72. | Goyal |
| 73. | Budina Kalan |
| 74. | Parasoli |
| 75. | Galibpur |
| 76. | Tamola |
| 77. | Nathwakhan |
| 78. | CTO-Building |
| 79. | AG-Gwalior Road |
| 80. | AG-Belanganj |
| 81. | DN-X Road |
| 82. | Noida-Sec-62 |
| 83. | Sikandrabad |

| 1 | 2 |
|------|---------------------|
| 84. | Muzaffarnagar |
| 85. | Bulandshahar |
| 86. | MT-Shastrinagar |
| 87. | Partapur |
| 88. | AG-Balkeshwar |
| 89. | AG-Kamlanagar |
| 90. | Ferozabad |
| 91. | Aligarh |
| 92. | Najlbabad |
| 93. | Mathura |
| 94. | MTR-Township |
| 95. | Mission Compound |
| 96. | Transport Nagar |
| 97. | BR University |
| 98. | Hapur |
| 99. | Nandgram |
| 100. | Sanjay Nagar |
| 101. | Modi Nagar |
| 102. | Mohan Nagar |
| 103. | Noida-Sec. 24 |
| 104. | Lajpat Nagar |
| 105. | Sambhal Road |
| 106. | Kaladhungi Road |
| 107. | Noomalsh Camp (Shn) |
| 108. | Roshanabad |
| 109. | Srikot |
| 110. | Kirtinagar |
| 111. | Chamaruwa |
| 112. | Rajsdandia |
| 113. | Chandupura |
| 114. | Intgaon |
| 115. | Lalori Khera |
| 116. | Khanpur |
| 117. | Bhowri |
| 118. | Miragpur |
| 119. | Khera Mughal |
| 120. | Mehgi |
| 121. | Jarodha Panda |
| 122. | Islam Nagar |
| 123. | Badshah Bagh |
| 124. | Bali Khera |
| 125. | Paron Katiyar |
| 126. | Dhanpur |
| 127. | Dwarikhāl |
| 128. | Bherakhāl |

| 1 | 2 |
|------|------------------|
| 129. | Maithan |
| 130. | Panhani |
| 131. | Gumkhal |
| 132. | Shivpuri |
| 133. | Sabhharkhal |
| 134. | Bheeri |
| 135. | Helang |
| 136. | Rikhanikhhal |
| 137. | Yamkeshwar |
| 138. | Nainidanda |
| 139. | Safdarkhal |
| 140. | Kantatal (Tehri) |
| 141. | Mori |
| 142. | Dhanolti |
| 143. | Ghuttu |
| 144. | Khawara |
| 145. | Jajal |
| 146. | Arakot |
| 147. | Bhanemau |
| 148. | Mukunpur |
| 149. | Atarsavan |
| 150. | Kalyanpur |
| 151. | Bardeh |
| 152. | Gosai Bazar |
| 153. | Singhpur |
| 154. | Bara Gaon |
| 155. | Haldharpur |
| 156. | Kanso |
| 157. | Kusamaur |
| 158. | Piparsat |
| 159. | Lakhmenpur |
| 160. | Bardeeha |
| 161. | Nautala |
| 162. | Chafaria |
| 163. | Harkhapur |
| 164. | Shankarpur |
| 165. | Belhari |
| 166. | Ekail |
| 167. | Hanumanganj |
| 168. | Kureji |
| 169. | Srinagar |
| 170. | Ramgarh |
| 171. | Atarsuan |
| 172. | Athilapur |

| 1 | 2 |
|---|-------------------|
| 173. | Baijalpur |
| 174. | Pradhanpur |
| 175. | Salempur |
| 176. | Sonadeh |
| 177. | Markundi |
| Name of the place/area where New telephone exchange is proposed | |
| 178. | Hetmapur |
| 179. | Mindoora |
| 180. | Ramwapur Tilwari |
| 181. | Sihali |
| 182. | Bhilwal |
| 183. | Mehdipur Cheksar |
| 184. | Baba Bazar |
| 185. | Khajuri |
| 186. | Mau Gaurpur |
| 187. | Mehmodabad |
| 188. | Sarai Baraia |
| 189. | Bankati |
| 190. | Haluwa Bazar |
| 191. | Kodra |
| 192. | Mahuli |
| 193. | Rampur |
| 194. | Teenieh |
| 195. | Parashrmpur |
| 196. | Dhanghata |
| 197. | Kunara Recnakalan |
| 198. | Belwar |
| 199. | Belwa Singar |
| 200. | Didai |
| 201. | Kakarawa |
| 202. | Panch Pokhari |
| 203. | Pathra Bazar |
| 204. | Tilauli |
| 205. | Kaparwar |
| 206. | Baikunthpur |
| 207. | Bakhara |
| 208. | Baltikara |
| 209. | Bhathani Dadan |
| 210. | Desi Deoria |
| 211. | Hetimpur |
| 212. | Madanapur |
| 213. | Nagawn Narainpur |
| 214. | Pakari bazar |
| 215. | Ram Laxan |

| 1 | 2 |
|------|-------------------|
| 216. | Ahiraui Bazar |
| 217. | Jataha Bazar |
| 218. | Tekuatar |
| 219. | Bsihupura |
| 220. | Guruwalla |
| 221. | Sakhopar |
| 222. | Sakhawania |
| 223. | Salemgarh |
| 224. | Samuar Bazar |
| 225. | Bangra Bazar |
| 226. | Baratha |
| 227. | Bhavani Chhapar |
| 228. | Ghanti Bazar |
| 229. | Khukhuncu |
| 230. | Lar Road |
| 231. | Pindi |
| 232. | Sohanpur |
| 233. | Staraun |
| 234. | Muradganj |
| 235. | Usrahar |
| 236. | Airwa Katra |
| 237. | Kuderkot |
| 238. | Yakubpur |
| 239. | Parasna |
| 240. | Mustafabad |
| 241. | Rasoolabad |
| 242. | Shahganj |
| 243. | Haseran |
| 244. | Kharni |
| 245. | Nadema |
| 246. | Visungarh |
| 247. | Siraui |
| 248. | Bhatsa |
| 249. | Kansi |
| 250. | Kisraui |
| 251. | Rajalamau |
| 252. | Gujrapur |
| 253. | Amauli |
| 254. | Bakever |
| 255. | Jeniha |
| 256. | Jamarawan |
| 257. | Revani |
| 258. | Chiulaha |
| 259. | Khakeru |
| 260. | Muhammadpur Gauti |

| 1 | 2 |
|------|--------------------|
| 261. | Vijayapur |
| 262. | Barachwar |
| 263. | Kasmabad |
| 264. | Khardiha |
| 265. | Birno |
| 266. | Parsanikala |
| 267. | Raipur |
| 268. | Shadiabad |
| 269. | Rewatipur |
| 270. | Shohwal |
| 271. | Harraiya Satgadhwa |
| 272. | Amdahi |
| 273. | Chandpur |
| 274. | Umar Begumganj |
| 275. | Dobha Bazar |
| 276. | Mohammad Pur |
| 277. | Shahpur |
| 278. | Kurasani |
| 279. | Mahuwa |
| 280. | Maldaya |
| 281. | Veerepur |
| 282. | Bahaduri Bazar |
| 283. | Sikariganj |
| 284. | Belghat |
| 285. | Gajpur |
| 286. | Narre |
| 287. | Sohgaura |
| 288. | Mallaw |
| 289. | Chargawa |
| 290. | Duharia |
| 291. | Kharabar |
| 292. | CHWK |
| 293. | Khutaha |
| 294. | Mithaura |
| 295. | Perskhurd |
| 296. | Badhya |
| 297. | Jungle Kauria |
| 298. | Piprauli |
| 299. | Ajnar |
| 300. | Rewari |
| 301. | Sugira |
| 302. | Bidikhar |
| 303. | Biharka |
| 304. | Gurdaha |
| 305. | Ingosta |

| 1 | 2 |
|------|---------------|
| 306. | Mawaipar |
| 307. | Panchkhura |
| 308. | Patara |
| 309. | Patyona |
| 310. | Sayar |
| 311. | Supa |
| 312. | Terah |
| 313. | Beri |
| 314. | Sisolar |
| 315. | Chandoi |
| 316. | Jalalpur |
| 317. | Maghawan |
| 318. | Nauranga |
| 319. | Tandiawa |
| 320. | Atwakur Shalh |
| 321. | Dhanwar |
| 322. | Kajgawan |
| 323. | Patrohi Bazar |
| 324. | Gariyawan |
| 325. | Belwar Bazar |
| 326. | Sarai Beeka |
| 327. | Basawa Barwan |
| 328. | Pali |
| 329. | Sikhlal Ganj |
| 330. | Bhagamipur |
| 331. | Bishunpur |
| 332. | Dhema |
| 333. | Gabhiran |
| 334. | Itauri |
| 335. | Japtapur |
| 336. | Koeridiha |
| 337. | Ratasi |
| 338. | Baghera |
| 339. | Iskill |
| 340. | Ballampur |
| 341. | Buangawn |
| 342. | Chhiptola |
| 343. | Madora |
| 344. | Katera |
| 345. | Banpur |
| 346. | Gurha |
| 347. | Narnat |

| 1 | 2 |
|------|--------------|
| 348. | Amgaon |
| 349. | Amora |
| 350. | Belmkalan |
| 351. | Khiria |
| 352. | Sirsa |
| 353. | Aurakalan |
| 354. | Baghpur |
| 355. | Bhaupur |
| 356. | Gajner |
| 357. | Maitha |
| 358. | Sheoli |
| 359. | Kahijari. |
| 360. | Nonari |
| 361. | Seth Mara |
| 362. | Amaur |
| 363. | Revna |
| 364. | Amirnagar |
| 365. | Majgawan |
| 366. | Majhra Purab |
| 367. | Bahroo |
| 368. | Memora |
| 369. | Amani Ganj |
| 370. | Astre |
| 371. | Deori Bharat |
| 372. | Gaido |
| 373. | Jalalabad |
| 374. | Patrauna |
| 375. | Saifalpur |
| 376. | Hardoiya |
| 377. | Karora |
| 378. | Sewai |
| 379. | Utrara |
| 380. | Naglamanjh |
| 381. | Keshri |
| 382. | Pegu |
| 383. | Sadhoganj |
| 384. | Baraundha |
| 385. | Dramalganj |
| 386. | Jigna |
| 387. | Vindhychal |
| 388. | Kakrahi |
| 389. | Ahhani |

| 1 | 2 |
|------|---------------------|
| 390. | Chhai Camp |
| 391. | Chiriya Bazar |
| 392. | Gohao |
| 393. | Khanooya |
| 394. | Jubrajpora |
| 395. | Kailiya |
| 396. | Bilaya |
| 397. | Jokhouli |
| 398. | Kurkuroo |
| 399. | Pirauna |
| 400. | Sahabgano |
| 401. | Baghrai |
| 402. | Biharka |
| 403. | Gotani |
| 404. | Hathgown |
| 405. | Kushuvapur |
| 406. | Pura Dhani |
| 407. | Rajpur |
| 408. | Bhatani |
| 409. | Dhinowas |
| 410. | Rampur Khas |
| 411. | Samerganj |
| 412. | Dhakwa |
| 413. | Dikippur |
| 414. | Jagatpur |
| 415. | Mangraura |
| 416. | Kithawar Bazar |
| 417. | Lazmiganj Bazar |
| 418. | Kherron |
| 419. | Chhatoh |
| 420. | Aihar |
| 421. | Dusanta |
| 422. | Gangaganj |
| 423. | Lodhwamau |
| 424. | Banuganj |
| 425. | Karahiya Bazar |
| 426. | Umaran |
| 427. | Bilantour-Sunderpur |
| 428. | Jograjjpur |
| 429. | Sujanpur |
| 430. | Khera Baheda |
| 431. | Zaitipur |

| 1 | 2 |
|------|--------------------|
| 432. | Bhadar |
| 433. | Bhetuwa |
| 434. | Bishesarganj |
| 435. | Sangrampur |
| 436. | Akhandnagar |
| 437. | Gosasinghpur |
| 438. | Mewpur |
| 439. | Ravana |
| 440. | Tatomuraini |
| 441. | Baldirai |
| 442. | Bhagawsa |
| 443. | Gungemau |
| 444. | Haliyapur |
| 445. | Kisani |
| 446. | Krishana Nagar |
| 447. | Mahona |
| 448. | Satthin |
| 449. | Tirhiit |
| 450. | Wallipur |
| 451. | Warsiganj |
| 452. | Zainabganj |
| 453. | Leeh Dhaggoopur |
| 454. | Shambhaoganj |
| 455. | Shiv Nagar |
| 456. | Auras |
| 457. | Mangat Khera |
| 458. | Atwa Baika |
| 459. | Mirzapur |
| 460. | Takia Attradhani |
| 461. | Makhi |
| 462. | Sikanderpur Sarosi |
| 463. | Baradev Tanda |
| 464. | Jaipipur |
| 465. | Kantha |
| 466. | Kurari |
| 467. | Unwa |
| 468. | Illia |
| 469. | Bishunpora |
| 470. | Dharauli |
| 471. | Majhagaon Kalu |
| 472. | Sureri |
| 473. | Baraokot |

*[Translation]***Purchase of Government Stake in NHPC by NTPC**

2054. DR. SUSHIL KUMAR INDORA :
 SHRI CHANDRA BHUSHAN SINGH :
 SHRIMATI GEETA MUKHERJEE :
 SHRI K. YERRANNAIDU :

Will the Minister of POWER be pleased to state:

(a) whether the Government have permitted the National Thermal Power Corporation to purchase all Government shares from the National Hydroelectric Power Corporation; and

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

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI JAYAWANTI MEHTA) : (a) No, Sir.

(b) Does not arise.

*[English]***Oil and Gas Reserves in Mahanadi Basin, Orissa**

2055. SHRI BHARTRUHARI MAHTAB : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) whether the Government have conducted any survey to identify the oil and gas reserves in Mahanadi basin of Orissa;

(b) if so, the details thereof; and

(c) the assessment of oil reserves at Satipur of the Cuttack district in Orissa ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI E. PONNUSWAMY): (a) and (b) In the years 1973-75, the erstwhile Oil and Natural Gas Commission (ONGC) had carried out 313 Line Kilometre of 2D seismic survey, and during the period 1978-90, Oil India Ltd. (OIL) carried out about 3814 Ground Line Kilometre and 3178 Line Kilometre of seismic survey, including gravity and magnetic survey, in Mahanadi onshore and offshore area respectively. Based on the interpretation and processing of the acquired seismic data, a total of eleven exploratory wells (four onshore and seven offshore) were drilled by OIL in the Mahanadi basin. In addition, OIL had conducted survey and drilled four wells in North East Coast offshore area, adjacent to Mahanadi offshore. However, no commercial hydrocarbons discovery, i.e. crude oil and natural gas, was made.

(c) Exploratory efforts carried out by OIL in Cuttack

Depression of Mahanadi onshore in the Salepur (not in Satipur) area of Cuttack district did not establish any hydrocarbons discovery so far.

Development of Oil Fields in Iraq

2056. DR. S. VENUGOPAL:
 DR. (SHRIMATI) C. SUGUNA KUMARI:

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

(a) whether ONGC & Reliance Petroleum have been negotiating with the Iraqis to develop oil fields in Iraq;

(b) if so, the details of the venture; and

(c) the likely benefits to India of the bilateral agreement and conditions thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI E. PONNUSWAMY): (a) to (c) No Sir. However, Oil and Natural Gas Corporation-Videsh Ltd. (ONG-VL) a subsidiary of ONGC, along with Reliance Industries Ltd. (RIL) is pursuing an opportunity for development of an oilfield in Iraq, but nothing concrete has been settled so far.

Secondary Switching Area Facility in West Bengal

2057. SHRI AMAR ROY PRADHAN: Will the MINISTER OF COMMUNICATIONS be pleased to state :

(a) whether Secondary Switching Area Facility is provided to a district having 10,000 telephone connections;

(b) if so, the reasons for depriving said facility in the various district of North Bengal areas of West Bengal; and

(c) the time by which this facility is likely to be provided in the telephone exchanges of those districts ?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI TAPAN SIKDAR) : (a) No, Sir.

(b) and (c) Secondary Switching Area (SSA) is the basic unit of operation for the purpose of administration charging, routing & numbering plan. SSA is generally not bifurcated because of operational and administration reasons. Management of a SSA is upgraded to TDM/GM/PGM level on the basis of workload.

Projects Pending for Clearance

2058. SHRI A. VENKATESH NAIK:
 SHRI DINSHA PATEL:
 SHRI VILAS MUTTEMWAR:
 SHRI ASHOK N. MOHOL :

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) the details of the small, medium, big irrigation and other projects received by the Government especially from Karnataka, Maharashtra and other States for the environmental and forestry clearance since 1994 till date, State-wise and project-wise;

(b) the projects out of them cleared and lying pending for the want of clearance alongwith the reasons for each of them, project-wise;

(c) the time by which the pending projects are likely to be cleared;

(d) whether the Government propose to keep irri-

gation and other development schemes out of purview of the Forest (Consevation) Act. 1980; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BABU LAL MARANDI) : (a) to (c) Detailed list of all irrigation projects received since 1994, yearwise for environmental and forestry clearance from the Government of Maharashtra and Karnataka with their present status is given in enclosed statement-I. The list of projects pertaining to all other States will be lengthy and cumbersome. Brief resume of information for other States and other projects is given in enclosed statement-II.

(d) and (e) No Sir. The developmental activities have to be allowed keeping due regard to the environmental security of the country.

Statement-I

A. Forestry Clearance (Small, Medium & Big Irrigation Projects)

| S.No. | Name of Proposal | Area (ha) | Year | Present Status |
|-----------------------|--|-----------|------|---|
| 1 | 2 | 3 | 4 | 5 |
| I. Maharashtra | | | | |
| 1. | Construction of Loni medium irrigation project, Nanded dist. | 67.71 | 1999 | Approved in-principle on 6.8.99 |
| 2. | Construction of Jhansinagar lift irrigation scheme in Bhandara | 31.350 | 1999 | Essential details sought from the State Government after discussing in Forest Advisory Committee |
| 3. | Bhondki new minor irrigation tank in Bhandara | 25.10 | 1999 | Rejected on 16.3.99 |
| 4. | Minor irrigation tank on Kag river in Jalgaon dist. | 150.00 | 1999 | Discussed in Forest Advisory Committee. Report of Chief Wildlife Warden sought. |
| 5. | Lendezari minor irrigation tank in Bhandara | 21.04 | 1999 | Approved in-principle on 31.3.99 |
| 6. | Tultuli project in Gadchiroli | 2228.06 | 1999 | Rejected on 3.8.99 |
| 7. | Talamba major irrigation project in Sindudurg dist. | 367.11 | 1999 | Discussed in Forest Advisory Committee. State Govt. requested to re-examine canal width. |
| 8. | Malsej ghat pumped storage scheme in Thane | 73.949 | 1999 | Discussed in Forest Advisory Committee. State Govt. requested to explore alternatives on 2.11.99. |
| 9. | Hattigota medium irrigation project in Chandrapur | 800.67 | 1999 | Rejected on 30.11.99 |

| 1 | 2 | 3 | 4 | 5 |
|-----|---|---------|------|--|
| 10. | Urmodi irrigation project in Satara | 28.62 | 1999 | Discussed in FAC on 25.11.99. Under Submission for decision. |
| 11. | Diversion of forest land for construction of Lower Panzara (Alkaeapcea) Project in Dhule distt. | 188.00 | 1999 | Additional information sought from the State Government |
| 12. | Construction of Ghoshi Khurd Right Bank Canal km. 11-25. | 121.37 | 1999 | Under process |
| 13. | Lakkakot Irrigation Tank, Nanded | 3.87 | 1999 | Approved in principle on 10.2.99 |
| 14. | Botha Minor IT, Buldhana | 1.40 | 1999 | Approved in principle on 12.4.99 |
| 15. | Ujleshwar Percolation Tank, Akola | 0.77 | 1999 | Approved on 12.4.99 |
| 16. | Asoli tank, Bhandara | 4.00 | 1999 | Approved in principle on 2.7.99 |
| 17. | Keshori Village tank, Nagpur | 1.688 | 1999 | Approved in principle on 10.9.99 |
| 18. | Kolhapur type storage Bandhara of Khairkuti, Dhule | 0.94 | 1999 | Under process |
| 19. | Kolhapur type storage Bandhara of Sangvi, Dhule | 0.97 | 1999 | Under process |
| 20. | Upadgad MIT, Bhandara | 5.60 | 1999 | Pending with State—13.5.99 |
| 21. | Dhawalkhedhi MIT, Bhandara | 8.85 | 1999 | Pending with State—12.4.99 |
| 22. | Kitadi (Girola) MIT, Bhandara | 10.28 | 1999 | Approved in principle on 13.7.99 |
| 23. | Mangatola MIT, Bhandara | 8.14 | 1999 | Approved in principle on 12.7.99 |
| 24. | Katangadhara Percolation Tank, Nagpur | 5.08 | 1999 | Approved in principle on 13.7.99 |
| 25. | Kachepar New MIT, Chandrapur | 15.78 | 1999 | Approved in principle on 2.9.99 |
| 26. | Ghat Prabha Medium Project, Sindhudurg | 12.00 | 1999 | Pending with State 2.6.99 |
| 27. | Jangamhatti Medium project, Kolhapur | 6.50 | 1999 | Approved in principle on 2.9.99 |
| 28. | Mangotari MIT, Bhandara | 9.92 | 1999 | Pending with State 2.9.99 |
| 29. | Madan Tank (Pickup Weir), Wardha | 13.90 | 1999 | Pending with Ministry —1.10.99 |
| 30. | Construction of minor irrigation tank at Mandana | 51.67 | 1998 | Approved in principle on 7.1.99 |
| 31. | Nandgaon regional rural water supply scheme in Raigad | 28.56 | 1998 | Approved in principle on 8.9.98 |
| 32. | Ghoddeo Irrigation tank project | 22.28 | 1998 | Approved in principle on 5.5.98 |
| 33. | Human river project in Chandrapur | 2895.02 | 1998 | Additional information sought from the State Government on 13.9.99 |
| 34. | Gosikhurd Right Bank canal 0 to 10 k.m in Bhandara | 40.497 | 1998 | Approved in principle on 13.1.99 |

| 1 | 2 | 3 | 4 | 5 |
|-----|--|--------|------|--|
| 35. | Lower wardha major project in Wardha | 122.79 | 1998 | Approved in principle on 26.4.99 |
| 36. | Karaj Kheda lift irrigation scheme in Bhandara | 36.095 | 1998 | Approved in principle on 26.10.98 |
| 37. | Pindkepar irrigation tank project in Bhandara | 48.14 | 1998 | Additional information sought from the State Government. Reminder on 16.9.99. |
| 38. | Bhuratoal minor irrigation tank in Bhandara | 47.96 | 1998 | Approved in principle on 22.1.99 |
| 39. | Kardi New minor irrigation tank in Bhandara | 21.00 | 1998 | Approved in principle on 26.10.98 |
| 40. | Bhiwapur minor irrigation tank in Nagpur | 47.37 | 1998 | Approved in principle on 15.3.99 |
| 41. | Regional rural water supply scheme and earthen dam kainad in Thane | 36.552 | 1998 | Approved in principle on 10.11.98 |
| 42. | Bewartala minor irrigation project in Bhandara | 68.49 | 1998 | Approved in principle on 6.7.99 for 36.67 ha. |
| 43. | Kasala minor irrigation tank in Yeotmal | 42.73 | 1998 | Approved in principle on 3.3.99 |
| 44. | Dhom Balkawadi tunnel irrigation project in Satara and Pune | 109.49 | 1998 | Rejected on 16.9.99 for want of information from the State Govt. |
| 45. | Chihewadi Medium Irrigation project in Pune | 54.16 | 1998 | Approved in principle on 26.02.99. Compliance received. Essential details sought from the State Government on 18.8.99. |
| 46. | Lohi Minor IT, Yeotmal | 4.43 | 1998 | Approved in principle on 20.2.98 |
| 47. | Jelugade Minor IT, Kolhapur | 4.280 | 1998 | Approved in principle on 9.3.98 |
| 48. | Temghar Irrgn. Project, Pune | 2.42 | 1998 | Approved in principle on 15.5.98 |
| 49. | Arphal Left bank canal tunnel, Satara | 1.17 | 1998 | Approved on 7.9.99 |
| 50. | Constn. of canal from Badri, tank Jalgaon | 0.50 | 1998 | Approved on 3.7.99 |
| 51. | Sabordara Percolation Tank, Nashik | 4.00 | 1998 | Rejected on 29.10.99 |
| 52. | Constn. of Kolhapur type weir at Sohale, Kolhapur | 0.24 | 1998 | Approved on 17.11.98 |
| 53. | Taroda Percolation Tank, Nashik | 3.60 | 1998 | Approved in principle on 22.10.98 |
| 54. | Londha Nala project, Kolhapur | 4.007 | 1998 | Approved in principle on 14.1.99 |
| 55. | Gavase Minor IT, Kolhapur | 2.83 | 1998 | Approved on 24.9.99 |
| 56. | Talegaon MIT, Wardha | 0.425 | 1998 | Approved on 14.1.99 |
| 57. | Mandore Percolation Tank, Thane | 9.00 | 1998 | Approved in principle on 21.4.98 |
| 58. | Preliminary Survey of MIT (Savadre), kolhapur | 5.81 | 1998 | Rejected on 28.10.98 |
| 59. | Koprichapada Minor Irrgn. Scheme, Thane | 12.71 | 1998 | Approved in principle on 6.6.98 |

| 1 | 2 | 3 | 4 | 5 |
|-----|---|--------|------|--|
| 60. | Dhamanedvade MIT, Bhandara | 8.05 | 1998 | Rejected in 27.4.98 |
| 61. | Popatkhedda MIT, Akola-Amravati | 15.50 | 1998 | Approved in principle on 4.5.98 |
| 62. | Chulband Medium Lower Irrign. Project, Bhandara | 16.858 | 1998 | Approved in principle on 16.4.99 |
| 63. | Sonegaon Pendh Tank, Bhandara | 13.11 | 1998 | Approved in principle on 23.7.98 |
| 64. | Kapada MIT, Bhandara | 7.67 | 1998 | Approved in principle on 23.7.98 |
| 65. | Alesur MIT, Bhandara | 10.27 | 1998 | Approved in principle on 23.7.98 |
| 66. | Kandwan MIT, Kolhapur | 10.57 | 1998 | Approved in principle on 23.7.98 |
| 67. | Putala MIT, Bhandara | 6.10 | 1998 | Approved in principle on 12.7.98 |
| 68. | Wang Medium Irrign. Project, Satara | 10.50 | 1998 | Approved in principle on 12.10.98 |
| 69. | Left Bank Kar River Project, Nagpur | 18.09 | 1998 | Approved on 2.9.99 |
| 70. | Chikla MIT, Bhandara | 10.47 | 1998 | Approved in principle on 28.10.98 |
| 71. | Pindekpar Irr. Tank, Bhandara | 11.50 | 1998 | Approved in principle on 28.10.98 |
| 72. | Gudru Minor Irr. Tank, Bhandara | 8.33 | 1998 | Approved in principle on 28.10.98 |
| 73. | Mamalde Percolation Tank, Jalgaon | 5.75 | 1998 | Approved in principle on 28.10.98 |
| 74. | Banera MIT, Nagpur | 5.60 | 1998 | Rejected on 30.11.98 |
| 75. | Chak Ghosari M. Tank, Chandrapur | 12.04 | 1998 | Approved in principle on 15.12.98 |
| 76. | Kondoshi MIT, Kolhapur | 19.57 | 1998 | Approved in principle on 31.3.99 |
| 77. | Daitmagoli MIT, Bhandara | 17.56 | 1998 | Approved in principle on 15.4.99 |
| 78. | Bamni Minor IT, Gadchiroli | 10.91 | 1998 | Pending with state—15.1.99 |
| 79. | Pinkepar MIT, Bhandara | 13.20 | 1998 | Pending with State—2.1.99 |
| 80. | Dhaga Bazargaon Percolation Tank, Nagpur | 7.53 | 1998 | Approved in principle on 16.4.99 |
| 81. | Kuttarbari MIT, Nashik | 8.24 | 1998 | Approved in principle on 16.4.99 |
| 82. | Chorvira No. 1 minor irrigation tank | 27.020 | 1997 | Approved in principle on 25.7.97 |
| 83. | Wagzira minor irrigation tank in Jalgaon | 25.44 | 1997 | Approved on 4.3.98 |
| 84. | Andhra valley medium irrigation project in Pune | 131.40 | 1997 | Site inspection by Member of Advisory Committee is to be done. CCE (C) informed on 1.12.99 |
| 85. | Sapan river project in Amravati | 49.54 | 1997 | Approved in principle on 12.8.98 |
| 86. | Lal Nullah irrigation project in Wardha | 29.83 | 1997 | Additional information sought from the State Government on 2.1.98 |

| 1 | 2 | 3 | 4 | 5 |
|------|---|--------|------|---|
| 87. | Nilwande major irrigation project | 383.46 | 1997 | Earlier proposal approved on 7.5.92 (letter no. 8-93/87 dated 7.5.92). This is modified proposal. Additional information sought from State Govt. on 23.9.99 |
| 88. | Bhormal Percolation Tank, Nashik | 2.00 | 1997 | Rejected on 21.10.99 |
| 89. | Galwat Percolation Tank, Nashik | 3.00 | 1997 | Rejected on 21.10.99 |
| 90. | Feeder channel to MI tank at Tadala, Chandrapur | 0.740 | 1997 | Pending with State Govt. since 27.2.97 |
| 91. | Kelvihir Percolation Tank, Nashik | 2.35 | 1997 | Rejected on 21.10.99 |
| 92. | Jaitkheda Percolation Tank, Aurangabad | 2.00 | 1997 | Approved in principle on 9.4.97 |
| 93. | Kachorpada Percolation Tank, Nashik | 2.80 | 1997 | Approved in principle on 9.4.97 |
| 94. | Dhulghat Percolation Tank, Nashik | 1.09 | 1997 | Approved in principle on 9.4.97 |
| 95. | Ghota Percolation Tank, Amravati | 0.86 | 1997 | Approved on 16.5.97 |
| 96. | Wai Minor IT Project, Yeotmal | 0.53 | 1997 | Approved on 16.5.97 |
| 97. | Bhandwal Percolation Tank, Nashik | 0.30 | 1997 | Approved on 12.6.97 |
| 98. | Kochinara village tank, Gadchiroli | 1.34 | 1997 | Approved in principle on 17.10.97 |
| 99. | Kodvi Medium project, Kolhapur | 2.52 | 1997 | Approved in principle on 13.11.97 |
| 100. | Subkund Percolation Tank, Nagpur | 3.50 | 1997 | Approved in principle on 17.11.97 |
| 101. | Gangayari tank, Bhandara | 5.00 | 1997 | Approved in principle on 23.10.97 |
| 102. | Kolatipada Percolation Tank, Nashik | 2.85 | 1997 | Pending with State Govt., since 5.10.99 |
| 103. | Salangatola canal project, Bhandara | 1.89 | 1997 | Approved in principle on 11.11.97 |
| 104. | Varambhe Percolation Tank, Nashik | 3.25 | 1997 | Approved in principle on 17.11.97 |
| 105. | Chimbale Percolation Tank, Ahmednagar | 1.71 | 1997 | Approved in principle on 16.12.97 |
| 106. | Washi Percolation Tank, Usmanabad | 0.95 | 1997 | Approved on 17.11.97 |
| 107. | Majri Masala Irrign. Tank, Amravati | 4.47 | 1997 | Approved in principle on 21.8.98 |
| 108. | Biloni Percolation Tank, Aurangabad | 0.94 | 1997 | Approved on 15.1.98 |
| 109. | Khapa Nipani Percolation Tank, Nagpur | 1.00 | 1997 | Approved on 15.1.98 |
| 110. | Wanola (Panola) Percolation Tank, Nanded | 1.40 | 1997 | Approved in principle on 15.1.98 |
| 111. | Nandari Minor IT, Kolhapur | 2.18 | 1997 | Approved in principle on 15.1.98 |
| 112. | Shekhpapur Percolation Tank, Nagpur | 7.85 | 1997 | Approved in principle on 29.5.97 |

| 1 | 2 | 3 | 4 | 5 |
|------|---|---------|------|---|
| 113. | Raulgaon Percolation Tank, Nagpur | 5.20 | 1997 | Approved in principle on 22.4.98 |
| 114. | Nandhuri MI, Amravati | 16.53 | 1997 | Approved in principle on 21.4.98 |
| 115. | Khambala-V Percolation Tank, Dhule | 7.00 | 1997 | Approved in principle on 22.4.98 |
| 116. | Bajura MI, Amravati | 13.16 | 1997 | Approved on 11.9.98 |
| 117. | Janai-Shrimani Lift Irrign. Scheme, Pune | 14.925 | 1997 | Approved in principle on 24.4.98 |
| 118. | Makkotola MI, Bhandara | 10.73 | 1997 | Approved in principle on 5.5.98 |
| 119. | Nokhabardi Lift Irrign. Project, Nagpur | 9.25 | 1997 | File temporary closed |
| 120. | Sondyatola Lift Irrign. Project, Bhandara | 13.3724 | 1997 | Approved on 15.9.99 |
| 121. | Manoli MI., Kolhapur | 8.58 | 1997 | Approved in principle on 27.4.98 |
| 122. | Phaye M.I., Kolhapur | 17.00 | 1997 | Approved on 13.7.98 |
| 123. | Meghali M.I., Kolhapur | 8.11 | 1997 | Approved on 12.4.99 |
| 124. | Bhandarbodi Percolation Tank, | 12.65 | 1997 | Rejected on 12.10.98 |
| 125. | Uchangi Irrign. Tank, Kolhapur | 19.00 | 1997 | Approved in principle on 6.5.98 |
| 126. | Construction of Yadeshi Minor irrigation tank in Yavatmal | 39.11 | 1996 | Approved in principle on 22.1.99 |
| 127. | Bhagwanpur minor irrigation project in Chandrapur | 47.98 | 1996 | Approved in principle on 7.1.99 |
| 128. | Sonarangi minor irrigation tank | 31.20 | 1996 | Rejected on 23.10.97 |
| 129. | Construction of SUR-River minor irrigation project in Jalgaon | 80.00 | 1996 | Approved on 27.5.99 |
| 130. | Construction of minor irrigation tank Dhamangaon-I | 26.930 | 1996 | Additional information sought from the State Government. Reminder on 16.9.99. |
| 131. | Hetwane medium irrigation project in Raigad | 314.09 | 1996 | Approved on 10.2.99 (238.98 ha.) |
| 132. | Pendhari Percolation Tank, Nagpur | 3.59 | 1996 | Rejected on 4.3.96 |
| 133. | Pusli Minor Irrign. Tank, Amravati | 4.96 | 1996 | Approved on 1.12.97 |
| 134. | Shelkhedipala II Percolation Tank, Dhule | 0.35 | 1996 | Rejected on 25.10.99 |
| 135. | Tembhurani Percolation Tank, Dhule | 4.20 | 1996 | Rejected on 25.10.99 |
| 136. | Amba Percolation Tank, Nashik | 2.13 | 1996 | Rejected on 25.10.99 |
| 137. | Mangrul No. Percolation Tank, Dhule | 3.00 | 1996 | Rejected on 25.10.99 |
| 138. | Malegaon 9 Percolation Tank, Dhule | 5.00 | 1996 | Rejected on 25.10.99 |
| 139. | Chinakuwa I Percolation Tank, Dhule | 2.03 | 1996 | Rejected on 25.10.99 |

| 1 | 2 | 3 | 4 | 5 |
|------|--|--------|------|--|
| 140. | Constn. of Isapur RBC under Upper Penganga Irrgn.Project, Nanded | 0.62 | 1996 | Pending with State Govt. since 20.6.96 |
| 141. | Gukshewad II Percolation Tank, Dhule | 5.00 | 1996 | Rejected on 25.10.99 |
| 142. | Blighon I Percolation Tank, Dhule | 4.01 | 1996 | Rejected on 18.7.96 |
| 143. | Blighon II Percolation Tank, Dhule | 3.03 | 1996 | Approved in principle on 6.6.96 |
| 144. | Paraswada new Percolation Tank, Bhandara | 3.437 | 1996 | Approved in principle on 10.11.98 |
| 145. | Shelkui II Percolation Tank, Dhule | 4.38 | 1996 | Pending with State Govt. since 18.7.96 |
| 146. | Rajasbai Shevali V Percolation Tank, Dhule | 5.00 | 1996 | Pending with State Govt. since 8.7.96 |
| 147. | Khadadipada Percolation Tank, Nashik | 1.09 | 1996 | Pending with State Govt. since 9.7.96 |
| 148. | Nidadi II Percolation Tank, Dhule | 5.00 | 1996 | Rejected on 8.8.96 |
| 149. | Bijari III Percolation Tank, Dhule | 4.57 | 1996 | Rejected on 3.2.96 |
| 150. | Kelimojra III Percolation Tank, Dhule | 4.98 | 1996 | Rejected on 3.9.96 |
| 151. | Khurripur New Minor Irrign, Tank, Gadchiroli | 3.27 | 1996 | Approved on 29.1.99 |
| 152. | Khirdi Percolation Tank, Nashik | 2.00 | 1996 | Approved in principle on 15.10.96 |
| 153. | Umbrawahir Percolation Tank, Nashik | 1.80 | 1996 | Rejected on 21.10.99 |
| 154. | Gahale Percolation Tank, Nashik | 5.00 | 1996 | Rejected on 21.10.99 |
| 155. | Walutaira Percolation Tank, Nashik | 2.53 | 1996 | Rejected on 21.10.99 |
| 156. | Bijapur lift Irrign. Scheme, Bhandara | 1.85 | 1996 | Rejected on 11.8.98 |
| 157. | Chikadi II Percolation Tank, Nashik | 0.38 | 1996 | Approved on 24.12.96 |
| 158. | Bhima Irrign. Project, Solapur | 1.88 | 1996 | Approved on 7.5.97 |
| 159. | Dudgaon Minor Irrign. Tank, Nashik | 3.57 | 1996 | Approved on 14.10.97 |
| 160. | Pangarbari Percolation Tank, Nashik | 3.60 | 1996 | Rejected on 21.10.99 |
| 161. | Dhura Pada Percolation Tank, Nashik | 4.70 | 1996 | Approved on 15.5.98 |
| 162. | Khadakohal Percolation Tank, Nashik | 4.10 | 1996 | Approved in principle on 6.3.97 |
| 163. | Khairkund MI Tank Project, Amravati | 19.035 | 1996 | Approved on 2.8.97 |
| 164. | Chavdipada-II, Dhule | 7.21 | 1996 | Rejected on 21.10.99 |
| 165. | Khadkala Percolation Tank, Dhule | 5.22 | 1996 | Rejected on 15.10.99 |
| 166. | Bhoiti Percolation Tank, Dhule | 8.00 | 1996 | Rejected on 14.10.99 |

| 1 | 2 | 3 | 4 | 5 |
|------|---|---------------|------|---|
| 167. | Bahadurpur Percolation Tank, Jalgaon | 6.17 | 1996 | Approved in principle on 5.5.97 |
| 168. | Kharkhodwada Percolation Tank, Dhule | 7.00 | 1996 | Rejected on 14.10.99 |
| 169. | Wekhadman Percolation Tank, Dhule | 7.76 | 1996 | Pending with Ministry— 3.2.97 |
| 170. | Bhijari-II Percolation Tank, Dhule | 5.02 | 1996 | Approved in principle on 5.5.97 |
| 171. | Wakhwadapada, Dhule | 10.00 | 1996 | Rejected on 15.10.99 |
| 172. | Jugani Percolation Tank, Dhule | 5.30 | 1996 | Approved in principle on 28.10.98 |
| 173. | Khanharwadi, Dhule | 5.80 | 1996 | Rejected on 14.10.99 |
| 174. | Lalmati, Dhule | 11.80 | 1996 | Rejected on 15.10.99 |
| 175. | Dhavyapada-VI Percolation Tank, Dhule | 6.00 | 1996 | Rejected on 15.10.99 |
| 176. | Pumapada Percolation Tank, Dhule | 5.83 | 1996 | Rejected on 14.10.99 |
| 177. | Paniahar, Raigad | 7.26 | 1996 | Approved in principle on 8.5.98 |
| 178. | Krishna River Irrign. Project, Dhule | 19.702 | 1996 | Approved in principle on 23.7.98 |
| 179. | Khordipala Percolation Tank, Dhule | 8.72 | 1996 | Rejected on 23.8.97 |
| 180. | Constn. of Ring Road (Dimbhe Dam), Pune | 7.07 | 1996 | Approved on 13.7.99 |
| 181. | Constn. of Bawaku Dam, Nashik | 17.28 | 1996 | Approved n 30.7.98 |
| 182. | Nandkheda M.I. Tank, Akola | 9.33 | 1996 | Rejected on 15.10.99 |
| 183. | Construction of Jambre Medium Irrigation Project in distt. Kolhapur | 78.00 | 1995 | Rejected on 24.8.95. Presently under re-consideration. |
| 184. | Construction of Jambnalha Minor Irrigation Project in distt. Yavatmal | 24.31 ha. | 1995 | Approved on 10/11-9.98 |
| 185. | Construction of Kumbharbimhc Minor Irrigation tank Project | 22.58 ha. | 1995 | Approved on 13.10.98 |
| 186. | Construction of Walheri Minor Irrigation Tank | 35.00 ha. | 1995 | Rejected on 15.12.95. Additional information sought from the State Government on 11.8.96. |
| 187. | Construction of Chiwale Minor Irrigation Tank in Kolhapur | 34.12 ha. | 1995 | Rejected on 21.11.95 |
| 188. | Construction of Warna Irrigation Project in distt. Kolhapur | 768.79 ha. | 1995 | Rejected for want of information. |
| 189. | Construction of Thanepada Minor Irrigation Tank | 37.72 ha. | 1995 | Rejected on 17.9.99 for want of information. |
| 190. | Construction of Bamni New Minor Irrigation Tank | 35.565 ha. | 1995 | Approved in principle on 28.11.96 . |
| 191. | Construction of Nira Deoghar Major Irrigation Project in distt. Pune | 55.51 ha | 1995 | Approved on 31.3.99 |

| 1 | 2 | 3 | 4 | 5 |
|------|--|-----------------|------|--|
| 192. | Construction of Surya Project in distt. Thane | 1095.394 ha. | 1995 | Additional information sought from the State Government on 9.4.99. Reminder on 16.9.99 |
| 193. | Construction of Vaslai Minor Irrigation Tank | 31.27 ha. | 1995 | Rejected on 5.3.98 |
| 194. | Construction of Jambulbheda New Minor Irrigation Tank in distt. Chandra | 44.20 ha. | 1995 | Rejected on 29.8.96 |
| 195. | Construction of Rammohanpur New Minor Irrigation Tank in distt. Gadchiroli | 29.83 ha. | 1995 | Rejected on 21.8.96 |
| 196. | Vasadara Percolation Tank, Dhule | 5.00 | 1995 | Approved on 6.3.97 |
| 197. | Udane III Percolation Tank, Dhule | 4.56 | 1995 | Approved in principle on 27.4.95 |
| 198. | Abhanpur 2 Percolation Tank, Dhule | 4.17 | 1995 | Approved on 17.10.97 |
| 199. | Raipur No. 2 Percolation Tank, Dhule | 2.00 | 1995 | Pending with State Govt. since 27.4.95 |
| 200. | Salve Percolation Tank, Dhule | 1.90 | 1995 | Approved on 6.3.97 |
| 201. | Constn. of Madeghat Pucca Bandhara Project, Bhandara | 0.21 | 1995 | Approved on 27.4.95 |
| 202. | Kelune Percolation Tank, Nashik | 1.00 | 1995 | Approved on 31.5.95 |
| 203. | Nalwadi-4 Percolation Tank, Nashik | 0.50 | 1995 | Approved on 31.5.95 |
| 204. | Sonkhamb Percolation Tank, Nagpur | 3.31 | 1995 | Approved on 29.7.97 |
| 205. | Khandala Minor Irrign. Tank, Nagpur | 1.56 | 1995 | Approved on 26.7.97 |
| 206. | Wodfali-III Percolation Tank, Dhule | 4.70 | 1995 | Approved on 4.6.97 |
| 207. | Kundanpada Minor I.T., Thane | 2.447 | 1995 | Approved on 8.4.96 |
| 208. | Mahupada Percolation Tank, Dhule | 0.73 | 1995 | Approved on 14.7.95 |
| 209. | Ghogra II Percolation Tank, Nagpur | 4.08 | 1995 | Approved on 23.9.97 |
| 210. | Wagholi Buti lift irrign. Scheme, Chandrapur | 1.46 | 1995 | Approved on 26.2.97 |
| 211. | Kalune Percolation Tank, Nashik | 3.84 | 1995 | Approved in principle on 9.11.95 |
| 212. | Umbrad Percolation Tank, Nashik | 2.83 | 1995 | Approved in principle on 27.10.95 |
| 213. | Gawand Percolation Tank, Nashik | 0.78 | 1995 | Approved on 27.10.95 |
| 214. | Shindwan Percolation Tank, Dhule | 2.00 | 1995 | Approved on 23.9.95 |
| 215. | Chorkhumari Percolation Tank, Nagpur | 4.68 | 1995 | Approved in principle on 20.2.98 |
| 216. | Dhangarwadi Percolation Tank, Nashik | 2.10 | 1995 | Approved on 25.7.95 |
| 217. | Kashyapi Medium Project, Nashik | 5.00 | 1995 | Approved on 14.10.97 |

| 1 | 2 | 3 | 4 | 5 |
|------|---------------------------------------|-------|------|-------------------------------------|
| 218. | Pawalghat Percolation Tank, Nagpur | 1.77 | 1995 | Rejected on 8.1.96 |
| 219. | Dolharmal Percolation Tank, Nashik | 1.13 | 1995 | Approved on 14.1.97 |
| 220. | Umbarde II Percolation Tank, Nashik | 0.50 | 1995 | Approved on 8.1.96 |
| 221. | Botha Minor Irrign. Tank, Buldhana | 1.80 | 1995 | Approved on 30.9.98 |
| 222. | Ambatha II Percolation Tank, Nashik | 3.00 | 1995 | Rejected on 14.12.96 |
| 223. | Umbarthan Percolation Tank, Nashik | 3.00 | 1995 | Approved on 10.10.96 |
| 224. | Mahind Minor Irrign. Tank, Satara | 0.05 | 1995 | Approved on 13.12.95 |
| 225. | Amadpur MI Tank, Yavatmal | 14.58 | 1995 | Approved on 14.9.98 |
| 226. | Pipalgaon MI Tank, Yavatmal | 17.16 | 1995 | Approved on 19.5.97 |
| 227. | Warparli MI Tank, Nagpur | 11.61 | 1995 | Approved in principle on 4.7.95 |
| 228. | Bomblyachanki Percolation Tank, Dhule | 9.65 | 1995 | Pending with Ministry since 25.5.95 |
| 229. | Khamble-II Percolation Tank, Dhule | 9.00 | 1995 | Pending with Ministry since 25.5.95 |
| 230. | Khairkunti Percolation Tank, Dhule | 8.09 | 1995 | Pending with Ministry since 25.5.95 |
| 231. | Bagda-I Percolation Tank, Dhule | 6.67 | 1995 | Approved in principle on 12.5.95 |
| 232. | Jamda-II Percolation Tank, Dhule | 5.27 | 1995 | Pending with Ministry since 25.5.95 |
| 233. | Pimpryanala Percolation Tank, Dhule | 5.49 | 1995 | Pending with Ministry since 25.5.95 |
| 234. | Apati Percolation Tank, Dhule | 6.5 | 1995 | Pending with Ministry since 25.5.95 |
| 235. | Khambale Percolation Tank, Dhule | 11.0 | 1995 | Pending with Ministry— 4.4.95 |
| 236. | Varyari Percolation Tank, Yeotmal | 6.81 | 1995 | Pending with Ministry— 4.4.95 |
| 237. | Bagda-II Percolation Tank, Dhule | 6.5 | 1995 | Pending with Ministry— 4.4.95 |
| 238. | Nigadi I Percolation Tank, Nagpur | 5.46 | 1995 | Pending with Ministry— 25.5.95 |
| 239. | Panjara Percolation Tank, Nagpur | 19.06 | 1995 | Approved in principle on 20.9.95 |
| 240. | Undane No. 4 Percolation Tank, Dhule | 10.18 | 1995 | Pending with Ministry— 25.5.95 |

| 1 | 2 | 3 | 4 | 5 |
|------|--|-----------|------|---|
| 241. | Kuklat Percolation Tank, Dhule | 5.38 | 1995 | Pending with Ministry – 25.5.95 |
| 242. | Chopan MI Tank, Yavatmal | 5.84 | 1995 | Approved on 11.11.98 |
| 243. | Karmad-II Percolation Tank, Dhule | 11.00 | 1995 | Approved in principle on 26.10.95 |
| 244. | Urmilamal-II Percolation Tank, Dhule | 6.60 | 1995 | Approved in principle on 22.4.98 |
| 245. | Palarkhbora to Vervelkhedi Road-II, Dhule | 9.6525 | 1995 | Approved on 14.8.96 |
| 246. | Guitara-II Percolation Tank, Dhule | 7.00 | 1995 | Approved in principle on 5.5.97 |
| 247. | Khapa-II Percolation Tank, Nagpur | 10.00 | 1995 | Approved on 18.9.98 |
| 248. | Kathalbodi Percolation Tank, Nagpur | 7.30 | 1995 | Approved on 11.9.98 |
| 249. | Wardh minor IT, Yavatmal | 13.54 | 1995 | Approved on 29.7.99 |
| 250. | Chinalkua Percolation Tank, Dhule | 5.70 | 1995 | Approved on 8.12.97 |
| 251. | Vidholpada Percolation Tank, Nashik | 7.00 | 1995 | Approved on 5.2.98 |
| 252. | Molpani-I Percolation Tank, Dhule | 10.73 | 1995 | Rejected on 30.11.99 |
| 253. | Vasaf Percolation Tank, Kolhapur | 10.67 | 1995 | Approved in principle on 27.4.98 |
| 254. | Notavana Percolation Tank, Raigad | 9.8158 | 1995 | Approved in principle on 27.2.96 |
| 255. | Chak Astha no.ii., Chandrapur | 11.65 | 1995 | Approved on 15.7.99 |
| 256. | Milmal Percolation Tank, Nashik | 5.19 | 1995 | Approved on 19.2.98 |
| 257. | Advada-II Percolation Tank, Nashik | 6.40 | 1995 | Approved in principle on 4.5.98 |
| 258. | Teikhadi Percolation Tank, Dhule | 7.26 | 1995 | Approved on 28.7.98 |
| 259. | Dhorapgaon Percolation Tank, Buldhana | 8.00 | 1995 | Approved on 2.9.99 |
| 260. | Lokhara Tank, Nagpur | 11.88 | 1995 | Approved in principle on 24.4.96 |
| 261. | Ukadsak Tank, Nagpur | 5.46 | 1995 | Approved in principle on 30.4.96 |
| 262. | Tara Tank, Nagpur | 12.78 | 1995 | Approved in principle on 30.4.96 |
| 263. | Dhamangaon Tank, Wardha | 5.73 | 1995 | Approved in principle on 30.4.96 |
| 264. | Borgodi MI Tank, Nagpur | 12.55 | 1995 | Approved in principle on 6.5.96 |
| 265. | Construction of M.I. Tank Sirsala No. 2 in Bhandara district | 47.50 ha. | 1994 | Approved in-principle on 27.1.95 Reminder for compliance on 20.10.99 |
| 266. | Constrction of M.I. Tank, in Kowadapani in Dhule district | 29.20 ha. | 1994 | Approved on 16.12.97 |
| 267. | Construction of Tekepar Lift Irrigation Scheme | 36.36 ha. | 1994 | Approved on 9.1.95 |

| 1 | 2 | 3 | 4 | 5 |
|------|---|---------------|------|---|
| 268. | Construction of M.I. Tank, Sirsala-I in Bhandara | 38.40 ha. | 1994 | Approved in-principle on 25.4.96. Reminder for compliance on 20.10.99 |
| 269. | Construction of Minor Irrigation Tank at Rampur | 40.92 ha. | 1994 | Approved on 8.12.97 |
| 270. | Minor Irrign. Tank at Waghzira district | 25.44 ha. | 1994 | Rejected on 13.10.99 |
| 271. | Minor Irrign. Tank at Minbadevi in Jalgaon district | 35.00 ha. | 1994 | Approved on 21.7.95 |
| 272. | Percolation tank at Amravati | 30 ha. | 1994 | Area for div. is 14.30 ha. hence matter dealt by Regional Office |
| 273. | Minor Irrign. Tank. at Shahane in Dhule district | 50.29 ha. | 1994 | Approved on 11.12.97 |
| 274. | Moma Gureghar Medlum irrign. Project | 61.22 ha. | 1994 | Approved on 24.1.97 |
| 275. | Minor irrign. Tank at Nawali in Dhule | 29.11 ha. | 1994 | Approved on 31.7.95 |
| 276. | Malan Minor IT | 156.48 ha. | 1994 | Approved on 24.1.96 |
| 277. | Haripura Minor I.T. | 65.00 ha. | 1994 | Approved on 20.6.96 |
| 278. | Dara Irrigation Project in Dhule District | 82.53 ha. | 1994 | Approved in principle on 21.9.95 |
| 279. | Dara Medium Irrign. Proeject in Dhule | 82.55 ha. | 1994 | Approved on 27.6.96 |
| 280. | Kotra New Minor, Gadchiroli | 1.84 ha. | 1994 | Approved on 14.7.95 |
| 281. | Kirutola new Minor, Gadchiroli | 4.567 ha. | 1994 | Approved on 14.4.95 |
| 282. | Dandori New Minor irrigation (LB) tank, Bhandara | 2.80 ha. | 1994 | Agreed in principle on 25.4.97 |
| 283. | Bhiloni I Percolation Tank, Jalgaon | 3.23 ha. | 1994 | Agreed in principle on 10.1.97 |
| 284. | Gandaphari Percolation Tank, Dhule | 1.98 ha. | 1994 | Approved on 9.11.95 |
| 285. | Nagaon Percolation Tank, Dhule | 1.50 ha. | 1994 | Approved on 20.3.97 |
| 286. | Bhuriwal-2 Percolation, Tank, Dhule | 4.66 ha. | 1994 | Approved on 9.11.95 |
| 287. | Kaldar Percolation Tank, Dhule | 2.70 ha. | 1994 | Approved on 6.3.97 |
| 288. | Khandle (I) (Kotamnala) Percolation tank, Dhule | 5.00 ha. | 1994 | Approved in principle on 21.10.94 |

| 1 | 2 | 3 | 4 | 5 |
|------|---|-------------|------|----------------------------------|
| 289. | Khandle (II) (Kotamnala) Percolation tank Dhule | 5.00 ha. | 1994 | Approved in principle on 7.10.94 |
| 290. | Pimperkheda No. 2 Percolation tank, Dhule | 2.78 ha. | 1994 | Approved on 9.11.95 |
| 291. | Rajasbai Shewali (Umbershevadichanalla) Percolation tank, Dhule | 0.84 | 1994 | Rejected on 3.3.99 |
| 292. | Henkalwadi No. 2 Percolation Tank, Dhule | 2.61 ha. | 1994 | Approved on 26.2.97 |
| 293. | Hingne percolation tank, Dhule | 3.95 ha. | 1994 | Rejected on 24.2.99 |
| 294. | Laling (Asaryanala), Dhule | 4.00 ha. | 1994 | Rejected on 3.3.99 |
| 295. | Ajanala (Junapani) percolation tank, Dhule | 5.00 ha. | 1994 | Rejected on 3.3.99 |
| 296. | Mahir II Percolation tank, Dhule | 3.19 ha. | 1994 | Rejected on 14.10.99 |
| 297. | Malegaon II Percolation tank, Dhule | 4.75 ha. | 1994 | Rejected on 25.10.99 |
| 298. | Raipur No. 4 Percolation tank | 3.00 ha. | 1994 | Rejected on 25.10.99 |
| 299. | Chorbauli feeder canal, Nagpur | 1.190 | 1994 | Approved on 24.10.97 |
| 300. | New Katjambor Minor canal, Bhandara | 0.90 | 1994 | Approved on 2.12.94 |
| 301. | Moushikhamb feeder canal, Gadchiroli | 1.14 | 1994 | Approved on 2.9.96 |
| 302. | Ayne III Percolation Tank, Dhule | 4.65 | 1994 | Rejected on 25.10.99 |
| 303. | Chillai Minor Irrign. Tank project, Yeotmal | 2.88 | 1994 | Approved on 14.10.97 |
| 304. | Kelwadi Minor Irrign. Tank project, Aurangabad | 0.70 | 1994 | Approved on 20.1.95 |
| 305. | Kukhed No. 1, Dhule | 7.10 | 1994 | Approved on 30.10.95 |
| 306. | Constn. of Pandawna Tank, Bhandara | 11.318 | 1994 | Approved on 5.9.97 |
| 307. | Shioni Tank, Bhandara | 9.05 | 1994 | Approved in principle on 19.5.94 |
| 308. | Niwagaon Tank, Bhandara | 9.43 | 1994 | Approved in principle on 19.5.94 |
| 309. | M.I. Project, Thane | 5.31 | 1994 | Approved on 28.3.94 |
| 310. | Jam. Med. Irri. Project, Nagpur | 12.83 | 1994 | Approved on 11.1.94 |
| 311. | Wagadhi No. 1, Dhule | 14.60 | 1994 | Approved on 20.5.97 |
| 312. | Wadki No.1, Dhule | 9.21 | 1994 | Approved in principle on 11.8.94 |
| 313. | Raipur 3, Dhule | 6.35 | 1994 | Approved in principle on 10.8.94 |
| 314. | Pawara No. 1, Dhule | 6.76 | 1994 | Approved in principle on 11.8.94 |
| 315. | Kunbadi M.I., Wardha | 6.83 | 1994 | Approved on 25.7.96 |
| 316. | Mandovi Percolation Tank, Jalgaon | 12.00 | 1994 | Approved on 11.1.94 |

| 1 | 2 | 3 | 4 | 5 |
|---------------------|---|-------|------|--------------------------------------|
| 317. | Vanjarapada-II, Dhule | 6.37 | 1994 | Pending with Ministry since 30.8.94 |
| 318. | Purmapada-3, Dhule | 6.00 | 1994 | Approved in principle on 12.10.98 |
| 319. | Bendrepada, Dhule | 7.00 | 1994 | Pending with Ministry – 30.8.94 |
| 320. | <i>Kholvinir No. 3, Dhule</i> | 6.00 | 1994 | Approved in principle on 28.10.98 |
| 321. | <i>Khamkeda, Jalgaon</i> | 12.00 | 1994 | Approved in principle on 15.3.95 |
| 322. | <i>Karmad No. 1, Jalgaon</i> | 6.00 | 1994 | Approved in principle on 21.3.95 |
| 323. | <i>Paramkheda (4), Jalgaon</i> | 7.06 | 1994 | Approved in principle on 15.3.95 |
| 324. | <i>Umarti, Jalgaon</i> | 14.30 | 1994 | Approved in principle on 30.8.94 |
| 325. | <i>Vadhadi No. 2, Dhule</i> | 8.00 | 1994 | Approved in principle on 12.10.98 |
| 326. | <i>Karmad No. 3, Jalgaon</i> | 9.22 | 1994 | Rejected on 15.10.98 |
| 327. | <i>Mankuni Bhandara</i> | 13.13 | 1994 | Approved in principle on 30.12.97 |
| 328. | <i>Dhanrath No. 2, Dhule</i> | 6.55 | 1994 | Approved in principle on 12.10.98 |
| 329. | <i>Ranipur MIT, Dhule</i> | 18.03 | 1994 | Approved on 16.8.95 |
| 330. | <i>Shirmani-II, Dhule</i> | 7.58 | 1994 | Approved in principle on 24.1.95 |
| 331. | <i>Lakhapur, Dhule</i> | 5.34 | 1994 | Approved in principle on 24.1.95 |
| 332. | <i>Bandhara Percolation Tank, Dhule</i> | 7.36 | 1994 | Pending with Ministry since 23.11.94 |
| 333. | <i>Vkhorvinir No. 5, Dhule</i> | 6.00 | 1994 | Pending with Ministry since 23.11.94 |
| 334. | <i>Shirmani-I, Dhule</i> | 5.43 | 1994 | Approved on 2.9.97 |
| 335. | <i>Chandasili, Dhule</i> | 6.05 | 1994 | Rejected on 30.11.99 |
| 336. | <i>Marda-3, Dhule</i> | 9.00 | 1994 | Approved in principle on 24.1.95 |
| 337. | <i>Shewari-2, Dhule</i> | 5.36 | 1994 | Pending with Ministry since 23.11.94 |
| 338. | <i>Mandare, Dhule</i> | 9.50 | 1994 | Pending with Ministry since 23.11.94 |
| 339. | <i>Chakdu, Dhule</i> | 8.00 | 1994 | Pending with Ministry since 23.11.94 |
| 340. | <i>Nindanepada-I, Dhule</i> | 6.21 | 1994 | Pending with Ministry since 23.11.94 |
| 341. | <i>Nagpur No. 4, Dhule</i> | 6.63 | 1994 | Pending with State 9.1.95 |
| 342. | <i>Dabachyapada, Dhule</i> | 11.71 | 1994 | Rejected on 30.11.99 |
| 343. | <i>Sramagaon MI Tank, Yeotmal</i> | 14.25 | 1994 | Approved on 5.9.97 |
| 2. Karnataka | | | | |
| 1. | Rehabilitation of persons due to breach of TB Dam, Raichur distt. | 0.8 | 1998 | Rejected on 22.10.98 |
| 2. | Constn. of pick up across Jaragarahalla in Shimoga | 3.2 | 1997 | Rejected on 29.1.98 |

| 1 | 2 | 3 | 4 | 5 |
|-----|--|------------|------|--|
| 3. | Upper Tunga Project in Shimerga | 450.00 | 1997 | Essential details sought from the State Government on 5.5.98. Reminder on 29.7.99. |
| 4. | Constn. of feeder canal to sanavalli taluk in Mundagod | 2.00 | 1996 | Approved on 01.8.97 |
| 5. | Constn. of LB canal of Lift Irrign. Scheme in Herandi village | 1.025 | 1996 | Rejected on 26.2.98 for want of information. |
| 6. | TBC of Hemavathy project, Tumkur | 3.33 | 1996 | Approved on 20.7.98 |
| 7. | Setting up new tank at Jalagondanahally in Kolar | 36.87 | 1996 | Approved on 1.12.98 |
| 8. | Excavation of canal, Hemavati project | 1.30 | 1996 | Rejected on 19.2.99 |
| 9. | Nrayanpur right bank canal from 23.55 km.to 34.815 km in Raichur | 93.67 | 1996 | Approved on 15.4.99 |
| 10. | New tank near Kilaradahalli in Sira taluk, Tumkur | 18.25 | 1995 | Approved in principle on 29.4.99 |
| 11. | Varahi lift irrigation scheme, DK district | 15.4 | 1995 | Approved on 3.1.96 |
| 12. | Constn. of feeder channel to Gadiyal tank in Haliyal | 0.24 | 1995 | Closed on 3.3.98 for want of information. |
| 13. | Construction of canal under Harangi project in Mysore distt. | 4.95 | 1995 | Approved on 2.1.96 |
| 14. | Installation of pumpset | 0.01 | 1995 | Approved on 11.10.95 |
| 15. | Excavation of 14th Km. of Distributory No. 16 of TBC of Hemavathy project | 2.05 | 1995 | Approved on 2.9.97 |
| 16. | Raising height of Lakhya dam by Kudremukh Iron Ore Co. Ltd. in Chickmangalur | 340 ha. | 1994 | Under submission – 23.9.99 |
| 17. | Uduthorehalla Reservoir Project in Mysore | 183.60 ha. | 1994 | Essential details sought from the State Government on 7.10.99. |
| 18. | Excavation for 3rd and 4th Km. distributory no. 15 of TBC of Hemavathy project | 3.45 | 1994 | Approved on 13.2.95 |
| 19. | Excavation for 7th, 8th and 9th Km. in distributory no. 15 of TBC of Hemavathy project | 4.00 | 1994 | Approved on 23.2.95 |
| 20. | Upper Tunga project | 17.00 | 1994 | Rejected for want of information |

3. Abstract of Maharashtra, Karnataka & Other States

| S.No. | State | No. of Proposals Received | Sanctioned | Rejected | Rejected for want of information | Returned/ withdrawn by States | Under Consideration of Ministry | Pending with States for want of Information |
|-------|--------------|---------------------------|------------|----------|----------------------------------|-------------------------------|---------------------------------|---|
| 1. | Maharashtra | 343 | 226 | 60 | 4 | 0 | 28 | 25 |
| 2. | Karnataka | 20 | 11 | 3 | 3 | 0 | 1 | 2 |
| 3. | Other States | 264 | 176 | 32 | 26 | 2 | 11 | 17 |
| | Total | 627 | 413 | 95 | 33 | 2 | 40 | 44 |

B. Environmental Clearance (Irrigation Projects)

| Sl. No. | Year | Name of the project | Status |
|-----------------------|------|--|--|
| 1 | 2 | 3 | 4 |
| 1. Karnataka | | | |
| 1. | 1994 | Nil | |
| 2. | 1995 | Nil | |
| 3. | 1996 | Upper Krishna project, stage I, phase III | Closed in May 1997 due to inter-State dispute. |
| | 1996 | Upper Krishna project, stage II | Closed in May 1997 due to inter-State dispute. |
| 4. | 1997 | Nil | |
| 5. | 1998 | Nil | |
| 6. | 1999 | Nil | |
| 2. Maharashtra | | | |
| 1. | 1994 | Janai Shrisai Left Irrigation Scheme, Pune | Environmental clearance was accorded on 07.11.94 |
| 2. | 1995 | Nil | |
| 3. | 1996 | 'Nil | |

| 1 | 2 | 3 | 4 |
|----|------|--|---|
| 4. | 1997 | Tultuli major irrigation project | Closed on 11.11.99 due to non clearance of the diversion of 2228.06 ha. of forest land. |
| 5. | 1998 | Nil | |
| 6. | 1999 | Lower Wardha | Closed on 24.3.99 due to non-submission of requisite information. |
| | 1999 | Tillari inter-state irrigation project | Environmental clearance was accorded on 03.08.99 |

Other States

| Year | No. Received | Approved | Rejected | Closed | Pending | Others |
|------|--------------|----------|----------|--------|---------|--------|
| 1994 | 7 | 1 | - | 6 | - | - |
| 1995 | 4 | 4 | - | - | - | - |
| 1996 | 9 | 4 | - | 2 | 1 | 2 |
| 1997 | 8 | 4 | - | 3 | - | 1 |
| 1998 | 3 | 3 | - | - | - | - |
| 1999 | - | - | - | - | - | - |

Statement-II**A. Forestry Clearance (Other Projects)**

| S.No. | State | No. of Proposals Received | Sanctioned | Rejected | Rejected for want of Information | Returned/ withdrawn by States | Under Consideration of Ministry | Pending with States for want of Information |
|-------|------------|---------------------------|------------|----------|----------------------------------|-------------------------------|---------------------------------|---|
| | All States | 3994 | 2512 | 501 | 287 | 35 | 257 | 402 |

B. Environmental Clearance (Other Projects)

| Year | No. Received | Approved | Rejected | Pending |
|------|--------------|----------|----------|---------|
| 1994 | 179 | 76 | 32 | 161 |
| 1995 | 293 | 126 | 73 | 255 |
| 1996 | 295 | 151 | 179 | 225 |
| 1997 | 125 | 165 | 89 | 97 |
| 1998 | 150 | 80 | 87 | 81 |
| 1999 | 162 | 90 | 68 | 80 |

Note : Figures do not add up due to carry over from previous years and also some of the rejected/closed projects which were subsequently reopened/received with modifications are considered as fresh receipt

Scheme for River Regulatory Measures

2059. SHRI LAKSHMAN SETH : Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the Calcutta Port Trust has submitted a scheme for the river regulatory measures to the Union Government for approval;

(b) if so, the details thereof ; and

(c) whether the Government have approved the scheme?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN) : (a) Yes, Sir.

(b) The scheme envisages execution of a number of river regulatory measures for improvement of draught in the Hooghly Estuary, like capital dredging, construction of Southern Guidewall, bank protection works etc. at an estimated cost of about Rs. 296 crores.

(c) No, Sir.

ONGC Exploration in Uttar Pradesh and Gujarat

2060. CH. TEJVEER SINGH : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) the places in Uttar Pradesh and Gujarat where exploration of oil and natural gas has been undertaken by ONGC during 1997 and 1998 and 1999 till date; and

(b) the progress made in this regard so far?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI E. PONNU-SWAMY) : (a) and (b) During the calendar year 1997, 1998 and 1999 (till 1.10.99), Oil and Natural Gas Corporation Ltd. (ONGC) has undertaken exploration of hydrocarbons, i.e. oil and natural gas, in Cambay basin which covers more or less Ahmedabad, Kheda, Gandhinagar, Bharuch, Balsar, Vadodara, Mehsana, Banaskantha, Sabarkantha, Panchmahal, Anand, Dangs and Surat districts in Gujarat State. During this period, ONGC has carried out 3217 Ground Line Kilometre (GLK) of 2D Seismic Survey and also 216 Standard Square Kilometre (SSK) & 17551 GLK (716 Sq. Km.) of 3D Seismic Survey. In addition a total of 133 exploratory wells was drilled. As a result of the exploratory efforts, four new hydrocarbons finds at Vatrak, Anklav, North Sarbhan and Akholjuni were made. The volume of hydrocarbons accreted during 1.4.97 to 31.3.99 is of the order of 41.75 Million Metric Tonnes (MMT) of inplace Oil plus Oil Equivalent Gas (O+OEG) having 7.67 MMT of ultimate reserves (O+OEG).

Considering the exploration priority and the results of the exploratory efforts during 8th Plan, during the 9th Plan no exploratory input has been envisaged by ONGC for Uttar Pradesh. However, the geo-scientific data acquired during 8th Plan in Shahjahanpur - Amirnagar area was further looked into during the period 1997 to 1999.

Telephone Out of Order

2061. SHRI SUNIL KHAN : Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether the telephones installed at Patrasayer region under Bankura District in West Bengal are not working properly even after a telephone tower was set up there;

(b) if so, the reason therefor; and

(c) the time by which the telephones are likely to be sent in the working order?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI TAPAN SIKDAR) : (a) to (c) The telephones in Patrasayer region under Bankura District

in West Bengal are generally working satisfactorily. The exchanges of Patrasayer is at present, connected with Sonamukhi exchange through a three channel media on overhead line. One 40 meter tower has been erected at Patrasayer to have connectivity with Bishnupur exchange through 30 channel Radio system by 31.3.2000.

[Translation]

Theft of Cables, Telephone Instruments and Directories

2062. DR. BALIRAM : Will the MINISTER OF COMMUNICATIONS be pleased to state :

(a) whether the cases of the thefts of cables, telephone instruments, telephone directories have been noticed by the Government in KBN Telephone Exchanges under the General Manager (Central), M.T.N.L., Delhi in October, 1999;

(b) if so, the details thereof;

(c) the quantum of loss suffered as a result thereof;

(d) whether the Government have conducted any inquiry in this regard;

(e) if so, the outcome thereof; and

(f) the measures taken/proposed to be taken by the Government to check such theft and the action taken against the persons found guilty?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI TAPAN SIKDAR) : (a) No, Sir.

(b) to (f) Does not arise in view of (a) above.

Telephone Facility in Rural Area

2063. SHRI RAMSHAKAL : Will the MINISTER OF COMMUNICATIONS be pleased to state :

(a) the criteria laid down for providing telephone connections in the rural areas;

(b) whether the Government propose to provide telephone connections free of cost to the people living below the poverty line; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI TAPAN SIKDAR) : (a) Sir, telephone connections are provided in an area depending upon the waiting list; whether in rural or in urban areas. However, subscribers residing in the rural areas are given concession

in registration charges, rental charges, call charges and the number of free calls allowed in comparison to the urban subscribers.

- (b) No, Sir.
 (c) Does not arise in view of (b) above.

[English]

Conservation of Bio-Diversity

2064. SHRI PD. ELANGOVAN :
 SHRI KRISHNAMRAJU :

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

- (a) whether the Government have any new schemes for the conservation of Bio-diversity;
 (b) if so, the details thereof, State-wise and funds proposed to be provided for these new schemes;
 (c) whether systematical survey of the Bioresources has been conducted in the county;
 (d) if so, the details thereof; and
 (e) the existing schemes through which Bio-diversity conservation is being carried out?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BABU LAL MARANDI) : (a) and (b) The Government has launched an All India Coordinated Project for Capacity Building In Taxonomy, after identifying critically important areas and gaps in survey and identification of biological resources. The project envisages establishment of Centres for Research in identified priority gap areas, e.g., bacteria, viruses, and some lower groups of plants and animals. Nine Centres for Research and two Centres for Training have been set up under the project. An amount of Rs. 250 lakhs has been earmarked for this project for the current financial year.

(c) and (d) Yes, Sir. The Botanical Survey of India (BSI) and Zoological Survey of India (ZSI) carry out the survey and inventorisation of the floral and faunal resources of the country, respectively. Approximately, 70% of the geographical area of the country has been surveyed so far by these organisations. Based on these surveys, about 46,000 plant species and 81,000 animal species have been recorded. The survey and exploration work is continuing.

(e) There are several existing schemes through which biodiversity conservation is being carried out. These include :

- survey, identification and monitoring of the floral and faunal resources by the BSI and ZSI, respectively.

- in situ conservation through Protected Area Network consisting of National Parks and Wildlife Sanctuaries; designation of representative ecosystems as Biosphere Reserves; species specific conservation programmes such as Project Tiger, Project Elephant, and Project Rhino;
- eco-development activities in and around Protected areas;
- programmes for scientific management and wise use of wetlands, mangroves and coral reefs;
- ex-situ conservation through botanic gardens and zoological parks, and the three bureaux namely the National Bureau of Plant genetic Resources, the National Bureau of Animal Genetic Resources and the National Bureau of Fish Genetic resources.

ULFA

2065. SHRI CHANDRAKANT KHAIRE :

Will the Minister of HOME AFFAIRS be pleased to state :

- (a) whether ULFA has rejected the Government's peace offer;
 (b) if so, the details thereof; and
 (c) the steps being taken to check the ULFA's anti-national activities?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI I.D. SWAMI) : (a) and (b) In response to the Central Government's offer of unconditional talks, the ULFA is insisting on conditions which are unacceptable to the Government of India. The Government of India continues to take the necessary measures to neutralise ULFA;

(c) The Government has taken various steps to check the ULFA's anti-national activities. These include inter-alia, deployment of Para-military Forces and Army in the State, coordinating action by Army, Para-military Forces and State Police for counter insurgency operation, declaration of ULFA as unlawful association under the Unlawful Activities (Prevention) Act, 1967. Regular review of the situation both at State and Central Government level is being made.

Tenure of Lok Sabha, Assemblies

2066. SHRI P.S. GADHAVI :

DR. RAGHUVANSH PRASAD SINGH :

SHRI P.C. THOMAS :

SHRI BAL KRISHNA CHAUHAN :

Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state :

(a) whether attention of the Government has been drawn towards the news-item captioned, "Law panel for 5-years term for L.S. Assemblies" appearing in the "Times of India" dated September 21, 1999.

(b) if so, the details and facts of the matter reported therein; and

(c) the reaction of the Government thereto?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI RAM JETHMALANI) : (a) to (c) The caption "Law panel for 5-year term for Lok Sabha, Assemblies" appearing for the news item in "Times of India" dated 21st September, 1999 is a misnomer. The news item, in fact, covers the recommendations made by the Law Commission in its 170th Report on Reforms of Electoral Laws, as a whole and also contains views of leaders of different political parties. The 170th Report of the Law Commission has been laid before the Parliament on 27/28th of October, 1999. Government has not yet finally formed its conclusions on the recommendations of the Commission.

[Translation]

Construction of National Highway

2067. SHRI BRAHMA NAND MANDAL : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) the time by which the reconstruction work of Mokama, Munger, Bhagalpur, Rajmahal, Farakka National Highway is likely to be started;

(b) the amount sanctioned thereof; and

(c) the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN) : (a) This newly declared National Highway-80 has been taken over in November, 1999 by National Highway Wing, Bihar Road Construction Department. Planned development of this National Highway shall be taken up after necessary survey/investigation and project preparation work subject to inter-se priority and availability of funds.

(b) and (c) Does not arise.

[English]

Augmentation of C.R.F

2068. SHRIMATI GEETA MUKHERJEE : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the Government have finalised the proposal for the augmentation of Central Road Fund; and

(b) if so, the present status of these proposals?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN) :

(a) Yes, Sir.

(b) A Cabinet Note has been circulated for obtaining views of concerned Ministries.

[Translation]

Construction Work on By-Pass

2069. SHRI CHANDRA VIJAY SINGH : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the construction work on by-pass is going on in Muradabad of Uttar Pradesh;

(b) if so, the details thereof; and

(c) the time by which the said work is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN) : (a) and (b) Yes, Sir. It is a 18.4 Kms. long two lane By-pass. This project includes construction of two major bridges, one minor bridge, two Railway Over Bridges and an interchange at Sambhal road junction.

(c) This project is targeted to be completed by October, 2001.

[English]

Diesel Import Contract with Middle East Oil Suppliers

2070. SHRI KRISHNAMRAJU : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) whether the increase in the prices of diesel is due to cancellation of diesel import contract with the Middle East Oil Suppliers;

(b) if so, the details thereof;

(c) whether any assessment has been made for the expected import demand of diesel;

(d) if so, the details thereof;

(e) whether the demand will be fulfilled by importing it from other countries; and

(f) if so, the details in this regard and the names of the countries from which it is likely to be imported?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI E. PONNUSWAMY) : (a) Sir,

(b) Diesel not arise.

(c) to (f) Diesel production by Indian refineries is estimated to meet the domestic demand in future. Imports of diesel for the period upto November, 1999 has already been effected. There would be no need for further imports if the projected diesel production by domestic refineries for the balance period of the year materialises.

Private Sector Power Projects

2071. SHRI DINSHA PATEL : Will the Minister of POWER be pleased to state :

(a) the response of private sector in the power sector;

(b) the total number of private power products under monitoring the Government and the total amount likely to be incurred thereon;

(c) whether projects under the private sector are making satisfactory progress; and

(d) if not, the action being taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI JAYAWANTI MEHTA) : (a) and (b) Response to the private power policy of the Government has been encouraging. Since 1991, both domestic and foreign developers have evinced keen interest in the Indian power sector. As on date, 97 private power projects with an installed generation capacity of around 56,588 MW involving estimated cost of around Rs. 2,22,000 crores, are being monitored by the Central Government. These includes 71 proposals on the Memorandum of Understanding (MoU)/Letter of Intent (LoI), etc. route costing above Rs. 100 crores each and 26 proposals on the competitive bidding route costing more than Rs. 1000 crores each. In addition, several power projects, which do not require the techno-economic clearance (TEC) of Central Electricity Authority (CEA), are being set up in the private sector with the approval of the concerned State Governments.

(c) and (d) As on date, 56 private sector power projects having a total capacity of around 28,849 MW have been accorded techno-economic clearance by CEA. As per information available, 22 private sector power generation projects (including those which do not require TEC of CEA) having a total capacity of about 4760 MW have so far been commissioned. Apart from this 17 projects (including those

which do not require TEC of CEA) with a total capacity of around 5126 MW are under various stages of construction.

A number of sanctioned projects have failed to come up on account of the private promoters not being able to tie up various inputs/clearances and achieve financial closure. The Government has been monitoring the progress of these projects from time to time and providing assistance to them in obtaining necessary inputs/clearances. Several steps have been taken to reform the power sector and set up regulatory authorities in the Centre and the States so that more favourable conditions for private investment are erected.

Guidelines for Chit Fund and NBFCs

2072. SHRI ANANT GANGARAM GEETE : Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be please to state

(a) whether the Department of Company Affairs has framed new guidelines for Chit Fund and Non Banking Financial Companies; and

(b) if so, the details thereof?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI RAM JETHMALANI) : (a) and (b) The department of Company Affairs has not framed new guidelines for Chit Fund and Non-Banking Financial Companies. However, revised regulatory framework put in by RBI in January, 1998 sought to ensure that only financially sound and well run NBFCs were allowed to accept public deposits. Directions issued by the RBI in exercise of statutory powers seek to protect the interest of depositors and to focus supervisory attention on those NBFCs accepting public deposits. The steps taken by RBI for protecting the interests of depositors include, inter alia, the prescription of ceiling on the quantum of deposits, reintroduction of a ceiling on the interest rate on deposits, requirement of minimum investment grade credit rating for NBFCs accepting deposits, prescription of entry point Net Owned Funds Level, Prescription of prudential norms and creation of a reserve fund.

Development of Wasteland Area

2073. SHRI DAUD AHMAD : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) whether any comprehensive plan for the development of entire wasteland area of the country into a major tourist destination is pending with the Union Government for clearance;

(b) if so, the present status thereof; and

(c) the time by which it is likely to be cleared?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BABU LAL MARANDI) : (a) No, Sir. No such proposals has been received for environmental clearance.

(b) and (c) Does not arise.

[Translation]

Power Generation in Hydro-Power Sector

2074. SHRI J.S. BRAR :

SHRI SHANKERSINH VAGHELA :

Will the Minister of POWER be pleased to state :

(a) the extent of power generation capacity identified in the hydro-power generation sector in the country;

(b) the percentage of capacity being utilised to generate Hydro power; and

(c) the reasons for not utilising the available abundant capacity for Hydro power generation despite the shortage of power in the country?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI JAYAWANTI MEHTA) : (a) According to the "Reassessment of Hydro Electric Power Potential" of the country carried out by the Central Electricity Authority during 1978-87, the HE Power Potential of major/medium schemes in the country have been assessed at 84044 MW at 60% load factor for a total of 845 nos. schemes. The probable installed capacity of these schemes is about 1,48,000 MW.

(b) As on 1.11.1999, HE schemes with power potential of 13391 MW at 60% load factor (15.93%) of the assessed potential have already been harnessed. The total installed capacity of HE stations (above 3 MW) in the country is 23024.78 MW (as on 1.11.1999). The capacity available for power generation was 91.39% of the total installed capacity taking into account planned and forced outages as on 31.10.1999.

(c) The main reasons for slow development and utilisation of Hydro Power Potential are as under :-

- (i) Shortage of funds.
- (ii) Resettlement and Rehabilitation problems.
- (iii) Dearth of good contractors.
- (iv) Inter-State aspects.
- (v) Environment and Forests clearance problems
- (vi) Slow development in North Eastern Region which has largest hydro potential.

- (vii) Law and order problems.
- (viii) Land acquisition problems.
- (ix) Geological surprises.

[English]

Telephone Instruments Supplied in Rural Areas

2075. DR. RAGHUVANSH PRASAD SINGH : Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether the telephone instruments supplied in the rural areas of the country are able to handle the long-term future needs;

(b) if not, the reasons therefor;

(c) the estimated life of the equipments; and

(d) the steps taken/proposed to be taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI TAPAN SIKDAR) : (a) to (d) The telephone exchanges in the rural areas are planned keeping in view the overall current demand and anticipated demand for about a year. Expansion of the capacity is planned as and when justified by demand.

The expected life of switching equipment is 25 years.

Import of Diesel, Petrol and LPG

2076. DR. RAMKRISHNA KUSMARIA : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) the names of the countries from which the Petrol, Diesel and LPG are being imported to meet demand and the prices thereof; and

(b) the reasons for the rise in the prices of these items?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI E. PONNUSWAMY) : (a) While there was no import of petrol (Gasoline) during the current financial year, the names of the countries from which diesel (gasoil) and LPG has been imported are as follows :

| Diesel (Gasoil) | LPG |
|--------------------|-----------------|
| 1. Bahrain | 1. Kuwait |
| 2. Iran | 2. Saudi Arabia |
| 3. Kuwait | 3. UAE |
| 4. Saudi Arabia | 4. France |
| 5. UAE | 5. U.K. |
| 6. Korea | |
| 7. Singapore | |
| 8. Malaysia | |

The weighted average import price for Diesel in U.S. dollar 146.46 per tonne and for LPG U.S. dollar 252.62 per tonne.

(b) With effect from April'99, OPEC have imposed the production cuts as a result of which the crude oil prices have risen sharply resulting in squeezed refinery margins and consequent rise in product prices.

Work of By-Passes in National Highway-49

2077. SHRI P.C. THOMAS : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the work of by-passes is being taken up on N.H. 49;

(b) if so, the details thereof including the costs involved in each one of the by-passes;

(c) whether surrender or acquisition is needed from TATA Tea Estates or other private agencies for N.H. 49; and

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

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN) : (a) to (d) The work of three Bypasses on NH-49 is at pre-land acquisition stage. As such, further details, costs involved and the requirement of land cannot be indicated.

Eco-Clearance to industrial Units

2078. SHRI SADASHIVRAO DADOBA MANDLIK : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) whether the Government have received and reviewed the norms and procedure for the grant of mandatory eco-clearance to the industrial units; and

(b) if so, the details of the new schemes and the main innovations introduced in the system thereby?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BABU LAL MARANDI) : (a) and (b) Industrial Units listed under Schedule-I of the Gazette Notification No. S.O. 60 [E] dated 27th January, 1994 are considered for the grant of environmental clearance in accordance with the provisions and procedure specified therein. Public hearing was introduced in the clearance system vide amendment Notification No. S.O. 318 [E] dated 10th April, 1997. Ministry has also updated the Questionnaire for collection and submission of project-related environmental information for comprehensive appraisal.

Demand and Supply of Power

2079. SHRI PRIYARANJAN DASMUNSI :
SHRI AJAY SINGH CHAUTALA :

Will the Minister of POWER be pleased to state :

(a) the total demand and supply of power in the country at present, State-wise;

(b) the present power generation capacity, State-wise;

(c) the estimated demand and supply of power in 2001, State-wise; and

(d) the steps taken/proposed to be taken by the Government to fill the gap of demand and supply of power in the country as a whole as well as in each State?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI JAYAWANTI MEHTA) : (a) State-wise power supply position during November, 1999 and April - November, 1999 is given in enclosed statement-I.

(b) State-wise power generation capacity as on 30.11.1999 is given in enclosed statement-II.

(c) The State-wise estimated demand and supply of power for the year 2001 is currently under active review by 16th Electric Power Survey Committee. The report is under finalisation.

(d) In order to bridge the gap between demand and supply of power in the country the following measures have been taken :-

(A) : Expeditious implementation capacity addition programme.

(B) : Promotion of measures for demand side management, such as flattening of load curve by staggering weekly off day of industrial consumers and regulation of power supply to consumer through grouping restrictions.

(C) : Renovation and modernisation (R&M) of existing generating stations.

(D) : Disbursement of loans by Power Finance Corporation for improving operation and maintenance of thermal power stations under accelerated generation programme.

(E) : Promotion of inter-state and inter-regional power transfers.

(F) : Coordinated operation of hydro, thermal, nuclear and gas turbine power stations in the regional power system.

(G) : Augmentation of transmission, transformation capacity in the power system and installation of capacitors to improve the voltage

(H) : Reduction of transmission and distribution losses.

Statement-I

Actual Power Supply Position

(All Figures in MU net)

| Region/ State/System | November' 99 | | | | April-November'99 | | | |
|-------------------------|--------------|--------------|----------|------|-------------------|--------------|----------|------|
| | Requirement | Availability | Shortage | % | Requirement | Availability | Shortage | % |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| NORTHERN REGION | | | | | | | | |
| Chandigarh | 68 | 68 | 0 | 0.0 | 727 | 727 | 0 | 0.0 |
| Delhi | 1250 | 1224 | 26 | 2.1 | 12185 | 11892 | 293 | 2.4 |
| Haryana | 1200 | 1171 | 29 | 2.4 | 10790 | 10521 | 269 | 2.5 |
| H.P. | 254 | 254 | 0 | 0.0 | 2005 | 1999 | 6 | 0.3 |
| J & K | 510 | 396 | 114 | 22.4 | 3765 | 3243 | 522 | 13.9 |
| Punjab | 1815 | 1806 | 9 | 0.5 | 19250 | 19150 | 100 | 0.5 |
| Rajasthan | 2225 | 2003 | 222 | 10.0 | 16045 | 15400 | 645 | 4.0 |
| U.P. | 3680 | 3135 | 545 | 14.8 | 29400 | 25974 | 3426 | 11.7 |
| N.R. | 11002 | 10057 | 945 | 8.6 | 94167 | 88906 | 5261 | 5.6 |
| WESTERN REGION | | | | | | | | |
| Gujarat | 4403 | 3912 | 491 | 11.2 | 33067 | 30774 | 2293 | 6.9 |
| M.P. | 3268 | 2976 | 292 | 8.9 | 21944 | 20966 | 978 | 4.5 |
| Maharashtra | 6215 | 5784 | 431 | 6.9 | 46802 | 44673 | 2129 | 4.5 |
| GOA | 149 | 117 | 32 | 21.5 | 1175 | 910 | 265 | 22.6 |
| W.R. | 14035 | 12789 | 1246 | 8.9 | 102988 | 97323 | 5665 | 5.5 |
| SOUTHERN REGION | | | | | | | | |
| A.P. | 3753 | 3500 | 253 | 6.7 | 29229 | 27625 | 1604 | 5.5 |
| Karnataka | 2271 | 2101 | 170 | 7.5 | 17354 | 16022 | 1332 | 7.7 |
| Kerala | 1082 | 986 | 96 | 8.9 | 8250 | 7641 | 609 | 7.4 |
| Tamil Nadu | 3056 | 2747 | 309 | 10.1 | 25370 | 23464 | 1906 | 7.5 |
| S.R. | 10162 | 9334 | 828 | 8.1 | 80203 | 74752 | 5451 | 6.8 |
| EASTERN REGION | | | | | | | | |
| Bihar | 744 | 700 | 44 | 5.9 | 5807 | 5380 | 427 | 7.4 |
| D.V.C | 723 | 736 | -13 | -1.8 | 5563 | 5709 | -146 | -2.6 |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|-----------------------------|-------|-------|------|------|--------|--------|-------|------|
| Orissa | 839 | 841 | -2 | -0.2 | 7110 | 7328 | -218 | -3.1 |
| West Bengal | 1365 | 1383 | -18 | -1.3 | 12071 | 12340 | -269 | -2.2 |
| E.R. | 3671 | 3660 | 11 | 0.3 | 30551 | 30757 | -206 | -0.7 |
| NORTH-EASTERN REGION | | | | | | | | |
| Arunachal Pradesh | 9.8 | 10.1 | -0.3 | -3.1 | 77.0 | 77.6 | -0.6 | -0.8 |
| Assam | 246.1 | 249.6 | -3.5 | -1.4 | 1912.4 | 1955.6 | -43.2 | -2.3 |
| Manipur | 40.3 | 42.0 | -1.7 | -4.2 | 286.7 | 261.6 | 25.1 | 8.8 |
| Meghalaya | 44.9 | 47.0 | -2.1 | -4.7 | 312.2 | 331.0 | -18.8 | -6.0 |
| Mizoram | 19.3 | 20.0 | -0.7 | -3.6 | 136.9 | 138.1 | -1.2 | -0.9 |
| Nagaland | 17.6 | 18.3 | -0.7 | -4.0 | 129.4 | 130.0 | -0.6 | -0.5 |
| Tripura | 49.0 | 51.0 | -2.0 | -4.1 | 384.4 | 389.1 | -4.7 | -1.2 |
| N.E.R. | 427.0 | 438.0 | -11 | -2.6 | 3239.0 | 3283.0 | -44.0 | -1.4 |
| ALL INDIA | 39297 | 36278 | 3019 | 7.7 | 311148 | 295021 | 16127 | 5.2 |

Statement-II*State-wise installed capacity as on 30.11.1999 (Provisional)*

| Region/State/UT | Hydro | Thermal | Nuclear | Wind | Total |
|-----------------|---------|----------|---------|--------|----------|
| 1 | 2 | 3 | 4 | 5 | 6 |
| Haryana | 883.90 | 896.42 | 0.00 | 0.00 | 1780.32 |
| H.P. | 299.37 | 0.13 | 0.00 | 0.00 | 299.50 |
| J & K | 188.96 | 183.94 | 0.00 | 0.00 | 372.90 |
| Punjab | 1798.94 | 2130.00 | 0.00 | 0.00 | 3928.94 |
| Rajasthan | 971.08 | 1263.50 | 0.00 | 0.00 | 2234.58 |
| Uttar Pradesh | 1510.75 | 4542.00 | 15.00 | 0.00 | 6067.75 |
| Chandigarh | 0.00 | 2.00 | 0.00 | 0.00 | 2.00 |
| Delhi | 0.00 | 653.60 | 0.00 | 0.00 | 653.60 |
| Central Sec. | 2010.00 | 7568.00 | 895.00 | 0.00 | 10473.00 |
| Total (N.R.) | 7663.00 | 17239.59 | 910.00 | 0.00 | 25812.59 |
| Gujarat | 547.00 | 6391.48 | 0.00 | 166.91 | 7105.39 |
| M.P. | 892.91 | 3437.50 | 0.00 | 18.44 | 4348.85 |
| Maharashtra | 2325.22 | 9487.00 | 0.00 | 28.94 | 11841.16 |
| Goa | 0.05 | 48.00 | 0.00 | 0.11 | 48.16 |

| 1 | 2 | 3 | 4 | 5 | 6 |
|-------------------|----------|----------|---------|---------|----------|
| Daman & Diu | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| D & N Haveli | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Central Sec. | 0.00 | 5152.00 | 860.00 | 0.00 | 6012.00 |
| Total (W.R) | 3765.18 | 24515.98 | 860.00 | 214.00 | 20355.56 |
| Andhra Pradesh | 2664.44 | 3494.90 | 0.00 | 61.79 | 6221.13 |
| Karnataka | 2685.55 | 1649.92 | 0.00 | 19.64 | 4355.11 |
| Kerala | 1752.50 | 318.00 | 0.00 | 2.02 | 2072.52 |
| Tamil Nadu | 1963.20 | 3300.00 | 0.00 | 725.05 | 5988.25 |
| Pondicherry | 0.00 | 32.50 | 0.00 | 0.00 | 32.50 |
| Lakshadweep | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Central Sec. | 0.00 | 4520.00 | 470.00 | 0.00 | 4990.00 |
| Total (S.R.) | 9065.69 | 13315.32 | 470.00 | 808.50 | 23659.51 |
| Bihar | 174.90 | 1813.50 | 0.00 | 0.00 | 1988.40 |
| Orissa | 1421.92 | 420.00 | 0.00 | 1.10 | 1843.02 |
| West Bengal | 164.01 | 4208.88 | 0.00 | 0.00 | 4372.89 |
| D.V.C. | 144.00 | 2727.50 | 0.00 | 0.00 | 2871.50 |
| A & N Island | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Sikkim | 32.89 | 5.00 | 0.00 | 0.00 | 37.89 |
| Central Sec. | 0.00 | 3910.00 | 0.00 | 0.00 | 3910.00 |
| Total (E.R.) | 1937.72 | 13084.88 | 0.00 | 1.10 | 15023.70 |
| Assam | 2.00 | 619.69 | 0.00 | 0.00 | 621.69 |
| Manipur | 2.60 | 9.41 | 0.00 | 0.00 | 12.01 |
| Meghalaya | 186.71 | 2.05 | 0.00 | 0.00 | 188.76 |
| Nagaland | 3.50 | 2.00 | 0.00 | 0.00 | 5.50 |
| Tripura | 16.01 | 69.35 | 0.00 | 0.00 | 85.36 |
| Arunachal Pradesh | 29.55 | 15.88 | 0.00 | 0.00 | 45.43 |
| Mizoram | 5.31 | 20.36 | 0.00 | 0.00 | 25.67 |
| Central Sec. | 355.01 | 375.00 | 0.00 | 0.00 | 730.01 |
| Total (N.E.R.) | 600.69 | 1113.74 | 0.00 | 0.00 | 1714.43 |
| Islands | | | | | |
| A & N Island | 0.00 | 28.33 | 0.00 | 0.00 | 28.33 |
| Lakshadweep | 0.00 | 6.92 | 0.00 | 0.00 | 6.92 |
| Total | 0.00 | 35.25 | 0.00 | 0.00 | 35.25 |
| ALL INDIA | 23032.28 | 69304.76 | 2240.00 | 1024.00 | 95601.04 |

Construction of Power Projects by NHPC

2080. SHRI MOHAN RAWALE : Will the Minister of POWER be pleased to state :

(a) whether the National Hydro Power Corporation has identified certain projects in the country for construction during 1999-2000;

(b) if so, whether these new projects are proposed to be executed as joint venture or by obtaining loan from financial agencies; and

(c) if so, the details thereof, locations-wise in each State?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI JAYAWANTI MEHTA) : (a) to (c) During 1999-2000 National hydro-electric Power Corporation (NHPC) has taken up execution of 3x100 MW Chamera Hydro-electric Project Stage-II in Himachal Pradesh on turn-key basis through the Indo-Canadian Hydro Consortium (ICHC) with equity of Rs. 600 crores, Canadian loan from Export Development Corporation (EDC), Canada and balance as loan from Financial Institutions.

NHPC is expected to take up the following additional projects for start during 1999-2000:-

| Sl. No. | Name of Project | Installed Capacity (MW) | Design Energy (Million Units) | Latest Estimated Cost (Rs. in Crs.) |
|---------|------------------------------|-------------------------|-------------------------------|-------------------------------------|
| 1. | Teesta Stage-V (Sikkim) | 510 | 2,573 | 2,198.04 |
| 2. | Loktak Down Stream (Manipur) | 90 | 420 | 578.62 |

Teesta Stage-V (510 MW) and Loktak Down Stream (90 MW) are presently envisaged for execution directly by NHPC with 50% of the project cost being provided by the Government as equity and the balance 50% as loan.

NHPC is also taking up Parbati HE Project Stage-II (800 MW) in Himachal Pradesh for preparation of detailed project report, bidding documents and infrastructure development to reduce the construction time by two years.

Mobile Telephone Service by MTNL

2081. SHRI G.S. BASAVARAJ :

SHRI ANNASAHEB M.K. PATIL :

SHRI MOHAN RAWALE :

Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether MTNL has sought permission from the Government to set up a 100 percent subsidiary to provide mobile telephone services with a view to make the cellular telephone within the common man's reach;

(b) if so, the details thereof;

(c) whether any announcement has recently made by MTNL in Delhi regarding the three minutes call costing only Rs. 1.40 and free incoming calls.

(d) if so, the details thereof and the extent to which it has been popularised and liked by people;

(e) whether other States have also expressed their desire to introduce this schemes; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI TAPAN SIKDAR) : (a) No, Sir.

(b) In view of reply to para (a) above, the question does not arise.

(c) Yes, Sir.

(d) MTNL is charging at the rate of Rs. 1.40 per 3 minutes (unit call charge), with pulse rate of 180 seconds (3 minutes), whereas the incoming calls are free. There has been tremendous public response for MTNL's Cellular Mobile Telephone Service at Delhi and the service has been over subscribed.

(e) and (f) Trials for Cellular Mobile Telephone Service will be undertaken in near future in the cities of Chennai, Calcutta, Hyderabad and Patna.

Fencing of Borders

2082. SHRI RAJIV PRATAP RUDY : Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the fencing of Borders in North, North-West and West Bengal bordering Pakistan and Bangladesh is complete;

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

(c) whether the Government propose to fence the borders of U.P. and Bihar bordering Nepal to prevent infiltration therefrom; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI CH. VIDYASAGAR RAO) : (a) and (b) Indo-Pak border in Punjab and Rajasthan has been

fenced with security fencing augmented with flood lights, except in small stretches of riverine/non-feasible areas where improvised fencing have been erected.

Construction of security fencing on raised embankment in Indo-Pak border in Gujarat (Rann area) has also started in Luni Basin area.

Erection of an obstacle system along the Jammu International Border has been planned.

Fencing of 507 Kms. on Indo-Bangladesh border in West Bengal has been approved out of which 482 Kms. have been completed under phase-I.

(c) and (d) No, Sir. However, vigil is being maintained by the State Police on the Indo-Nepal border to prevent infiltration and other anti-national activities. The policing arrangements at Indo-Nepal border were recently reviewed with a view to strengthen them.

[Translation]

Nagpur-Dhule-Surat N.H.

2083. SHRI MANIKRAO HODLYA GAVIT : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the Government propose to double the Dhule-Surat part of the Nagpur-Dhule-Surat National Highway;

(b) if so, the details thereof indicating the expenditure likely to be incurred thereon;

(c) if not, whether the Government propose to allocate funds to give a new shape to the portion of the National Highway passing through Dhule-Surat which has been damaged due to rains; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN) :
(a) No, Sir.

(b) Does not arise.

(c) and (d) Allocation of funds for stretch is Rs. 5.62 crore for the current financial year.

[English]

Wireless Telephone Connections in Bangalore

2084. SHRI G. PUTTA SWAMY GOWDA : Will the Minister of COMMUNICATIONS be pleased to state :

(a) the number of telephone subscribers at present in the Bangalore City Telecom District;

(b) whether the authorities are finding it difficult to lay cables in the City;

(c) if so, the reasons therefor;

(d) whether there is any proposal to provide Wireless telephone connections in the City.

(e) if so, the details thereof;

(f) the number of new telephone connections likely to be provided under the new system;

(g) whether there is any proposal to extend the proposed system to other parts of the Karnataka State;

(h) if so, the details thereof; and

(i) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI TAPAN SIKDAR) : (a) The number of telephone subscribers at present in Bangalore Telecom District is 5,92,579.

(b) Yes, Sir.

(c) The roads are congested, available space is already utilised. It is difficult to get permission from the local authorities for digging etc.

(d) Yes, Sir.

(e) to (i) 5000 lines WLL equipment has been planned for Bangalore City. Presently, the validation/field trial of Wireless in Local Loop (WLL) system in some cities including Bangalore to select suitable technology is in progress. After successful completion of field trial, the WLL equipment shall be procured and installed in some major cities including the city of Bangalore. The case for provision of WLL equipment in all other parts of the country including the State of Karnataka shall be considered subsequently in the next procurement.

[Translation]

Prevention of Corruption Act

2085. SHRI SHANKERSINH VAGHELA :

SHRI PRAVIN RASHTRAPAL :

Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state :

(a) whether the Law Commission headed by Justice Shri V.P. Jeevan Reddy has submitted its report recently;

(b) if so, whether the commission has made any

recommendation to the Government in regard to corrupt public servants;

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

(d) whether the Prevention of Corruption Act has not been quite effective in penalising the corrupt public servants;

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

(f) whether the Government propose to enact any new legislation in this manner;

(g) if so, the time by which a legislation in this regard is; and

(h) if not, the reasons thereof?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI RAM JETHMALANI) : (a) to (c) The Law Commission headed by Shri Justice B.P. Jeevan Reddy has submitted its 166th Report on "The Corrupt Public Servants (Forfeiture of Property) Bill", which has been laid on the Table of Lok Sabha on 27.10.1999 and a copy of the same has been forwarded to the department of Personnel and Training for taking necessary action.

(d) to (e) The Government had originally enacted the Prevention of Corruption Act, 1947. This Act has been re-enacted, consolidated and effectively strengthened in 1988, to give it more teeth and is more comprehensive than the earlier one and *inter alia*, (i) widens the scope of definition of the term 'Public Servants' by including therein the office-bearers of registered cooperative societies engaged in agriculture, industry, trade or banking, etc., (ii) provides for setting up of Special Courts to try offences under the Act, (iii) incorporates offences, earlier under sections 161 to 165-A of the IPC and, (iv) incorporate definition of the term 'known sources of income'. The Act also lays down special rules and procedure in regard to appreciation of evidence and trial. The Prevention of Corruption Act, 1988 acts as a deterrent, and 996 cases were registered in 1997, 897 in 1998 and 749 in 1999 (upto 31.10.1999). The percentage of conviction is 65.2% in 1997, 70.8% in 1998 and 57.1% in 1999 (upto 31.10.1999).

(f) to (h) No final view has been taken by the Government in this regard.

[English]

Purulia Arms-Drop Case

2086. SHRI PRABHUNATH SINGH : Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether CBI had investigated the Purulia arms-drop case and arrested some people in that connection;

(b) if so, the details thereof and the present status of the case;

(c) whether the people arrested have been awarded any punishment; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI CH. VIDYASAGAR RAO) : (a) and (b) Yes, Sir. During investigation, some people have been arrested by the CBI. After completing the investigation, CBI has submitted charge sheet before the competent court against 14 persons. Out of them, 7 are in custody and facing trial and 7 are absconding.

(c) and (d) The case is still under trial.

Mhasarak Project

2087. SHRI SONTOSH MOHAN DEV: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the "Mhasarak Project" for Sonar Cachar and Somavir Posanga connecting Cachar to Saurashtra, was inaugurated by the Prime Minister at the beginning of the year;

(b) whether the project has now been abandoned; and

(c) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN) : (a) Yes, Sir. The Prime Minister had in the beginning of the year launched the work of development of North-South Corridor from Srinagar to Kanya Kumari and East-West Corridor from Silchar to Saurashtra.

(b) No, Sir.

(c) Does not arise.

Telephone Facility in Rural Areas

2088. SHRI ASHOK N. MOHOL :

SHRI A. VENKATESH NAIK :

Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether any targets has been fixed to provide telephone facility to the rural and tribal areas of the country particularly in the Maharashtra and Karnataka during the next financial year; and

(b) If so, the details thereof, State-wise and U.T. wise?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI TAPAN SIKDAR) : (a) and (b) Yes, Sir. The targets fixed for providing telephone facility in rural and tribal areas in the country and Karnataka during the next financial year (2000-2001) by Department of Telecom Services are as under :-

| | Rural Villages | Tribal Villages | Total |
|-----------|----------------|-----------------|--------|
| Country | 60,000 | 10,000 | 70,000 |
| Karnataka | 920 | 80 | 1,000 |

The remaining villages in Maharashtra are to be covered by M/s Hughes Ispat Ltd., a Fixed Service Provider.

The State-wise details are given in the enclosed statement.

Statement

VPT Target for 2000-2001

| Sl. No. | Circle/State | Rural Area | Tribal Area | Total |
|---------|-------------------|------------|-------------|-------|
| 1 | 2 | 3 | 4 | 5 |
| 1. | Andaman & Nicobar | 0 | 0 | 0 |
| 2. | Andhra Pradesh | 0 | 0 | 0 |
| 3. | Assam | 2944 | 1800 | 4744 |
| 4. | Bihar | 14820 | 2880 | 17700 |
| 5. | Gujarat | 0 | 0 | 0 |
| 6. | Haryana | 17 | 0 | 17 |
| 7. | Himachal Pradesh | 2750 | 250 | 3000 |
| 8. | Jammu & Kashmir | 900 | 0 | 900 |
| 9. | Karnataka | 920 | 80 | 1000 |
| 10. | Kerala | 0 | 0 | 0 |

Statement:

List of BOT Projects Awarded during 9th Five Year Plan

| Sl. No. | Project Name | NH No. | State | Cost in Crores | Likely/actual date of completion |
|---------|-----------------------------|--------|----------------|----------------|----------------------------------|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 1. | Construction of Six Bridges | 5 | Andhra Pradesh | 50 | 08/06/2001 |
| 2. | Coimbatore Bypass | 47 | Tamil Nadu | 90 | 03/12/1999 |
| 3. | Durg Bypass | 6 | Madhya Pradesh | 68 | 05/05/2000 |
| 4. | Narmada Bridge | 8 | Gujarat | 113 | 21/12/2000 |

| 1 | 2 | 3 | 4 | 5 |
|-------|----------------------|-------|-------|-------|
| 11. | Madhya Pradesh | 2400 | 600 | 3000 |
| 12. | Maharashtra | 0 | 0 | 0 |
| 13. | North-Eastern States | 872 | 2400 | 3272 |
| 14. | Orissa | 9880 | 120 | 10000 |
| 15. | Punjab | 0 | 0 | 0 |
| 16. | Rajasthan | 0 | 0 | 0 |
| 17. | Tamil Nadu | 127 | 30 | 157 |
| 18. | UP (East) | 15470 | 30 | 15500 |
| 19. | UP (West) | 3290 | 360 | 3650 |
| 20. | West Bengal | 5610 | 1450 | 7060 |
| 21. | Calcutta Telephones | 0 | 0 | 0 |
| 22. | Delhi | 0 | 0 | 0 |
| Total | | 60000 | 10000 | 70000 |

Construction of Bridge/Bypasses and Express Ways by Private Sector

2089. SHRI SULTAN SALAHUDDIN OWAISI : Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the bridges, bypasses and express-ways identified for being taken under the private sector during 1999 and Ninth Five Year Plan, State-wise;

(b) the estimated expenditure to be incurred on each Project, project-wise; and

(c) the present status of each project in regard to clearance and starting of work?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN) : (a) to (c) A list of road projects awarded to private companies during 9th Five Year Plan alongwith details of expenditure and current status is given as statement.

| 1 | 2 | 3 | 4 | 5 | 6 |
|-----|-----------------------------|----|----------------|-------|------------|
| 5. | **Nardhana ROB | 3 | Maharashtra | 34.21 | 22/07/1999 |
| 6 | **Patelganga Bridge & ROB | 17 | Maharashtra | 33.3 | 20/07/1999 |
| 7. | Hubli-Dharwar Bypass | 4 | Karnataka | 68 | 05/11/2001 |
| 8.. | Nellor Bypass | 5 | Andhra Pradesh | 73 | Oct, 2000 |
| 9. | Koratalaiyar Bridge | 5 | Tamil Nadu | 30 | Nov, 2000 |
| 10. | Kambatki Ghat Tunnel & Road | 4 | Maharashtra | 37.8 | Nov, 1999 |
| 11. | Nasirabad ROB | 6 | Maharashtra | 10.45 | May, 2001 |
| 12. | Wainganga Bridge | 6 | Maharashtra | 32.6 | July, 2000 |
| 13. | Mahi Bridge | 8 | Gujarat | 42 | 25/04/2000 |
| 14. | ROB at Kishangarh Bypass | 8 | Rajasthan | 16.66 | 26/04/2000 |
| 15. | Bridge Across River Watrak | 8 | Gujarat | 48.2 | 30/04/2001 |
| 16. | Moradabad Bypass | 24 | Uttar Pradesh | 100 | 21/02/2002 |
| 17. | Rob At Dera Bassi | 22 | Punjab | 36.11 | 07/09/2001 |

* Original work since completed and opened to traffic. Widening to four lanes is in progress.

** Since completed and opened to traffic.

Performance of Private Sector in Power Sector

2090. SHRI C.P. RADHAKRISHNAN : Will the Minister of POWER be pleased to state :

(a) whether there had been any study or survey regarding the performance of private sector in power sector; and

(b) if so, the details thereof, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI JAYAWANTI MEHTA): (a) and (b) No, Sir. However the Government of India is monitoring the progress of private power projects from time to time and providing assistance to them in obtaining necessary inputs/clearances. State-wise information regarding projects accorded techno-economic clearance of Central Electricity Authority is given in enclosed statement-I. State-wise information regarding projects commissioned is given in enclosed statement-II. Performance of the private sector vis-a-vis, the Central Sector and the State Sector, is given in enclosed statement-III.

Statement-I

State-wise list of TEC cleared projects

| S. No. | Name of the Project | Capacity (MW) |
|-------------------------|------------------------------|---------------|
| 1 | 2 | 3 |
| Himachal Pradesh | | |
| 1. | Baspa Stage-II HEP, M/s JPIL | 300 |

| 1 | 2 | 3 |
|-----------------------|--|-------|
| 2. | Malana HEP, M/s Rajasthan Spinning & Weaving Mills | 86 |
| Uttar Pradesh | | |
| 3. | Vishnuprayag HEP, M/s JPIL | 400 |
| 4. | Rosa TPP, M/s Indo-Gulf Fertilisers | 567 |
| 5. | Srinagar HEP, M/s Duncans North Hydro Power | 330 |
| Rajasthan | | |
| 6. | Dholpur CCGT, M/s RPG Dholpur Power Co. Ltd. | 702.7 |
| 7. | Barsingsar TPP, M/s Hindustan Vidyut Corp. Ltd. | 500 |
| Madhya Pradesh | | |
| 8. | Maheshwar HEP, M/s Kumars Ltd. | 400 |
| 9. | Korba East TPP, M/s Daewoo Power | 1070 |
| 10. | Bina TPP, M/s Bina Power Supply Company Ltd. | 578 |
| 11. | Narsinghpur CCGT, M/s GBL Power | 166 |
| 12. | Korba (West) Extn., M/s ITPL | 420 |
| 13. | Guna CCGT, M/s STI Power India Ltd. | 330 |
| 14. | Pench TPP, M/s Pench Power Ltd. | 500 |

| 1 | 2 | 3 |
|-----------------------|--|--------|
| 15. | Bhilai TPP, M/s Bhilai Power Supply Company | 575 |
| 16. | Raigarh TPP, M/s Jindal Power | 550 |
| 17. | Bhander CCGT, M/s Bhander Power Ltd. | 342 |
| 18. | Pithampur DGPP, M/s Shapoorji Pallonji Power Co. | 119.7 |
| 19. | Ratlam DGPP, M/s GVK Power (Ratlam) Ltd. | 118.63 |
| 20. | Khandwa CCGT, M/s Mandhya Bharat Energy Corp. Ltd. | 171.17 |
| Gujarat | | |
| 21. | Paguthan CCGT, M/s Gujarat Torrent | 654.7 |
| 22. | Hazira CCGT, M/s Essar Power Ltd. | 515 |
| 23. | Baroda CCGT, M/s GIPCL | 167 |
| 24. | Surat Lignite TPP, M/s GIPCL | 250 |
| 25. | Jamnagar TPP, M/s Reliance Power Ltd. | 500 |
| Maharashtra | | |
| 26. | Dabhol CCGT, M/s Dabhol Power Company | 2015 |
| 27. | Bhadrawati TPP, M/s Central India Power | 1072 |
| 28. | Patanganga CCGT, M/s Reliance Patanganga Power | 447.1 |
| Andhra Pradesh | | |
| 29. | Jegurupadu CCGT, M/s GVK Industries | 216 |
| 30. | Godavari CCGT, M/s Specutrum | 208 |
| 31. | Vishakhapatnam TPP, M/s HNPCL | 1040 |
| 32. | Ramagundam Extn., M/s BPL | 520 |
| 33. | Kondapally CCGT, M/s Lanco Industries Ltd. | 350 |
| 34. | Krishnapatnam B TPP, M/s BBI Power Krishnapatnam | 520 |
| 35. | Vemagiri CCGT, M/s Ispat Power Ltd. | 492 |
| Karnataka | | |
| 36. | Torangallu TPP, M/s Jindal Tractebel | 260 |
| 37. | Mangalore TPP, M/s Cogentrix | 1013.2 |

| 1 | 2 | 3 |
|--------------------|---|----------------|
| 38. | Nagarjuna PP, M/s Nagarjuna Power Corporation | 1015 |
| 39. | Bangalore CCGT, M/s Peenya Power | 107.6 |
| Tamil Nadu | | |
| 40. | Neyveli TPP, M/s ST-CMS | 250 |
| 41. | Pillaiperumanallur CCGT, M/s PPN Power | 330.5 |
| 42. | North Madras TPP - II, M/s Videocon Power | 1050 |
| 43. | Basin Bridge DGPP, M/s GMR Vasavi | 200 |
| 44. | Tuticorin TPP St.IV, M/s SPIC | 525 |
| 45. | Samaynallur DGPP, M/s Balaji Power Corpom. | 106 |
| 46. | Samalpatti DGPP, M/s Samalpatti Power Company | 106 |
| 47. | North Madras TPP-III, M/s Tri-Sakthi Energy | 525 |
| 48. | Cuddalore TPP, M/s Cuddalore Power Company | 1320 |
| 49. | Vembar CCGT, M/s Indian Power Projects Ltd. | 1873 |
| Kerala | | |
| 50. | Vypeen CCGT, M/s Siasin Energy Pvt. Ltd. | 679.2 |
| Orissa | | |
| 51. | Ib-Valley TPP, Units 5 & 6, M/s AES Ib Valley Corp. | 500 |
| 52. | Duburi TPP, Units 1 & 2, M/s Kalinga Power Corp. | 500 |
| West Bengal | | |
| 53. | Balagarh TPP, M/s Balagarh Power Company | 500 |
| 54. | Bakreshwar TPP, M/s Bakreshwar Power Gen. Co. | 420 |
| 55. | Gouripore TPP, M/s Gouripore Power Company | 150 |
| Bihar | | |
| 56. | Jojobera TPP, M/s Jamshedpur Power Company | 240 |
| Total | | 28862.5 |

Statement-II*List of private power projects fully commissioned*

| S. No. | Name of Project | Capacity (MW) |
|-----------------------|--|---------------|
| 1 | 2 | 3 |
| Andhra Pradesh | | |
| 1. | Jegurupadu CCGT, M/s GVK Industries | 215.1 |
| 2. | Godavari CCGT, M/s Spectrum Power | 207.3 |
| 3. | Guntur Branch Canal - I HEP | 3.75 |
| 4. | Vijeshwaram CCGT, M/s APGPCL | 172. |
| Karnataka | | |
| 5. | Shivpur HEP, M/s Boruka Power Company | 18 |
| 6. | Torangallu TPP, M/s Jindal Tractebel | 260 |
| Madhya Pradesh | | |
| 7. | Tawa HEP, M/s Hindustan Electro Graphite | 13.5 |
| Maharashtra | | |
| 8. | Dabhol CCGT, M/s Enron | 740 |
| 9. | Trombay TPP, M/s BSES | 180 |
| 10. | Dhanu TPP, M/s BSES | 500 |
| 11. | Bhira PSS, M/s Tata Electric Company | 150 |
| Tamil Nadu | | |
| 12. | Basin Bridge DGPP, M/s GMR Vasavi | 200 |

| 1 | 2 | 3 |
|--------------------|--|------|
| Kerala | | |
| 13. | Maniyar HEP, M/s Carborandum Universal | 12 |
| Gujarat | | |
| 14. | Hazira CCGT, M/s Essar Power Ltd. | 515 |
| 15. | Baroda CCGT, M/s GIPCL | 167 |
| 16. | Paguthan CCGT, M/s Gujarat Torrent | 655 |
| Assam | | |
| 17. | Adamtilla GBPP, M/s DLF Power Company Ltd. | 9 |
| 18. | Bansakandi GBPP, M/s DLF Power Company | 15.5 |
| West Bengal | | |
| 19. | Budge-Budge TPP, M/s CESC | 500 |
| 20. | New Southern Gen. Station, M/s CESC | 135 |
| Bihar | | |
| 21. | Jojobera TPP, M/s Jamshedpur Power Com. | 67.5 |
| Haryana | | |
| 22. | Gurgaon CCGT, M/s Magnum Power | 25 |
| Total | | 4760 |

Statement-III*Generation performance during the year 1999-2000*

(All figures in Million Units)

| | Actual achieved during 1998-99 | Programme for the year 1999-2000 | Apr-Oct. 99 | | PLF (%) | |
|----------------|--------------------------------|----------------------------------|-------------|-----------|-----------|-----------|
| | | | Programme | Actual 99 | Programme | Actual 99 |
| | 1 | 2 | 3 | 4 | 5 | 6 |
| THERMAL | | | | | | |
| Central Sector | 135532 | 129264 | 72270 | 81663 | 63.4 | 70.8 |
| State Sector | 188415 | 203417 | 113272 | 114929 | 60.1 | 61.7 |
| Private Sector | 29853 | 44619 | 24090 | 21128 | 61.9 | 70.7 |
| Cumulative | 353800 | 377000 | 209632 | 217720 | 61.3 | 65.2 |
| HYDRO | | | | | | |
| Central Sector | 25357 | 21544 | 15764 | 15579 | | |

| | 1 | 2 | 3 | 4 | 5 | 6 |
|----------------|-------|-------|-------|-------|---|---|
| State Sector | 55890 | 57940 | 34543 | 34084 | | |
| Private Sector | 1372 | 1516 | 999 | 1033 | | |
| Cumulative | 82619 | 81000 | 51306 | 50696 | | |

Performance status of private projects

| Name of Project | Generation (GWH) | | Plant Load Factor (%) | | |
|---|--|-------------------|-----------------------|-----------------|--------|
| | Programme April 1999 to March 2000 | April - Nov. 1999 | | April-Nov. 1999 | |
| | | Programme | Actual | Programme | Actual |
| Private Utilities | | | | | |
| A.E.Co., Gujarat | 3200 | 2256 | 2353 | 80.2 | 85.1 |
| Trombay, Maharashtra | 7000 | 4635 | 5163 | 55 | 64.2 |
| BSES, Maharashtra | 3600 | 2293 | 2528 | 78.3 | 86.3 |
| CESC, W. Bengal | 5000 | 3413 | 3672 | 55.5 | 62.1 |
| Independent Private Power Projects | | | | | |
| Gujarat | | | | | |
| GIPCL | 2840 | 1716 | 1363 | | |
| Paguthan | 4860 | 3199 | 2303 | | |
| ESSAR | 2160 | 1432 | 816 | | |
| Andhra Pradesh | | | | | |
| Jegurupadu | 1600 | 1051 | 1070 | | |
| Godavari | 1500 | 993 | 1056 | | |
| Maharashtra | | | | | |
| Dabhol | 5834 | 3833 | 2400 | | |
| Karnataka | | | | | |
| Toranagallu | 1200 | 705 | 40 | | |
| Tamil Nadu | | | | | |
| Basin Bridge | 1225 | 810 | 906 | | |
| Captive | | | | | |
| NALCO | 600 | 400 | 423 | | |
| ICCL | 600 | 400 | 248 | | |

[Translation]

Power Generation Project of Maharashtra and Uttar Pradesh Refinery

2091. SHRI AMIR ALAM :

SHRI RAMDAS ATHAWALE :

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

(a) the present position of the power generation project of the Uttar Pradesh and Maharashtra Refinery;

(b) whether there are some hindrances in its way;

(c) if so, the details thereof;

(d) whether assistance is being taken from foreign companies or private agencies for this purpose; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI E. PONNU-SWAMY) : (a) While there is no proposal to set up a power project in Maharashtra by oil refining companies, Bharat Petroleum Corporation Limited proposes to set up a 350

MW Capacity Power Plant adjacent to the company's proposed refinery in Uttar Pradesh in a phased manner.

- (b) No, Sir.
 (c) Does not arise.
 (d) No, Sir.
 (e) Does not arise.

Review of Postal Distribution System

2092. SHRI ABDUL RASHID SHAHEEN :

DR. M.P. JAISWAL :

Will the Minister of COMMUNICATIONS be pleased to state :

- (a) the year in which the Government have conducted a review of Postal distribution system in the rural areas of the country;
 (b) the outcome thereof; and
 (c) the action taken by the Government on the basis of outcome of the said review?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI TAPAN SIKDAR) : (a) and (b) The review of delivery system in an on going process. For this purpose all India Live Mail Survey on yearly basis is also being conducted in addition to regular monitoring of the system. The Survey done in 1997 showed that 65.7% of mails were delivered within norms, during 1998 it went up to 69.5% and during 1999 the Survey conducted in 8 out of 19 Circles has shown that 78.3% of mails have been delivered within norms in the rural areas.

(c) The following remedial actions are taken whenever snag in the delivery system is noticed :

- (i) Regular review of delivery system by the supervisor and inspectorial staff of the grass root level as also monitoring by the divisional as well as regional authorities.
 (ii) Rationalising and streamlining of mail transmission and delivery system.
 (iii) Strengthening mail motor system between post offices and mail offices.
 (iv) Strengthening Inter-departmental coordination with the railways and the airlines.

[English]

Tiger Population

2093. SHRI LAKSHMAN SINGH :

SHRIMATI KAILASHO DEVI :

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) the name of States declared as "Tiger State" for protection of Tiger in the country;

(b) the financial assistance given to these States for the protection and increasing of Tiger population during the last three years; and

(c) the steps taken to increase the area of tiger habitat in these States and to reduce the fast decline of Tiger population?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BABU LAL MARANDI) : (a) The State of Madhya Pradesh has been declared as Tiger State.

(b) The financial assistance given to the different Tiger Reserves in Madhya Pradesh during last three years for protection and increase of Tiger population under Project Tiger Scheme is as below :

| | | (Rs. in Lakhs) | | |
|--------|-----------------------|----------------|---------|---------|
| S. No. | Name of Tiger Reserve | 1995-96 | 1996-97 | 1997-98 |
| 1. | Pench | 28.056 | 3.100 | 36.558 |
| 2. | Indravati | 15.000 | 38.280 | 23.700 |
| 3. | Kanha | 76.873 | 75.190 | 40.000 |
| 4. | Panna | 9.000 | 16.050 | 14.000 |
| 5. | Bandhavgarh | 12.050 | -- | 19.520 |
| Total | | 140.979 | 141.570 | 133.778 |

(c) Identification of Tiger habitats has been completed and in the Ninth Five Year Plan the target is to cover 40,000 sq. kms. under Project Tiger Scheme.

Construction of Hospital Under 400 KV Power Lines of BBMB

2094. SHRI AJOY CHAKRABORTY : Will the Minister of POWER be pleased to state :

(a) whether a Government hospital is being constructed in Himachal Pradesh under the 400 KV power line of Bhakra Beas Management Board;

(b) if so, whether the condition of maintaining the minimum distance from the high intensity power line in this regard has been flouted; and

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

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI JAYAWANTI MEHTA) : (a) to (c) According to the Bhakra Beas Management Board, the Government Hospital/Dispensary under construction at Village Nichla Nangal, Tehsil Nalagarh, District Solan of Himachal Pradesh is not directly under their 400 KV Dehar-Panipat Line, but the same is about 35 feet horizontally

away from the line and the condition of maintaining the minimum distance from the power line has not been flouted in this case.

Permission to Persons of Foreign Origin to Practice Law in India

2095. SHRI ANNASAHEB M.K. PATIL : Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state :

(a) whether the Government propose to introduce a legislation to allow persons of foreign origin to practice law in India; and

(b) if so, the details thereof?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI RAM JETHMALANI) : (a) In view of Liberalisation in services required by the WTO regime, the matter has to receive consideration but no concrete proposal is on hand at present.

(b) Does not arise.

Disposal of Trivial Court Cases

2096. SHRI C.N. SINGH : Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state :

(a) whether the Supreme Court of India has given directions to the Attorney General of India as well as to the States and Union Territories to take early steps for the disposal to trivial court cases;

(b) if so, the action taken by the Attorney General of India in this regard and the number of cases pending in the courts all put together and the number of trivial cases out of them; and

(c) the steps taken by the Government to weed out the obsolete laws and to make the laws simpler and understandable by the common man?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI RAM JETHMALANI) : (a) and (b) Pursuant to the Supreme Court's directions in Writ Petition (Criminal) No. 5943/80 - Kadra Pahadia & others vs State of Bihar, all State Governments/UTs were requested to appoint Special Judicial/Metropolitan Magistrates under sections 13 and 18 of the Code of Criminal Procedure to dispose of petty criminal cases pending in huge numbers. Most of the State Governments have appointed Special Judicial/Metropolitan Magistrates. Periodically the matter is pursued with the State Governments/UTs.

Further, in pursuance of the directions given by the Supreme Court in its Judgement dated 1.5.96 in Writ Petition (Civil) No. 1128 of 1996, Common Cause vs UOI, the Subordinate Courts have been directed to close cases involving minor offences, pending for two years and more in which proceedings have not commenced.

20,306 cases were pending in the Supreme Court in February, 1999. As per the available information, as on

31.12.98, 31.98 lakh cases in High Courts and 2.02 crore cases in District/Subordinate courts were pending. However, no separate data regarding trivial cases is maintained.

(c) Weeding out the obsolete laws is a process undertaken periodically. The Central Government has already started a comprehensive review of administrative laws by implementing the Report of the P.C. Jain Commission in this regard.

Indo-Russian Co-operation in Oil and Gas

2097. SHRI SHIVAJI VITHALRAO KAMBLE : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) whether Indo-Russian working Group on co-operation in oil and gas reviewed the protocol for strengthening the bilateral economic co-operation recently;

(b) if so, the details of agenda discussed/progress reviewed and decisions taken by the Group;

(c) the details of the action plan drawn for the current year and physical and financial targets set for the Ninth Plan period in the field; and

(d) the details of foreign investment committed and actually utilised in the oil and gas so far during the Eighth Plan period alongwith the estimated investment in the major projects during Ninth Plan Period and percentage of foreign investment thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI E. PONNUSWAMY) : (a) and (b) There is a Indo-Russia Joint Working Group for promoting co-operation between the two countries. No meeting of the Joint Working Group has been held during 1999. The next meeting is scheduled for early January, 2000.

(c) Indo-Russian Working Group does not cover fixation of physical or financial targets during the plan period.

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

[Translation]

Compensation to Persons Killed by Terrorists

2098. DR. CHARAN DAS MAHANT : Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether the Union Government had made an announcement to provide one lakh rupee each to the members of the families of the persons who died of terrorist attacks in Anantnag, Jammu and Kashmir, Srinagar;

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

(c) the number of persons who have received the said amount so far?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI CH. VIDYASAGAR RAO) : (a) to (c) No such announcement has been made by Government of India. The State Government is making payment of ex-gratia @Rs. 1 lakh per person to the next-of-kin in case of death. During 1998-99, a sum of Rs. 28.20 crores and during the current year Rs. 27.40 crores has been released by State Government as ex-gratia relief. No records about recipients is maintained by the Government of India.

Damage Caused to NHs in Orissa by Cyclone

2099. SHRI RAMDAS ATHAWALE :

SHRI BAL KRISHNA CHAUHAN :

SHRI TRILCHAN KANUNGO :

Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) the extent of damage caused to National Highways in Orissa by the recent super cyclone and the flood thereafter; and

(b) the steps taken to repair, restore and rebuild the damaged National Highways with estimated cost involved therein and the time frame envisaged for the purpose?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN) : (a) Due to super cyclone and floods thereafter, some National Highways were blocked by fallen trees. Minor damages occurred at few locations on road surface and embankments. Road embankment of NH-5 at Km 149.2 was washed away in a length of about 90 metre. Road embankment at Km 37 of NH-215 was washed away in a length of about 200 metre. One end span of an old arch bridge at Km 35/800 of NH-215 has also settled.

(b) All the damages have been temporarily repaired and restored to traffic at an estimated cost of Rs. 20 crores.

[English]

Village Defence Committees in Jammu and Kashmir

2100. VAIDYA VISHNU DATT SHARMA : Will the Minister of HOME AFFAIRS be pleased to state :

(a) the total amount sanctioned for the village defence committees in Jammu and Kashmir during the last three years till date, year-wise;

(b) the extent of success achieved by them in encountering terrorism in the State;

(c) whether there is any move to involve VDCs in the border areas for putting a check on the infiltration attempts by terrorists; and

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

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI CH. VIDYASAGAR RAO) : (a) The Scheme of Village Defence Committees (VDCs) is being implemented by the Jammu and Kashmir Government as per requirements. Each VDC consists of a group of volunteers with a nucleus of upto three Special Police Officers (SPO). Government of India has reimbursed expenditure incurred by the State Government on the honorarium, training, weaponry of Special Police Officers, including those SPOs who are attached with VDCs. No funds are reimbursed by Government of India for the volunteer members of VDC.

(b) The VDCs have achieved considerable success, which can be gauged from the fact that they are being targeted more and more by the militants to discourage them from functioning as such a force.

(c) and (d) To check infiltration is the responsibility of the Army and BSF and LoC and IB, respectively.

LPG Agencies and Petrol Pumps in Uttar Pradesh

2101. SHRI RAVI PRAKASH VERMA : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) the number of LPG agencies and petrol pumps sanctioned in Uttar Pradesh particularly in Kheri and Lucknow during the last three years;

(b) the number of such allotments cancelled by the Supreme Court of India and the number of LPG agencies/Petrol Pumps out of them still running; and

(c) the action proposed to be taken by the Government in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI E. PONNUSWAMY) : (a) During the last three years 1996-97, 1997-98 and 1998-99, a total of 16 retail outlet dealerships and 24 LPG distributorships were allotted in Uttar Pradesh. These include 7 LOIs issued against the LPG distributorships terminated earlier as per the directions of the Hon'ble High Court of Delhi in writ petition No. 4003/95 filed by Centre for Public Interest Litigation.

So far as Lucknow and Kheri are concerned one RO and two LPG distributorships were allotted in Lucknow and no RO or LPG distributorship was allotted in Kheri.

(b) and (c) None of the above dealerships/distributorships have been terminated by the Supreme Court of India.

However, the Hon'ble Supreme Court vide Order dated 25.9.96 in writ petition No.26(c)/95 filed by Common Cause Vs Union of India had cancelled 15 retail outlet dealerships, the details of which are given in enclosed statement.

Out of the above 15 retail dealerships cancelled by the Hon'ble Supreme Court, only 5 retail outlets, which were commissioned, were required to be auctioned. Out of the 5 retail outlets required to be auctioned, one retail outlet could not be auctioned on account of quashing of the auction notice by the Hon'ble High Court of Allahabad. The details of the remaining four retail outlets which were auctioned are given below:

| Name of the Original Dealer/ Location to be auctioned | Name and address of the Highest bidder | Amount (Rs.) |
|--|---|--------------|
| (1) Smt. Vijaya Nair, Delhi | Shri Mahabir Prasad Saini 4/12, Ashok Mohalla, Nangloi, Delhi-41 | 3.11 crores |
| (2) Shri Arun Kumar Gupta, Chandigarh | Shri Amarjeet Singh Randhwa H.No.82, Sector 27-A, Chandigarh | 1.75 crores |
| (3) Shri Benjamin K. Hollohon, Dimapur (Nagaland) | Shri Benjamin C/o Shri K. Hollohon, Chumukhedima, Dimapur. | 15.75 lacs |
| (4) Shri Dharmesh Kumar Tundla (U.P.) | Shri Ram Kumar Gupta Shri Amit Kumar Jain) in partnership, Baldev Nagar, Tundla, Ferozabad (U.P.) | 45.0 lacs |

| Statement | | | 1 | 2 | 3 |
|--|---------------------------|-------------------------------------|--|--------------------------------|-----------------------------------|
| <i>Details of discretionary allotments cancelled by Supreme Court through its order dated September 25th 1996, in Writ Petition No. 26/1995.</i> | | | 12. | Shri Syed Shaukat Hassan Abidi | RO/Fatehpur (U.P.) |
| S. No. | Name of the Allottee | Production/ Location | 13. | Shri Dharmesh Kumar | RO/Ferozabad-Shikohabad road (UP) |
| 1 | 2 | 3 | 14. | Shri Shiv Balak Passi | RO/Rae Bareilly (U.P.) |
| 1. | Shri Poda Rajashekhar | RO/Banjara Hills Secunderabad (AP) | 15. | Ms. Leela Devi | RO/Noida (U.P.) |
| 2. | Shri Arun Kumar Gupta | RO/Chandigarh | New Highway Connecting National Highway No. 5 in A.P. | | |
| 3. | Shri Sarbjot Singh | RO/Delhi | 2102. SHRI M.V.V.S. MURTHI : Will the Minister of SURFACE TRANSPORT be pleased to state : | | |
| 4. | Shri Pradeep Kumar | RO/Delhi | (a) whether the Government have notified a new Highway No. 214 from Kathipudi to Pamarri connecting National Highway No.5 in Andhra Pradesh; | | |
| 5. | Ms. Neena Nautiyal | RO/Delhi | (b) if so, the details of the project and the amount involved therein; and | | |
| 6. | Shri G.A. Mir | RO/Delhi | (c) the time by which the project work is likely to be started and completed? | | |
| 7. | Ms. Madhuri Safaya | RO/Delhi | THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN): (a) Yes, Sir. | | |
| 8. | Ms. Monika Malla | RO/Delhi | (b) The National Highway No. 214 was declared in July, 1999 as a new National Highway. Therefore, no | | |
| 9. | Ms. Daya Rani | RO/Delhi | | | |
| 10. | Ms. Vijaya Nair | RO/Delhi | | | |
| 11. | Shri Benjamin K. Hollohon | RO/Purana Bazar, Dimapur (Nagaland) | | | |

development and improvement work could be included in the Annual Plan 1999-2000 which was finalised earlier.

(c) Improvement and development of National Highways is a continuous process and improvements to this NH will be taken up in future Annual Plans depending upon availability of funds and inter-se priority.

Implementation of Passed Acts

2103. SHRI KRISHNAMRAJU : Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state :

- (a) the total number of acts passed by Parliament still pending for the implementation;
- (b) whether any notification have been issued to implement these acts;
- (c) if so, the details thereof;
- (d) if not, the reasons therefor, case-wise; and
- (e) the time by which these acts are likely to be implemented?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI RAM JETHMALANI) : (a) to (e) Up-to-date information is not readily available, the same is being collected from various Ministries/Departments and shall be laid on the Table of the House.

Difficulties on Border Areas

2104. SHRI NEPAL CHANDRA DAS : Will the Minister of HOME AFFAIRS be pleased to state :

- (a) whether the vast Indian population still reside on Indian territory on both sides of the barbed wire fencing along the Bangladesh border of Karimganj District of Assam and face numerous difficulties in cultivating their lands on either side of the fencing and also in marketing their products;
- (b) if so, the reasons therefor; and
- (c) the steps proposed to be taken by the Government to help these families in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI I.D. SWAMI) : (a) to (c) According to available information, there are only 248 families residing in Indian territory on the other side of the fence in the Karimganj District of Assam. Gates have been provided at suitable places in the fence to facilitate the movement of these people for carrying out normal activities.

[Translation]

Expansion of Jurisdiction of MTNL in Mumbai

2105. SHRI RAMSHEETH THAKUR : Will the Minister of COMMUNICATIONS be pleased to state :

- (a) the stipulated jurisdiction of the Mumbai Mahanagar Telephone Nigam Limited;
- (b) the number of villages in Maharashtra, particularly in the villages of district Raigarh which comes under the stipulated jurisdiction of the MTNL, Mumbai and the number of villages which are very close to the stipulated jurisdiction;
- (c) whether the Government propose to connect these nearby villages with the MTNL, Mumbai;
- (d) if so, the time by which this work is likely to be completed; and
- (e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI TAPAN SIKDAR) : (a) As per the Memorandum of Association of MTNL, the jurisdiction of Mahanagar Telephone Nigam Limited, Mumbai are the areas falling under the Bombay Municipal Corporation, the New Bombay Corporation and the Thane Municipal Corporation. In addition, it covers the Bhyander Telephone System as per the Govt. of India, Ministry of Communication orders No. 3-8/83-PHB dated 19th December 1988.

- (b) There are 54 villages in the Raigarh District, which fall under the stipulated jurisdiction of MTNL, Mumbai, whereas, there are 64 villages in the Raigarh District, which are very close to the stipulated jurisdiction of MTNL, Mumbai.
- (c) No, Sir.
- (d) In view of reply at (c) above, the question does not arise.
- (e) Government has no plans to alter the jurisdiction of MTNL, particularly due to the fact that about 43% of equity ownership now rests with the investors located in India and abroad.

[English]

Mega Power Projects Undertaken by NTPC

2106. SHRI T. GOVINDAN : Will the Minister of POWER be pleased to state :

- (a) whether the National Thermal Power Corporation propose to undertake Mega Power Projects for commissioning in the year 2000; and
- (b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI JAYAWANTI MEHTA) : (a) and (b) Under Mega Power Policy, the following Mega Power Projects have been identified by the Government of India for implementation by National Thermal Power Corporation:-

| Sl. No. | Project | Capacity | Location |
|---------|--|----------|----------------------------------|
| 1. | Kawas Combined Cycle Power Project II & III | 1300 | Surat Dist. of Gujarat. |
| 2. | Jhanor Gandhar Combined Cycle Power Project II & III | 1300 | Bharuch Dist. of Gujarat. |
| 3. | Anta Combined Cycle Power Project II & III | 1300 | Baran Dist. of Rajasthan. |
| 4. | Auraiya Combined Cycle Power Project II & III | 1300 | Etawah Dist. of Uttar Pradesh. |
| 5. | Cheykur Super Thermal Power Project. | 1500 | Kanchipuram Dist. of Tamil Nadu. |
| 6. | Kahalgau Super Thermal Power Project-II | 1500 | Bhagalpur Dist. of Bihar. |
| 7. | North Karanapura Super Thermal Power Project | 2000 | Chatra Dist. of Bihar |
| 8. | Barh Super Thermal Power Project | 2000 | Patna Dist. of Bihar. |

None of these mega power projects is scheduled for commissioning during the year 2000.

Outstanding Dues of SEBs to NHPC

2107. SHRI SURESH RAMRAO JADHAV : Will the Minister of POWER be pleased to state :

(a) whether National Hydro-Power Corporation has sought the help of the Government for the recovery of outstanding dues to the tune of Rs. 3350 crore from the State Electricity Boards;

(b) if so, the details of the outstanding dues of the SEBs to National Hydro Electric Power Corporation, State-wise; and

(c) the steps taken/proposed to be taken to recover the dues from them?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI JAYAWANTI MEHTA) : (a) Yes, Sir.

(b) As reported by NHPC, the outstanding dues from various SEBs/Utilities is given in enclosed statement.

(c) Government has been requesting the defaulting States to clear their outstanding dues to NHPC for power supplied from NHPC projects. The states have been requested to sign letters of credit with NHPC. In addition to this Government has also resorted to recoveries from the various SEBs through Central Plan Assistance (CPA) payable to the State Governments.

Statement

Outstanding dues of NHPC against various Power Utilities as on 1.12.1999, For energy supplied upto 10-99 and Payment received upto 11-99

(Rs. in crores)

| Sl. No. | Name of the Utility | Outstanding | | |
|---------|---------------------|-------------|------------|--------|
| | | Principal | Surcharge* | Total |
| 1 | 2 | 3 | 4 | 5 |
| 1. | PSEB | 131.57 | 129.59 | 261.17 |
| 2. | HVPN | 389.99 | 415.18 | 805.18 |
| 3. | HPSEB | 43.73 | 18.18 | 61.91 |

| | 1 | 2 | 3 | 4 | 5 |
|-----|------------|---------|---------|---------|---|
| 4. | DVB | 224.22 | 189.74 | 413.95 | |
| 5. | J & K | 418.28 | 165.24 | 583.52 | |
| 6. | UPSEB | 655.45 | 375.38 | 1030.82 | |
| 7. | RSEB | 101.76 | 62.02 | 163.79 | |
| 8. | Chandigarh | 4.51 | 3.76 | 8.27 | |
| 9. | Manipur | 6.32 | 3.88 | 10.21 | |
| 10. | Nagaland | 5.00 | 0.89 | 5.88 | |
| 11. | Assam | -1.22 | -0.21 | -1.43 | |
| 12. | NEEPCO | 0.92 | 7.59 | 8.51 | |
| 13. | Tripura | 2.94 | 1.58 | 4.50 | |
| 14. | Mizoram | 1.25 | 0.37 | 1.62 | |
| 15. | Arunachal | 1.22 | 0.06 | 1.28 | |
| 16. | Meghalaya | 1.73 | 0.86 | 2.59 | |
| 17. | WBSEB | 0.00 | 12.15 | 12.15 | |
| 18. | DVC | 0.12 | 21.19 | 21.31 | |
| 19. | BSEB | -0.01 | 29.79 | 29.78 | |
| 20. | OSEB | 0.90 | 11.56 | 12.46 | |
| 21. | Sikkim | -0.09 | 0.28 | 0.17 | |
| | Total | 1988.59 | 1449.04 | 3437.63 | |

* As per surcharge bills raised so far.

Figures in the total column have been rounded off to nearest crore.

[Translation]

Barring Candidates with Criminal Background from Contesting Elections

2108. SHRI SURESH CHANDEL : Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether the Government propose to bar the persons with criminal background from contesting the elections;

(b) if so, the salient features thereof; and

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

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI RAM JETHMALANI) : (a) to (c) Government is committed to bring necessary reforms in electoral laws and in this process, inter-alia, the provisions for disqualifying persons on conviction for certain offences will also be reconsidered. The proposals on this subject have not, however, taken any concrete shape and, therefore, it is not possible to indicate any definite time frame in this regard.

Withdrawal of SPG Security

2109. SHRI CHINMAYANAND SWAMI : Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether the Government propose to withdraw the S.P.G. Security cover given to VIPs;

(b) if so, the details thereof; and

(c) the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI CH. VIDYASAGAR RAO) : (a) to (c) On 18.11.1999 President of India promulgated, the SPG (Amendment) Ordinance. The Ordinance does not contemplate any change in the policy of providing security to the former Prime Ministers and their family members for a period of ten years, except where a former Prime Minister declines the SPG cover, the SPG cover provided to his immediate family members will also stand withdrawn. However, beyond ten years SPG cover would be provided to the former Prime Ministers and members of their immediate family if it is justified on the basis of threat perception in their cases.

A Bill to replace the ordinance has already been introduced and passed by the Rajya Sabha.

[English]

Local Call Telephone Facilities

2110. SHRI CHINTAMAN WANAGA : Will the Minister of COMMUNICATIONS be please to state :

(a) whether the Government propose to provide local call telephone facilities to all telephone exchanges in Kalyan Telecom district in Maharashtra;

(b) if so, the details thereof; and

(c) the time taken by which the work is likely to be completed in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI TAPAN SIKDAR) : (a) and (b) As per Government policy, Local call facilities to be provided on 180 secs. for telephone exchanges with in SDCAs/ Adjacent SDCAs, SDCCs and LDCCs within 50 kms radial distance. These facilities have been provided in Kalyan Telecom District.

(c) Not applicable in view of (b) above.

First Aid to Road Accidents Victims

2111. SHRI RAMSAGAR RAWAT : Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether first aid is not given to a road accident victim in hospital till the time, police formalities are completed;

(b) if so, whether the Supreme Court has held that aid is to be provided first, pending the police formalities;

(c) if so, the reasons for not complying with Supreme Court directive; and

(d) the steps proposed to be taken in this regard and the number of cases in which this was not followed in Delhi in the past one year?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI I.D. SWAMI) : (a) to (d) The information is being collected and will be laid on the Table of the House.

Losses to Hydel Units of NHPC

2112. PROF. UMMAREDDY VENKATESWARLU : Will the Minister of POWER be pleased to state :

(a) the total installed power generation capacity of the National Hydel Power Corporation;

(b) the actual power generation by NHPC till date;

(c) the names of all hydel power generation units and their locations in the country, State-wise;

(d) whether any efforts have been made to identify the loss making hydel units of National Hydel Power Corporation; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI JAYAWANTI MEHTA) : (a) The total installed capacity as per name plate rating of generating

units of the National Hydro-electric Power Corporation (NHPC) is 2,115 MW.

(b) Cumulative actual power generation by generating units of NHPC till 30th November, 1999 is 71,548.64 Millions Units (MUs).

(c) Locations of various projects of NHPC are given below :

| Sl. No. | Name of the Project | Installed Capacity (MW) | Location/ State |
|---------|---------------------|-------------------------|-----------------|
| 1. | Baira Siul | 180 | H.P. |
| 2. | Loktak | 105 | Manipur |
| 3. | Salal Stages-I & II | 690 | J & K |
| 4. | Tanakpur | 120 | U.P. |
| 5. | Chamera Stage-I | 540 | H.P. |
| 6. | Uri | 480 | J & K |
| Total | | 2,115 | |

(d) and (e) Do not arise. There are no loss making units of NHPC. NHPC declared a net profit of Rs. 305.30 crore for the year 1998-99.

Creation of New Post of Judges

2113. SHRI A. BRAHMANAIAH : Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state :

(a) whether the Government have decided to create some new posts of permanent and Additional Judges in various High Courts of the country; and

(b) if so, the details thereof, High Court-wise?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI RAM JETHMALANI) : (a) and (b) It has been decided to create new posts of 4 permanent judges and 24 Additional Judges in addition to the present sanctioned strength of 494 permanent Judges and 96 Additional Judges of various High Courts in the country. A statement showing the High Court-wise break up is enclosed.

Statement

| Sl.No. | High Court | Sanctioned Strength | | | New Posts | | |
|--------|------------------|---------------------|-------|-------|-----------|-------|-------|
| | | Pmt. | Addl. | Total | Pmt. | Addl. | Total |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 1. | Allahabad | 70 | 2 | 72 | — | 5 | 5 |
| 2. | Andhra Pradesh | 31 | 7 | 38 | — | 1 | 1 |
| 3. | Bombay | 42 | 18 | 60 | — | — | — |
| 4. | Calcutta | 45 | 3 | 48 | — | 2 | 2 |
| 5. | Delhi | 25 | 6 | 31 | — | 2 | 2 |
| 6. | Gauhati | 17 | 1 | 18 | — | 1 | 1 |
| 7. | Gujarat | 27 | 7 | 34 | 1 | 7 | 8 |
| 8. | Himachal Pradesh | 6 | 2 | 8 | — | — | — |
| 9. | Jammu & Kashmir | 8 | 6 | 14 | — | — | — |
| 10. | Karnataka | 31 | 8 | 39 | 1 | — | 1 |
| 11. | Kerala | 24 | 4 | 28 | — | 1 | 1 |
| 12. | Madhya Pradesh | 26 | 8 | 34 | — | 1 | 1 |
| 13. | Madras | 32 | 10 | 42 | — | — | — |
| 14. | Orissa | 13 | 2 | 15 | — | 1 | 1 |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|-------|------------------|-----|----|-----|---|----|----|
| 15 | Patna | 37 | — | 37 | 2 | — | 2 |
| 16 | Punjab & Haryana | 30 | 7 | 37 | — | 3 | 3 |
| 17. | Rajasthan | 27 | 5 | 32 | — | — | — |
| 18. | Sikkim | 3 | — | 3 | — | — | — |
| Total | | 494 | 96 | 590 | 4 | 24 | 28 |

Corruption in Judiciary

2114. SHRI ADHIR CHOWDHARY: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state :

(a) whether the corruption in the judiciary is increasing day by day;

(b) if so, whether a large number of judges of various courts are involved in corruption;

(c) if so, the details of representations received by the Government in this regard;

(d) the action contemplated by the Government on these representations; and

(e) the concrete steps taken/proposed to be taken by the Government to remove corruption and to bring transparency in judiciary?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI RAM JETHMALANI) : (a) While occasional cases of judicial corruption do surface, it can not be said that corruption is increasing or that it is increasing from day to day.

(b) No, Sir.

(c) and (d) No formal representations have been received.

(e) Care is taken to recruit/promote persons of integrity and take action against delinquents by proper authorities.

New Telephone Exchanges in Orissa

2115. SHRI ARJUN SETHI : Will the Minister of COMMUNICATIONS be pleased to Refer to the reply given to Unstarred Question No. 2084 dated August 9, 1993 regarding Mini-Telephone Exchanges in Orissa and state:

(a) whether the Government have since then opened Mini-Telephone Exchanges in the villages of Bhadrak district of Orissa;

(b) if so, the details thereof, location-wise;

(c) if not, the reasons therefor; and

(d) the time by which the said telephone exchanges are likely to be commissioned?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI TAPAN SIKDAR) : (a) to (d) Yes, Sir. The present position of the 6 Mini Telephone Exchanges mentioned in the Government reply in the Lok Sabha on 9 August, 93 in response to Unstarred Question No. 2084 is as under :

(i) Telephone exchanges at Mouda, Manjari Road, Motto and Dhamara have since been opened.

(ii) A new telephone exchange planned at Durgara and expected to be installed by March, 2000 will also serve Antara.

(iii) The exchange at Sendhatira has been planned to be opened in the year 2000-2001 subject to the availability of basic infrastructure like building and commercial power.

Drug Traffickers

2116. SHRI Y.S. VIVEKANANDA REDDY : Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether Delhi and Southern Indian ports are emerging as major conduit points for the drug trafficking;

(b) if so, the details thereof; and

(c) the steps being taken to check the increasing drug trafficking in the country?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI CH. VIDYASAGAR RAO) : (a) to (c) The seizures made by the enforcement agencies indicate that Delhi and some ports in Southern India are being used for drug trafficking to some extent. The measures taken by the Central Government to put an effective check on drug trafficking include maintenance of the utmost vigilance by the enforcement agencies; imparting training

to enforcement staff to improve their effectiveness; vesting Border Security Force and Coast Guards with power to interdict narcotic drugs; introduction of reward scheme for informers and enforcement staff, etc.

Dedicated Funds for National Highways

2117. SHRI VILAS MUTTEMWAR : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the Planning Commission has given its go-ahead to forming a dedicated fund for the National Highway using the accruals of cess on the diesel and petrol;

(b) if so, whether with the clearance of this highway fund, one of the main hurdles in the super highway project has been cleared;

(c) the total requirement of the funds to be met by collecting cess on diesel and petrol;

(d) the total cost of modernisation of the National Highway Projects; and

(e) the other steps being taken to meet cost of the National Highway Projects?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN) : (a) Yes, Sir.

(b) Yes, Sir.

(c) The actual amount will depend on the sale of diesel and petrol. Estimated accruals for National Highways development is Rs. 2240 crores per year.

(d) Rs. 120,000 crores is the estimated cost of National Highways development.

(e) Other steps include :

(i) Private Sector participation

(ii) Loans from External Aid Agencies.

(iii) National Highways Authority of India to leverage funds from the market.

[Translation]

Rural Electrification Schemes

2118. SHRI RAJO SINGH : Will the Minister of POWER be pleased to state :

(a) the details of various rural electrification schemes sponsored by the Government during the last four years, State-wise;

(b) the details of amount provided under the said schemes during the said period, State-wise; and

(c) the details of progress made under schemes till date, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI JAYAWANTI MEHTA) : (a) and (b) State-wise details showing the number of schemes and loan amount sanctioned by Rural Electrification Corporation under rural electrification programme from 1995-96 to 1998-99 are given in enclosed statement-I.

(c) State-wise progress of village electrification and pumpset energisation under Rural Electrification Corporation funded schemes as on 30th September, 1999 are given in enclosed statement-II.

Statement-I

Number of schemes and loan amount by REC

| Sl. No. | State | During 1995-96 | | During 1996-97 | | During 1997-98 | | During 1998-99 | |
|---------|----------------|----------------------|------------------------|----------------------|------------------------|----------------------|-------------------------|----------------------|------------------------|
| | | New Schemes Approved | Loan Amount (Rs.lakhs) | New Schemes Approved | Loan Amount (Rs.lakhs) | New Schemes Approved | Loan Amount (Rs. lakhs) | New Schemes Approved | Loan Amount (Rs.lakhs) |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 1. | Andhra Pradesh | 61 | 30633 | 22 | 2491 | 39 | 4828 | 128 | 19572 |
| 2. | Arunachal Pr. | 2 | 198 | | | | | | |
| 3. | Assam | | | 36 | 5826 | | | | |
| 4. | Bihar | | | 39 | 4083 | 2 | 883 | | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|--------------|--------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|
| 5. | Goa | | | 7 | 1131 | | | 2 | 249 |
| 6. | Gujarat | 100 | 3866 | 78 | 4169 | 67 | 6065 | 69 | 16461 |
| 7. | Haryana | 39 | 1272 | 20 | 545 | 22 | 766 | 58 | 3460 |
| 8. | Himachal Pr. | 11 | 1028 | 15 | 1905 | 20 | 2954 | 25 | 5520 |
| 9. | J & K | 22 | 2852 | 20 | 3651 | 20 | 3960 | 33 | 8034 |
| 10. | Karnataka | 162 | 10727 | 125 | 12145 | 88 | 8578 | 249 | 54384 |
| 11. | Kerala | 102 | 8398 | 114 | 8492 | 100 | 11566 | 97 | 43842 |
| 12. | Madhya Pr. | | | 103 | 11326 | 194 | 18535 | 120 | 13092 |
| 13. | Maharashtra | 345 | 12710 | 245 | 10023 | 212 | 10828 | 211 | 41543 |
| 14. | Manipur | 13 | 2231 | 11 | 2312 | 7 | 1481 | 2 | 399 |
| 15. | Meghalaya | 2 | 617 | 7 | 1362 | | | | |
| 16. | Mizoram | | | | | | | 3 | 481 |
| 17. | Nagaland | | | | | | | 7 | 1086 |
| 18. | Orissa | 96 | 10016 | 58 | 1043 | 79 | 5141 | 35 | 9597 |
| 19. | Punjab | 8 | 1171 | 12 | 1830 | 33 | 3949 | 40 | 9013 |
| 20. | Rajasthan | 110 | 7279 | 128 | 14120 | 140 | 16510 | 166 | 21979 |
| 21. | Sikkim | | | 0 | | | | | |
| 22. | Tamil Nadu | 135 | 7722 | 167 | 10839 | 150 | 9289 | 191 | 30127 |
| 23. | Tripura | 9 | 858 | 5 | 602 | 10 | 1814 | 3 | 195 |
| 24. | Uttar Pr. | 7 | 1244 | 78 | 15838 | 78 | 14421 | 29 | 8260 |
| 25. | West Bengal | | | | | | | | |
| Total | | 1224 | 102822 | 1290 | 113733 | 1261 | 121368 | 1468 | 287873 |

Statement-II

Statewise progress of Villages Electrified and Pumpsets energised Under REC-funded schemes till September, 1999

| | | | | <i>Provisional</i> | | | |
|---------|-------------------|---------------------|-------------------|--------------------|------------------|-------|--------|
| Sl. No. | States | Village Electrified | Pumpset Energised | 1 | 2 | 3 | 4 |
| 1 | 2 | 3 | 4 | | | | |
| 1. | Andhra Pradesh | 14907 | 1284916 | 3. | Assam | 16363 | 1922 |
| 2. | Arunachal Pradesh | 1235 | 0 | 4. | Bihar | 32490 | 113354 |
| | | | | 5. | Delhi | 0 | 0 |
| | | | | 6. | Goa | 0 | 0 |
| | | | | 7. | Gujarat | 7712 | 385539 |
| | | | | 8. | Haryana | 90 | 216190 |
| | | | | 9. | Himachal Pradesh | 11076 | 3848 |

| 1 | 2 | 3 | 4 |
|-----|----------------|-------|---------|
| 10. | J & K | 4384 | 5361 |
| 11. | Karnataka | 8866 | 722851 |
| 12. | Kerala | 151 | 237405 |
| 13. | Madhya Pradesh | 54342 | 1038254 |
| 14. | Maharashtra | 13322 | 1317036 |
| 15. | Manipur | 1709 | 29 |
| 16. | Meghalaya | 2321 | 58 |
| 17. | Mizoram | 527 | 0 |
| 18. | Nagaland | 740 | 164 |
| 19. | Orissa | 26450 | 62699 |
| 20. | Punjab | 3908 | 449753 |
| 21. | Rajasthan | 25399 | 403036 |
| 22. | Sikkim | 277 | 0 |
| 23. | Tamil Nadu | 807 | 719561 |
| 24. | Tripura | 3214 | 1530 |
| 25. | Uttar Pradesh | 49555 | 372941 |

| 1 | 2 | 3 | 4 |
|-------|-------------|--------|---------|
| 26. | West Bengal | 23111 | 82202 |
| Total | | 302956 | 7418849 |

[English]

Setting up of Power Plants in Karnataka

2119. SHRI S.D.N.R. WADIYAR : Will the Minister of POWER be pleased to state :

(a) whether the Government have a proposal to set up certain Power Plants in Karnataka State;

(b) if so, the details thereof;

(c) the steps at which the proposals are lying pending for approval;

(d) the capacity of each of the proposed power project; and

(e) the steps taken/proposed to be taken for completion of these projects?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI JAYAWANTI MEHTA) : (a) to (e) Yes, Sir. The details of power projects proposed to be set up in Karnataka State are given in enclosed statement.

Statement

| Name of Project | Cap. (MW) | Status |
|--|-----------|--|
| 1 | 2 | 3 |
| A. CEA cleared/appraised | | |
| 1. Sarapadi HEP | 3x30 | Dt of TEC 4.12.90 |
| 2. Raichur St.III (T) | 2x210 | Dt of TEC 19.12.95 |
| 3. Torangallu TPS (T) | 2x120 | Dt of TEC 20.3.96 |
| 4. Mangalore TPS (T) | 4x250 | Dt of TEC 22.4.96 |
| 5. Nagarjuna TPP (T) | 2x507.5 | Dt of TEC 16.2.99, 15.4.99, 29.4.99 |
| 6. Kaniminke (Bangalore CCPT (T) | 107.6 | Dt. of TEC 25.2.99/20.9.99 |
| B. DPR under Examination in CEA | | |
| 1. Nanjangud CCPT (T) | 96.7 | Received in CEA on 21.4.98 IPC issued on 31.3.96 TEC meeting held on 26.2.99. Will be reconsidered after resettlement of inter-state angle of water availability by CWC etc. |
| 2. Mandya CCGT | 164.4 | Received in CEA on 31.12.97. Pending inputs are water availability, compliance of Section 29(2) of E.S. Act, financial package and finalisation of fuel linkage etc. |

| 1 | 2 | 3 |
|------------------------|-----|---|
| 3. Hassan COPP | 189 | Received in CEA on 31.12.97. Considered on 28.5.99 in TEC meeting. Will be considered after resolution of water availability by CWC and reduction of hard cost by Rs. 51 crore in addition to Rs. 20 crore already reduced by IPC, etc. |
| 4. Telgi (Bijapur) TPP | 350 | Received in CEA on 30.3.98. Not recommended by SPAC for TEC on 16.3.99 as the cost of project is not properly structured. |

No. Project in State Sector is under examination.

C. Schemes not being pursued in CEA for want of inputs such as fuel linkages, compliance of Section 29(2) of E.S. Act, NOC of SPCB, MOEF clearance, water availability etc.

| | | |
|--|----------|--|
| 1. Raichur TPP U-7 (KPCL) | 210 MW | Returned on 12.10.1998. |
| 2. Yelhanka DGPP Extn. (KEB) | 46.8 MW | Returned on 29.7.97. |
| 3. Almatti DPH | 268 MW | Has since been included in proposal for Upper Krishna by M/s Chamundi Power Corporation. |
| 4. Shivasamudrum HEP | 270 MW | Returned on 10/88. |
| 5. Mahadavi HEP | 345 MW | Returned on 5/92. |
| 6. Upper Krishna HEP | 1107 MW | Returned on 8.11.96. Pending in Supreme Court. |
| 7. Dharwar CCGT* | 300 MW | Returned on 19.6.97. A new scheme Mean Shivapur Konnur LNG based CCPP of 500 MW has been proposed by the company. |
| 8. Bangalore TPP | 500 MW | Returned on 18.12.97 |
| * Raichur TPP | 420 MW | Returned on 24.2.98 |
| * Mysore TPP | 1000 MW | Returned on 17.2.98. Further extension for re-submission of DPR refused by MOP. |
| 9. Vijaynagar TPP St-I | 500 MW | Returned on 25.8.98 |
| 10. Mean Shivapur Konnur LNG based CCPP. | 500 MW | Returned on 6.9.99. Further extension upto 31.12.99 for re-submission granted by MOP. |
| 11. Tattihalla Augmentation HEP | 410 Gwh. | Returned on 30.9.99 as the cost of the scheme is less than Rs. 250 crore and Inter State aspects are not involved. |

* Dead Schemes.

[Translation]

Expansion of Ports

2120. DR. SUSHIL KUMAR INDORA :

SHRI NAWAL KISHORE RAI :

SHRI MANSINH PATEL :

Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) the role of the Union Government and the State Governments respectively in the construction and expansion of ports;

(b) whether the capacity of existing ports is less than the requirement in the country;

(c) if so, the assessment of the Government in this regard;

(d) the measures taken by the Union Government for construction and expansion of ports during the last three years; and

(e) the works undertaken in this regard in Gujarat?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN) :

(a) Major Ports come under the jurisdiction of the Union Government. Rest of the ports come under the jurisdiction of respective territorial State/UT Government. Respective Governments are responsible for development and expansion of ports under their jurisdiction.

(b) and (c) Yes, Sir. The working Group for ninth plan had projected a traffic of 424 million tonnes by the end of 9th Five Year Plan. About 90% of the Port traffic is handled by major ports. The total cargo handling capacity of the major ports in the country as on 31.3.99, is 240 million tonnes.

(d) Steps have been taken to create additional capacity in the existing major ports under various plan schemes as well as through private sector investment. A new port at Ennore, 25 kms. north of Chennai, is being constructed at an estimated revised cost of Rs. 927.10 crore with assistance from Asian Development Bank with a capacity to handle 16 million tonnes of coal.

During the last three years, 63 million tonnes of cargo handling capacity has been added in the major ports.

(e) In the major port of Kandla, the only major port in the State of Gujarat, following major expansion activities have been undertaken in the last three years :

- i) One single buoy mooring (SBM) with a handling capacity of 12 million tonnes per annum has been set up by Indian Oil Corporation in the port limits.
- ii) The third oil jetty for handling two million tonnes per annum of liquid cargo has been commissioned.
- iii) 8th Cargo berth for handling 1.25 million tonnes per annum of dry cargo has been commissioned.
- iv) Captive liquid jetty for handling 1.50 million tonnes of liquid cargo has been commissioned by IFFCO.

[English]

Railway Mail Service

2121. SHRI BHARTRUHARI MAHTAB : Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether there is a proposal to modernise railway mail service in Orissa;

(b) if so, the details thereof;

(c) whether computerised registration sorting work is proposed to be started at Cuttack;

(d) if so, the details thereof; and

(e) the steps taken/proposed to be taken by the Government for the improvement of postal services in Cuttack?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI TAPAN SIKDAR) : (a) Yes, Sir

(b) The following RMS offices have already been modernised :

- (i) Bhubaneshwar RMS
- (ii) Cuttack RMS
- (iii) Jharsuguda RMS
- (iv) Sambalpur RMS
- (v) Rourkela RMS
- (vi) Balasore RMS
- (vii) Khurda Road RMS

(c) and (d) : Yes, Sir. Registration sorting work at Cuttack has already been computerised. In addition registration sorting has been computerised also in Bhubaneshwar RMS and Rourkela RMS and Transit Mail Office at Bhubaneshwar RMS has also been computerised.

(e) To improve postal services, RMS Transit Sections by Kalinga Utkal Express trains on Puri to Nizamuddin, Delhi route have been introduced w.e.f. 1.10.1999.

In Cuttack city a total of 29 computers have been installed in 4 post offices for attending counter work of post offices. One ESMO (Extended Satellite Money Order) station has also been set up at Chandini Chowk P.O., Cuttack to speed up payment of money orders.

Faulty Telecommunications Services

2122. SHRI AMAR ROY PRADHAN : Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether there is faulty telecommunications services in the rural areas of West Bengal;

(b) if so, the reasons therefor;

(c) the steps taken/proposed to be taken by the Government to improve the telecommunication services in the rural areas of the State; and

(d) the funds allocated for the purpose during 1999-2000 and the Ninth Five Year Plan?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI TAPAN SIKDAR) : (a) to (c) Sir, the telecommunication services in the rural areas of

West Bengal are generally satisfactory. However, following steps have been taken to further improve the telecom services in the rural areas :

1. Rural exchanges have been converted into Electronic exchanges.
2. Standby power arrangements and maintenance free battery sets are being provided.
3. Instructions have been issued for daily testing of telephones and rectification of faults without waiting for complaints
4. Instructions have also been issued for enabling customers to lodge complaints at all times.
5. Reliable transmission media is being provided to more and more exchanges for improving the STD service.
6. Plans for introduction of new technology like wireless in local loop, C-DOT, PMP and Satellite phones for providing Village Public Telephone.
7. The funds allocated/proposed for the purpose during 1999-2000 and 2000-2001 are Rs. 25.86 Crores and 41.34 crores respectively.

NGO for Development of Forests

2123. SHRI A. VENKATESH NAIK : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

- (a) the number and names of non-Governmental organisations functioning for the development of forests, State-wise;
- (b) the amount provided by the Union and State Governments to these organisations during each of the last two years;
- (c) whether any complaints have been received regarding the misappropriation of funds by these organisations; and
- (d) if so, the details thereof and the action taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BABU LAL MARANDI) : (a) and (b) Development of forests in degraded areas are being done by the Village Forest Committees (VFCs) consisting of the members from the village communities under Joint Forest Management. At present around 35000 VFCs are working for the development of about 7 million hectare of degraded forest lands. Some of the Committees are facilitated by the Non-Governmental Organisations (NGOs) in discharge of their functions. No NGO has been given funds directly by the Government for

development of forests. Only one NGO, BAIF Development Research Foundation of Pune has taken direct responsibility for development of 200 hectare degraded forest land from their own resources and they will not have any claim on forest land or forest produce. However, NGOs are functioning directly for the development of non-forest lands. As per records available in this Ministry, the names and number of NGOs functioning for development of non-forest lands along with amount released against each during 1997-98 and 1998-99 State-wise are given in enclosed statement.

(c) and (d) A complaint was received on 21.4.1998 regarding the misappropriation of funds given to NGO Ratnesh Gramodyog Seva Samiti of district Mainpuri, Uttar Pradesh for development of non-forest land. The NGO has sent the progress report of work on 18.10.1999 which has been sent to the Government of Uttar Pradesh for evaluation.

Statement

(Rs. in lakhs)

| State | Name of the Agency | 1997-98 | 1998-99 |
|-------|--------------------|---------|---------|
| 1 | 2 | 3 | 4 |

Andhra Pradesh

| | | | |
|----|---|------|------|
| 1. | Shri Krishna Devaraya Youth Association S.S Mills A.Unit, Vinayaka Nagar, Kirikera, Hindu Anantapur | 2.11 | 0.00 |
| 2. | Rural Health Educational Awareness Development Society 26-4, 88-A.T.R. Nagar, Guddam, Hindupur-515201, Anantapur | 1.45 | 0.00 |
| 3. | Rural Integrated & Social Education Society Chennekottapalli (M)-515101 Anantapur | 2.60 | 0.00 |
| 4. | Gandhi Mahila Mandali D.No. 13/142,-A R.C. Nagar-515 001, Anantapur | 0.00 | 1.05 |
| 5. | Gaja Lakshmi Rural Development Society Dalavaipalli, Kodikonda (P.O.)-515601 Anantapur | 1.74 | 2.06 |
| 6. | Chaitanya Rural Education and Dev. Society Lepakshi, Hindupur Tq.515331 Anantapur | 4.33 | 0.00 |

| 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
|-----|---|------|------|-----|---|------|------|
| 7. | Navjeevan Rural Development Association D.No. 6/675, B.2, Vankatran Nagar-515004, Anantapur | 0.00 | 1.42 | 17. | Mercy Minority Educational Society D. No. 13/595-A, 1st cross, Ramachandra Nagar-515 Anantapur | 0.00 | 1.00 |
| 8. | Gramabhyudaya Sevak Sangh, 20/176, Hanumesh Nagar, Guntakal-515801 Anantapur | 0.00 | 1.00 | 18. | Action for Cultivative Tribal Improvement & Vocational Educ. Kodikonda-515 601 Anantapur | 2.54 | 1.65 |
| 9. | Ramesh & Krishna Sanskritika Sangham DNo. 12.5.41, Ubbayappa Street, Hindupur-515201 Anantapur | 1.66 | 0.00 | 19. | Loyala Rural Development Society Ratham Complex, R.P.G.T. Road, Hindupur-515201 Anantapur | 0.00 | 1.61 |
| 10. | Crist Rural Development & Educational Society Dalavayally Kodikonda Post, Chilamathur Mandal, Hindupur Anantapur | 1.08 | 0.63 | 20. | Rural Poor People's Welfare Society D. No. 11/292-A2-02, 5th Lane, Aravinda Nagar Anantapur | 0.00 | 1.17 |
| 11. | Labour Organisation for Rural Development Ubbayappa Street, D. No.12-5-41, Hindupur-515201 Anantapur | 2.34 | 1.51 | 21. | Gram Abhyudaya 6th Ward, Kota Street, Uravakonda Anantapur | 0.83 | 0.00 |
| 12. | Guttur Rural Educational & Development Society Ammavarupalli Vill. Guttur (P), Penukonda Mandal-51 Anantapur | 308 | 0.00 | 22. | Comprehensive Rural Development Society D. No. 6/683-C-7, Ram Nagar Anantapur | 0.00 | 0.65 |
| 13. | Bright Integrated Rural Development Society 26-4-812, Behind Srinivasa Talkies, Hindupur Anantapur | 0.96 | 0.00 | 23. | Sangameshwara Educational Society D. No. 1/16, A. Narayanpur & (PO), Via:George Pet Anantapur | 0.00 | 2.23 |
| 14. | Socio-Education and Agriculture Dev. Society Main Road, Kodikonda, Chilamathur (M), Hindupur (T) Anantapur | 2.60 | 1.68 | 24. | Sai Seva Samiti Cuddapah | 0.00 | 2.00 |
| 15. | Bharati Education Society D. No. 11.7.15, Near Netaji Municipal High School Anantapur | 3.50 | 0.00 | 25. | Rayalseema Vanasthali Sangam 4/130, Madras Road, Swamy Buildings, Rajampati-516 Cuddapah | 1.00 | 0.00 |
| 16. | Rural Integrated Development Society P.O. Kirikera, Hindupur Taluk-515 122, Anantapur | 1.93 | 0.00 | 26. | Chaitanya Integrated Rural Development Society 26/605, Syam Nagar, Nandyal Mandal Kurnool | 0.80 | 0.00 |
| | | | | 27. | Venkateshwara Mahila Mandali Kurnool | 0.00 | 1.60 |

| 1 | 2 | 3 | 4 |
|--------------|---|--------------|--------------|
| 28. | Sri Vivekananda Educational Society Vivekananda Seva Sangam, 4-5 Kota, Nandikotkur-51 Kurnool | 0.90 | 0.00 |
| 29. | Rural Education & Agriculture Development Society Medak | 0.00 | 3.32 |
| 30. | Dr. Ambedkar Harijan Welfare Association H.O. (V), Jainapally, Bibinagar (M)-508126 Nalgonda | 1.23 | 1.00 |
| 31. | Chengicherla Vana Samrakshana Samiti Chengicherla Vill. Ghatkeshwar Mandal, Ranga Reddy Andhra Pradesh (31 records) | 0.75 | 0.00 |
| Total | | 37.43 | 25.68 |

Bihar

| | | | |
|-------------------|--|-------------|-------------|
| 32. | Gramin Vikas Parishad Castairs Town, B, Deoghar, P.O. Deoghar-814112 Deoghar | 0.00 | 4.98 |
| 33. | Agrarian Assistance Association P.O. Gopikandar Dumka | 1.00 | 0.00 |
| | | 811 | 163 |
| 34. | Samaj Kalyan Kendra Hazaribagh | 0.00 | 1.50 |
| 35. | Jan Jagran Kendra Vill. & P.O. Barhi-825 405 Hazaribagh | 2.01 | 0.00 |
| 36. | Dharti Social & Rural Development Society Nirman Dubey Bhawan, Patel Nagar, Bhurkunda-829106 Hazaribagh | 0.00 | 0.83 |
| 37. | Ranchi Consortium for Community Forestry 60, Circular Road, K.P. Dutta Compunt-834 001 Ranchi | 0.74 | 0.00 |
| 38. | Centre for Entrepreneurship Development Ranchi | 0.00 | 1.39 |
| Bihar (7 records) | | | |
| Total | | 3.75 | 8.70 |

| 1 | 2 | 3 | 4 |
|----------------|--|-------------|-------------|
| Gujarat | | | |
| 39. | International Rural Educ. & Cultural Assoc. Bharuch | 0.00 | 2.00 |
| 40. | The Vanvasi Mahila Grah Udhhyog Utpadak Sahakari Mandali Navagam, Taluka-Dedlapada Bharuch Gujarat (2 records) | 1.43 | 4.77 |
| Total | | 1.43 | 6.77 |

Himachal Pradesh

| | | | |
|--------------|--|-------------|-------------|
| 41. | Swati Vikas Sangh Hari Kothi Phagli-171001 Shimla Himachal Pradesh (record) | 0.51 | 0.00 |
| Total | | 0.51 | 0.00 |

Jammu & Kashmir

| | | | |
|-----------------------------|---|-------------|-------------|
| 42. | Iqra Educational Institute Behrot, Rajouri Jammu | 2.93 | 0.00 |
| 43. | The Kashmir Arts Emb. Workers Industrial Co.op Society Ltd. Srinagar | 0.00 | 1.75 |
| Jammu & Kashmir (2 records) | | | |
| Total | | 2.93 | 1.75 |

Karnataka

| | | | |
|-----|--|------|------|
| 44. | Naveena Welfare Association No. 1381, 10th Main, Vijayanagar-560040 Bangalore | 2.60 | 0.00 |
| 45. | Vidyanaya Education & Development Society Mandur, Virgonagar (Via), Bangalore South Bangalore | 1.39 | 0.00 |
| 46. | Kwality, Karnataka Welfare Society Kwality Estate, P.O. No. 28 Chikballapur | 1.95 | 0.00 |
| 47. | Action for Social and Educational Dev. Association Shiva Nilaya Gauribinanur | 2.90 | 0.00 |

| 1 | 2 | 3 | 4 |
|-----|--|------|------|
| 48. | Bagepalli Rural & Agricultural Dev. Society Malligurki Vill, Mettemari, Bagepalli Tq-561207 Kolar | 0.00 | 0.70 |
| 49. | Gandhi Welfare Society Main Road, Bagepalli Kolar | 2.30 | 1.38 |
| 50. | Adarsha Rural & Educational Dev. Society Kudumalakunta (vi), Doddakurugodu (M), Gouribidanur, Kolar | 1.93 | 0.00 |
| 51. | Action Society for Integrated Development Kumbarpet, Bagepalli-561207 Kolar | 0.00 | 1.34 |
| 52. | Social Rural and Development Association Manchenahalli, Gauribidanur Taluk.561211 Kolar | 1.66 | 0.00 |
| 53. | Sun Rise Rural Development Society 8th Block, Bagepalli Kolar | 2.30 | 0.00 |
| 54. | Indhira Welfare Society 8th Block, Bagepalli Kolar | 2.30 | 0.00 |
| 55. | Sri Raghavendra Ind. Association Tumkur | 0.00 | 2.28 |
| 56. | National Rural Development Trust Netravathi Buildings, Darga Road, Madhugiri-572 15 Tumkur | 2.00 | 2.78 |
| 57. | Narsimha Swami Social Association Tumkur | 0.00 | 2.35 |
| 58. | Arunodaya Rural Development Society Main Road, Pavagada Town Tumkur | 3.15 | 3.37 |
| 59. | Society for Integrated Rural Development (SIRD) D.No. 2/45.39-1, Gummagatta, Venkatapuram (M) Tumkur | 2.37 | 0.00 |

| 1 | 2 | 3 | 4 |
|------------------------|--|-------|-------|
| 60. | Integrated Rural Development Trust Dommethemarti, Pavagada Taluk, Venkatapuram Mandal Tumkur | 2.37 | 0.00 |
| 61. | Society of People Economic Education Development Main Road, Bus Stand Circle, Byalya, Madhugiri Tq. Tumkur | 2.00 | 0.00 |
| 62. | Aswani Rural Development Society Netravathi Medical Stores, Building, General Hospital Tumkur | 2.85 | 0.00 |
| 63. | Poor People Social Service Society Kurubarahally (Vi), Nalaganahally (P) & (M), Pavag Tumkur | 1.69 | 0.58 |
| Karnataka (20 records) | | | |
| Total | | 35.76 | 14.78 |

Madhya Pradesh

| | | | |
|----------------------------|---|------|------|
| 64. | National Centre for Human Settlement & Environment E 5/A, Girish Kunj, Area Colony Bhopal | 0.00 | 2.93 |
| 65. | Prasad Sanskritik Shakshnik Avam Gram Vikas Samiti Phuljhar, P.O. Phulwari, Tehsil . Mormee Bilashpur | 0.00 | 1.00 |
| Madhya Pradesh (2 records) | | | |
| Total | | 0.00 | 3.93 |

Manipur

| | | | |
|---------------------|---|------|------|
| 66. | Manipur Scheduled Caste Welfare Association Imphal | 0.00 | 2.00 |
| 67. | All Manipur Management & Dev. Trg. & Research Centre Imphal | 0.00 | 1.84 |
| Manipur (2 records) | | | |
| Total | | 0.00 | 3.84 |

| 1 | 2 | 3 | 4 |
|------------------|--|------|------|
| Meghalaya | | | |
| 68. | Nanglong Social Cultural & Sports Welfare Organisation P.O. Mawkyrwat, Imphal Meghalaya (1 record) | 0.00 | 1.09 |
| Total | | 0.00 | 1.09 |

| 1 | 2 | 3 | 4 |
|-----------------|--|------|-------|
| Nagaland | | | |
| 69. | Graziers M.P.C.S Ltd. Dimapur | 0.00 | 1.34 |
| 70. | Alilang M.P.C.S. Ltd Dimapur | 0.00 | 1.34 |
| 71. | Khok-kha M.P.C.S. Ltd. Dimapur | 0.00 | 1.34 |
| 72. | Meshendi M.P.C.S. Ltd. Kohima | 0.00 | 1.34 |
| 73. | Kushiwa M.P.C.S. Ltd. Kohima | 0.00 | 1.34 |
| 74. | Sumanglenden M.P.C.S. Ltd. Mokokchung | 0.00 | 2.00 |
| 75. | Sungtopangnen M.P.C.S. Ltd. Mokokchung | 0.00 | 1.34 |
| 76. | Chubalar M.P.C.S. Ltd. Mokokchung | 0.00 | 1.34 |
| 77. | Jurry's M.P.C.S. Ltd. Phek | 0.00 | 1.34 |
| 78. | Sangte M.P.C.S. Ltd. Phek | 0.00 | 1.34 |
| 79. | Khumcho Welfare Club Wokha Nagaland (11 records) | 0.00 | 1.34 |
| Total | | 0.00 | 15.40 |

| 1 | 2 | 3 | 4 |
|---------------|--|------|------|
| Orissa | | | |
| 80. | Gandhian Institute of Technical Advancement HIG -170, Kanan Vihar Bhubaneshwar | 4.00 | 0.00 |
| 81. | National Evergreen Voluntary Agency Raitala, At/P.O. Raitala, P.S. Gondla Dhenkanal | 2.85 | 0.00 |
| 82. | Adivasi Harijan Welfare Agency At. Chaulia, P.O. Sorisiapada, Via; Gondiapatana Dhenkanal Orissa (3 records) | 0.00 | 0.85 |
| Total | | 6.85 | 0.85 |

| 1 | 2 | 3 | 4 |
|---------------|--|------|------|
| Sikkim | | | |
| 83. | Paryavaran Samrakshan Samiti Dalapchand Busty, P.O. Rongli Bazar, East Sikkim Sikkim (1 record) | 0.00 | 1.00 |
| Total | | 0.00 | 1.00 |

| 1 | 2 | 3 | 4 |
|-------------------|---|------|------|
| Tamil Nadu | | | |
| 84. | Tribal Development Society No. 1/142, Thiyaki Street, Kothimangalam Village, Chengalpattu | 1.44 | 0.00 |
| 85. | Share Education Rural Among Peoples Health Society Seethenjeri Vill. & Post Chennai M.G.R. | 1.75 | 0.00 |
| 86. | Saraswathi Women Educational Service Training Improvement Centre Dindigul | 2.39 | 0.00 |
| 87. | Rural Welfare Organisation (RWO) Sundarapuri, Nallamanarkottai Dindigul Anna | 2.50 | 0.00 |
| 88. | Centre for Rural Education Research & Dev. Association 5.1/200, Annapatti Road, Kodai Road Dindigul Anna | 0.64 | 0.00 |
| 89. | Grama Reconstruction & Extensive Action Trust Dindigul Anna | 0.00 | 1.60 |
| 90. | St. Joseph's Educational Trust 26-C, Seven Wells Street, St. Thomas Mount Madras | 3.40 | 5.03 |
| 91. | Commity Action for Food and Rural Dev. (CAFARD) 5/26C, Second Seven, Wells Street Madras | 1.76 | 0.00 |
| 92. | Community Development Centre Near Primary Health Centre, Devadanpatti Madurai | 1.75 | 0.00 |

| 1 | 2 | 3 | 4 |
|----------------------|--|-------|-------|
| 93. | Girama Pengal Munnetra Sangam Madurai | 0.00 | 1.50 |
| 94. | Sampatty Hill Initiators for Eco-Development Palamedu Madurai | 0.83 | 0.00 |
| 95. | Integrated Rural Community Dev. Society 78-E, Madurai Road, Sivaganga P.M.T. | 0.00 | 0.45 |
| 96. | St. Jhon's Educational Society 46-A, Rajaram Nagar, Salem | 0.00 | 1.31 |
| 97. | The Rural Social Education Welfare Centre Salem | 0.00 | 1.54 |
| 98. | Action Group for Rural Organisation 1-A, Sivan East Street, Kokkirakulam, Tirunalevli | 3.27 | 0.00 |
| 99. | Forests Protection Awareness & Rural Development Association V.V.A. Tamil Nadu (16 records) | 0.00 | 2.00 |
| Total | | 19.73 | 13.43 |
| Uttar Pradesh | | | |
| 100. | Gramin Vikas Vriksharopan Samiti Agra | 4.00 | 4.98 |
| 101. | Mahadev Gram Avm Paryavaran Vikas Samiti Almora | 0.00 | 2.09 |
| 102. | Kumaon Adventure Environment Society Khatyari Top, Vivekanand Puri Almora | 1.76 | 0.00 |
| 103. | Sayukat Gramin Seva Samiti Almora | 1.20 | 0.00 |
| 104. | Dayal Vriksharopan Samiti Firozabad | 0.00 | 3.00 |
| 105. | Gramin Vikas Samiti Firozabad | 3.82 | 4.40 |

| 1 | 2 | 3 | 4 |
|--------------------|--|-------|-------|
| 106. | Krishak Shiksha Sansthan Firozabad | 0.00 | 2.00 |
| 107. | Gramin Youth Vriksharopan Samiti Village Bairani, P.O. Pratappur Firozabad | 1.93 | 0.00 |
| 108. | Sri Kanchan Lal Saguna Seva Sansthan Hamirpur | 0.75 | 0.00 |
| 109. | Ratnesh Gramodyog Seva Samiti Mainpuri | 2.60 | 0.00 |
| 110. | Central Himalyan Rural Action Group Nainital | 0.00 | 5.00 |
| 111. | Amethi Gramodoyog Seva Samiti Sultanpur | 1.73 | 0.00 |
| 112. | Bal Bharti Vidya Mandir Samiti Tehri Garwal Uttar Pradesh (13 records) | 1.20 | 0.00 |
| Total | | 18.99 | 21.47 |
| West Bengal | | | |
| 113. | Sonamukhi Gramin Unnayan Samiti Bankura | 0.00 | 1.65 |
| 114. | Society for Movement and Action for Rural Dev. Bankura | 3.35 | 0.00 |
| 115. | Vivekananda Adibasi Kalyan Samiti Bankura | 1.50 | 0.00 |
| 116. | Khayerboni Gram Unnayan Samity Bankura | 0.00 | 2.55 |
| 117. | Manab Kalyan Khadi Gramudyog Samity Birbhum | 1.38 | 0.00 |
| 118. | Socio-Economic Development Programme Calcutta | 0.00 | 0.96 |

| 1 | 2 | 3 | 4 |
|---------------------------------|---|---------------|---------------|
| 119. | Gandhi Peace Foundation Calcutta | 1.50 | 0.00 |
| 120. | Bikram Nagar Udyan Sangha Midnapur | 0.00 | 1.42 |
| 121. | Baghaghole Samaj Unnayan Sangha Midnapur | 1.25 | 1.02 |
| 122. | Vivekanand Lok Shiksha Niketan Midnapur | 0.00 | 2.63 |
| 123. | Regional Research & Study Centre Midnapur | 2.31 | 0.00 |
| 124. | Konapara Joy Hind Club Purulia | 0.00 | 1.00 |
| 125. | Manbhumi Ananda Ashram Nityananda Trust Purulia | 0.62 | 0.00 |
| 126. | Purulia Paili Seva Sangh Purulia | 0.00 | 1.54 |
| 127. | Purulia Society for Rural Development Purulia | 1.50 | 0.00 |
| West Bengal (15 records) | | | |
| Total | | 13.41 | 12.77 |
| Grand Total | | 140.79 | 131.46 |

**Restriction on Out of Turn
Telephone Connections**

2124. SHRI K. KARUNAKARAN : Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether the Government have stopped out of turn priority telephone connection to the consumers;

(b) if so, the details thereof;

(c) whether there is any verdict from the Supreme Court in this regard; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI TAPAN SIKDAR) : (a) No, Sir.

(b) Does not arise.

(c) No, Sir.

(d) Does not arise.

Over Bridge at Panagarh Railway Crossing

2125. SHRI SUNIL KHAN : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the traffic on Asansol-Panagarh National Highway in West Bengal is being hampered due to delay in the construction of over bridge at Panagarh railway crossing and linked road; and

(b) if so, the time by which the over bridge and link road are likely to be constructed?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN) : (a) No, Sir.

(b) The over bridge and link road are targeted to be completed by June, 2000.

[Translation]

Connections of Roads of Bihar with other States

2126. SHRI RAMSHAKAL : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the Government propose to connect the roads of Bihar with other States;

(b) if so, the time by which it would be done;

(c) the length of the roads in Kilometers in the State proposed to be constructed by the Union Government as on date; and

(d) the amount likely to be spent thereon?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN) : (a) Bihar is already connected with all adjoining States by national highways.

(b) Does not arise.

(c) The total length of national highways in Bihar is 3529 Kms.

(d) An amount of Rs. 34 crores has been allocated for the current financial year for the development of national highways and Rs. 56 crores for the maintenance and repairs of national highways in Bihar. Additional allocation of Rs. 62 crores has also been earmarked for special maintenance programme to be implemented during the current financial year.

[English]

Tiger and Elephant Reserves

2127. SHRI P.D. ELANGOVAN : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) whether the Government propose to increase the number of Tiger and Elephant reserves;

(b) if so, the details thereof and the amount proposed to be allocated for the purpose in the near future;

(c) the estimated Tiger and Elephant population in the country;

(d) whether the Government propose to get funds from external agencies for the improvement and development of Project Tiger and Project Elephant; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BABU LAL MARANDI) : (a) All the major habitats of elephant have already been declared Elephant Reserves. Increasing the area under Tiger Reserves is integral part of 'Project Tiger'.

(b) The proposed new Tiger Reserves in the Ninth Five Year Plan as ad follows :

- (i) Bori-Satpura National Park in Madhya Pradesh.
- (ii) Achankmar Wildlife Sanctuary in Madhya Pradesh.
- (iii) Pakhui Wildlife Sanctuary in Arunachal Pradesh.
- (iv) Nameri Wildlife Sanctuary in Assam.

The approved outlay for Project Tiger for extension of area in the Ninth Five Year Plan is Rs. 9.40 crore.

(c) The estimated Tiger and Elephant population in the country as reported by the States as per the 1997 census are given in enclosed statement.

(d) and (e) No, Sir.

Statement

Population of Tigers and Elephants in the country as reported by the States as per the 1997 Census

| Sl. No. | Name of the State | Tiger Population | Elephant Population |
|---------|-------------------|------------------|---------------------|
| 1 | 2 | 3 | 4 |
| 1. | Tamil Nadu | 62 | 2971 |
| 2. | Maharashtra | 257 | — |
| 3. | Kerala | N.R. | 5737 |

| 1 | 2 | 3 | 4 |
|-------|-------------------|------|-------|
| 4. | West Bengal | 361 | 260 |
| 5. | Orissa | 194 | 1827 |
| 6. | Karnataka | 350 | 6088 |
| 7. | Bihar | 103 | 618 |
| 8. | Assam | 458 | 5312 |
| 9. | Rajasthan | 58 | — |
| 10. | Madhya Pradesh | 927 | — |
| 11. | Uttar Pradesh | 475 | 1984 |
| 12. | Andhra Pradesh | 171 | 57 |
| 13. | Meghalaya | N.R. | 1840 |
| 14. | Manipur | N.R. | — |
| 15. | Tripura | N.R. | — |
| 16. | Mizoram | 12 | — |
| 17. | Nagaland | N.R. | 147 |
| 18. | Arunachal Pradesh | N.R. | 2102 |
| 19. | Sikkim | N.R. | — |
| 20. | Gujarat | 1 | — |
| 21. | Goa, Daman & Diu | 6 | — |
| 22. | Haryana | N.R. | — |
| Total | | 3435 | 28943 |

N.R. - Not reported by the States

Selling of Assets of NTPC and Power Grid Corporation

2128. SHRI CHANDRAKANT KHAIRE :

SHRI Y.S. VIVEKANANDA REDDY :

Will the Minister of POWER be pleased to state :

(a) whether the Union Government propose to sell the assets of the National Thermal Power Corporation and Power Grid Corporation to generate more funds to meet the fiscal deficit as well as for use within the power sector;

(b) if so, the main objective of selling these assets; and

(c) the manner in which the funds obtained are likely to be utilized?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI JAYAWANTI MEHTA) : (a) to (c) In order to meeting the power on demand by 2012, it is necessary to augment generation capacity by 1,27,806 MW during 10th & 11th Plan period. An investment of the order of 11 lakh crores would be required to implement the capacity addition programme along with the associated transmission and distribution system. It is, therefore, necessary to substantially augment the resources by exercising the following options jointly and severally.

- Higher Plan Allocation;
- Levy of Cess on Power Generation;
- Upward revision of tariff;
- Securitisation to enable CPSUs to realise their dues from the State Electricity Boards;
- Implementation of Power Sector Reforms;
- Greater Involvement of the Private Sector in Generating, Transmission and Distribution; and
- Financial Engineering like acquisition, amalgamation/merger and/or disinvestment.

In this context both NTPC and PGCIL appointed M/s ICICI as a Consultant to analyse various options of financial engineering and disinvestment. The report of the consultant is awaited.

Action on Inquiry Panel Reports

2129. SHRI P.S. GADHAVI :

DR. RAGHUVANSH PRASAD SINGH :

Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state :

- (a) whether attention of the Government has been drawn towards the news item captioned "SC seeks prompt action on inquiry panel reports" appearing in the "Times of India", dated September 21, 1999;
- (b) if so, the facts of the matter reported therein; and
- (c) the reaction of the Government thereto?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI RAM JETHMALANI) : (a) Yes, Sir.

(b) The facts of the matter are mentioned in the copy of the judgement which is enclosed as statement.

(c) The observations made by Supreme Court in para 7 of its judgement have been brought to the notice of all the State Governments/Union Territories for strict compliance.

Statement

S.C.226 JUDGEMENTS TODAY 1999(7)

JT 1999 (7) SC 226

Mr. Fazalur Rehman & Ors.

V.

The State of U.P. & Ors.

Writ Petition (C) Nos. 11742-44 of 1984 (Under Article 32 of the constitution of India)

Dr. A.S ANAND C.J.I;

S. RAJENDRA BABU &

R.C. LAHOTI, JJ

Dt. 16-9-1999

APPEARANCES

Mr. Musharaf Choudhary, Mr P.H. Parekh, Advocates for the Petitioners.

Mr. A.B. Rohtagi, Senior Advocate, Mr. R.B. Misra, Advocate with him for the Respondents.

INQUIRY COMMISSION

Commission of Inquiry Act, 1952

Public disturbances in Meerut in Sept. 1982 - Justice C.D. Parekh Commission report filed in 1988 - Final affidavit in Dec. 1998 - Repercussions. Held that state Govt. should take notice of report at the earliest.

HELD

It is appropriate that when in a matter of 'definite public importance', a Commission of inquiry is appointed under the Commission of Inquiries Act, 1952, the State Government should examine the Report expeditiously and decide what action, if any, is required to be taken on that Report promptly. To keep a report pending for years together and, as, in this case, for a decade, does no credit to anybody. Reports of Commissions of inquiry should not be allowed to gather dust on years together as it reflects adversely on the utility of such commissions and would affect the credibility of the entire exercise.

[Para 5]

ORDER

1. Our order dated 14th October, 1998 shall be treated as a part of their order.

2. Mr. N. Ravi Shankar, Secretary, Home Department, Government of Uttar Pradesh has filed an affidavit dated 8th of December, 1998 in this Court on 11th of December, 1998. Alongwith the affidavit, he also filed summary of the Justice C.D. Parekh Commission Report. From the affidavit of Mr. Ravi Shankar it transpires that the Parekh Commission Report, which was submitted as early as in 1988, relating to the riots which took place in Meerut in September, 1982 was considered by State Cabinet and the following decisions were taken by it.

- i) Report of the Commission be tabled on the floor of the House in accordance with the provisions of Section 3(4) of the Commissions of Inquiry Act, 1952.
- ii) Report relating to the incident of 20.9.1982 was received by the State Government in November, 1988. Since then up till now no former Government considered it proper to take any decision. The Commission did not find any particular person responsible and in spite of expressing the opinion that the Local Administration did not apply proper discretion to control the riots on several places it did not recommend to punish any particular official. In order to maintain the religious and political harmony established by the present Government in Meerut City and also to avert any flare-up in any particular class or community and action on the report of the Commission has not been found expedient in public interest.
- iii) The Report of the Commission is disapproved and it consigned to record."

3. It appears that the State Cabinet with a view to 'maintain religious and political harmony in Meerut City and to avert any flare-up in any particular class or community' has decided not to take any further action on the basis of the Parekh Commission Report, which itself did not identify any particular person as responsible for the riots nor fixed responsibility for dereliction of duty on any official. State Government having considered the report and taken a decision, this writ petition does not require any further consideration and we direct that it be consigned to records.

4. However, before parting with this case, we would like to express our anguish at the manner in which reports of the Commissions of inquiry are being treated by the States. In this case, it has taken more than a decade for the State Government to take notice of the Report of

the Commission of Inquiry headed by a former Judge of the High Court. On account of such inaction for a long period of time, the very purpose of the constitution of a Commission of a Inquiry under the Commission of Inquiries Act, 1952 gets frustrated and the argument that such Commissions are appointed under the Act only as an eye-wash acquires credibility.

5. It is appropriate that when in a matter of 'definite public importance', a Commission of Inquiry is appointed under the Commission of Inquiries Act, 1952, the State Government should examine the Report expeditiously and decide what action, if any, is required to be taken on that Report promptly. To keep a report pending for years together and, as, in this case, for decade, does no credit to anybody. Reports of Commissions of Inquiry should not be allowed to gather dust for years together as it reflects adversely on the utility of such Commissions and would affect the credibility of the entire exercise.

6. We are conscious of the fact that in this particular case, between the period when the riots took place in September, 1982 and the final decision taken by the Cabinet in 1998, a number of Governments had changed in the State of Uttar Pradesh. But be that as it may, the fact, still remains that prompt notice of the Report which was expected to be taken of the Report was not taken. This is not a healthy trend and delay gives rise to avoidable suspicions about the motives for delay. It is best avoided. We hope we shall not have any other occasion to say this in any other case.

7. A copy of this order shall be sent to the Home Secretary, Union Territory of India, with a request to bring the above observations to the notice of all the State Governments/ Union Territories.

[Translation]

Hike in Price of Diesel

2130. SHRI BRAHMA NAND MANDAL : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state : the details of the amount of revenue to be earned by the Government due to hike in the price of Diesel?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI E. PONNU-SWAMY) : It has been estimated by Oil Coordination Committee that the Oil Pool Account is expected to mop up about Rs. 6,600 crores during 1999-2000 due to increase in price of diesel effective 6th October, 1999. The revenue is also generated as excise duty collections which is at present 16% ad valorem on diesel.

*[English]***Action Against Plantation Companies**

2131. SHRI ANANT GANGARAM GEETE : Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state :

- (a) the details of plantation companies registered with the Registrar of Companies and Department of Company Affairs;
- (b) whether many of such companies are not making repayment as per the schedule;
- (c) if so, the names of such companies; and
- (d) the action being taken by the Government against these defaulting companies?

THE MINISTER OF LAW JUSTICE AND COMPANY AFFAIRS (SHRI RAM JETHMALANI) : (a) to (d) The information is being collected and will be laid on the Table of the House.

Devastation by Cyclone

2132. SHRI TRILOCHAN KANUNGO : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

- (a) whether great devastation has been caused by the super cyclone of the October 29, 1999; and
- (b) if so, the details thereof, the measures taken by the Government to undertake massive plantation programme in the affected areas?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BABU LAL MARANDI) : (a) and (b) As reported by the State Government of Orissa there has been severe damage to the environment and forest wealth due to super cyclone of 29th and 30th October, 1999. The entire vegetation in the coastal districts from Balasore to Ganjam has been severely ravaged. Coastal shelter belt plantations of 43,000 ha. has been wiped out and natural forests and plantations have been badly damaged over an area of 93,558 ha. The steps contemplated to mitigate the damage are plantations over 43,000 ha. area (Coastal shelter belt & Mangrove), distribution of 15 crore seedlings, creation of avenue plantation over 1500 km., undertaking of city plantation by planting 10 lakh seedlings, restocking of forest blocks over an area of 25,000 ha. and restoration of affected wildlife habitat.

Endangered Plant Species

2133. SHRI DAUD AHMAD : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

- (a) whether the Union Government have prepared a list of rare medicinal plant species;
- (b) if so, the details thereof;
- (c) whether the foundation for revitalisation of local health tradition presented any list of medicinal plants in endangered status;
- (d) if so, the details thereof; and
- (e) the steps proposed to be taken by the Government to conserve the endangered plant species?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BABU LAL MARANDI) : (a) and (b) Botanical Survey of India (BSI) has prepared a list of 77 species of Medicinal Plants. 29 species of rare medicinal plants have been listed by the Ministry for regulating the exports of such plants, plant parts and its extracts.

(c) and (d) The Foundation for Revitalisation of Local Health Traditions (FRLHT) have prepared a list of 52 threatened medicinal plants of South India wherein these have been listed as per the latest International Union for Conservation of Nature (IUCN) categories. The threat assessment was conducted with the help of 30 Botanical institutions through Conservation Assessment and Management Plan (CAMP) workshops. FRLHT was one of the organisations involved in this exercise.

- (e) The steps taken by the Government to conserve the endangered plant species include :
 - i) Collection of certain plant species covered under Schedule VI of the Wildlife (Protection) Act, 1972 from any forest land or specified area has been banned by law.
 - ii) Export of 29 species of plant or plant portion and their derivatives obtained from the wild have been prohibited. However, cultivated variety of plant/plant portions of the 29 banned species can be allowed for export subject to production of certificate of cultivation and a CITES permit, wherever applicable.
 - iii) Frequent checks are carried out by the wildlife authorities whenever information of illegal trading in wild plants reaches them.

*[Translation]***Utilising Cess Funds for Highways**

2134. SHRI J.S. BRAR :

SHRI SHANKERSINH VAGHELA :

Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the attention of the Government has been drawn to the newsitem captioned "utilising cess funds for highways opposed again" appearing in the 'Business Standard', dated November 9, 1999;

(b) if so, whether the Ministry of Finance are opposing the utilisation of cess funds for development of National Highways in the country;

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

(d) whether the Government have finalised the Bill pertaining to utilisation of cess funds for the development of National Highways;

(e) if so, the time by which it is likely to be introduced in the House; and

(f) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN) :

(a) Yes, Sir.

(b) No, Sir.

(c) Does not arise.

(d) to (f) This is likely to be introduced in the next Session of the House. Cabinet Note has been circulated to the concerned Ministries for their comments.

*[English]***Infrastructural Facilities for Judiciary**

2135. SHRI G.M. BANATWALLA : Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state :

(a) whether there is any proposal to provide infrastructural facilities to the judiciary so as to enable it to function smoothly and speedily;

(b) if so, the details thereof; and

(c) the date on which it was introduced and the total outlay for this scheme since its inception, year-wise and State-wise?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI RAM JETHMALANI) : (a) and (b) A Centrally Sponsored Scheme relating to development of infrastructural facilities for the Judiciary is being implemented from the year 1993-94 with a view to augmenting the resources of the State Governments/UT Administrations. The Scheme includes construction of court buildings and residential accommodation for Judges/Judicial Officers covering High Courts and Subordinate Courts.

The expenditure under the Scheme is shared by the Central and State Governments on 50:50 basis. The Central share is restricted on the basis of funds made available by the Planning Commission. The State Governments are required to provide matching share equivalent to the amount released as Central share. However, the State Governments are free to spend more funds than the required matching share as per their own resources.

The expenditure in respect of the Union territories is met fully by the Centre.

(c) The Scheme is being implemented since 1993-94. The amount released to various States/Union territories since 1993-94 is indicated in the enclosed Statement.

Statement

Amount released to various States/UTs under the Centrally Sponsored Scheme relating to development of infrastructural facilities for the judiciary

(Rs. in Lakhs)

| Sl. No. | States | 1993-94 | 1994-95 | 1995-96 | 1996-97 |
|---------|-------------------|---------|---------|---------|---------|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 1. | Andhra Pradesh | 221.20 | 439.98 | 369.40 | 377.73 |
| 2. | Arunachal Pradesh | 20.00 | 14.00 | 34.00 | 0.00 |
| 3. | Assam | 79.80 | 156.89 | 153.52 | 140.83 |
| 4. | Bihar | 174.90 | 147.00 | 334.79 | 293.67 |

| 1 | 2 | 3 | 4 | 5 | 6 |
|-----|----------------------|---------|---------|---------|---------|
| 5. | Goa | 20.00 | 34.00 | 34.00 | 34.00 |
| 6. | Gujarat | 100.80 | 197.45 | 193.28 | 177.22 |
| 7. | Haryana | 47.90 | 94.14 | 92.21 | 80.85 |
| 8. | Himachal Pradesh | 20.00 | 34.00 | 71.50 | 34.00 |
| 9. | Jammu & Kashmir | 20.00 | 34.00 | 71.50 | 34.00 |
| 10. | Karnataka | 146.70 | 286.72 | 304.23 | 257.35 |
| 11. | Kerala | 94.90 | 140.00 | 186.98 | 171.51 |
| 12. | Madhya Pradesh | 179.90 | 351.67 | 344.24 | 315.72 |
| 13. | Maharashtra | 193.80 | 377.35 | 369.41 | 338.74 |
| 14. | Manipur | 20.00 | 34.00 | 34.00 | 34.00 |
| 15. | Meghalaya | 20.00 | 17.00 | 0.00 | 0.00 |
| 16. | Mizoram | 20.00 | 34.00 | 34.00 | 34.00 |
| 17. | Nagaland | 20.00 | 17.00 | 71.50 | 34.00 |
| 18. | Orissa | 114.80 | 224.30 | 219.50 | 201.37 |
| 19. | Punjab | 50.90 | 100.87 | 98.74 | 90.54 |
| 20. | Rajasthan | 138.70 | 270.90 | 265.32 | 243.23 |
| 21. | Sikkim | 20.00 | 0.00 | 71.50 | 34.00 |
| 22. | Tamil Nadu | 193.60 | 379.45 | 371.51 | 340.65 |
| 23. | Tripura | 20.00 | 34.00 | 34.00 | 34.00 |
| 24. | Uttar Pradesh | 430.50 | 841.28 | 892.87 | 755.16 |
| 25. | West Bengal | 288.60 | 243.00 | 0.00 | 486.43 |
| 1. | A & N Islands | 15.00 | 25.00 | 25.00 | 25.00 |
| 2. | Chandigarh | 15.00 | 25.00 | 125.00 | 25.00 |
| 3. | Dadra & Nagar Haveli | 15.00 | 7.00 | 8.00 | 15.00 |
| 4. | Daman & Diu | 15.00 | 14.00 | 8.00 | 0.00 |
| 5. | Delhi | 200.00 | 335.00 | 333.00 | 333.00 |
| 6. | Lakshadweep | 15.00 | 7.00 | 15.00 | 0.00 |
| 7. | Pondicherry | 20.00 | 34.00 | 34.00 | 0.00 |
| | | 2952.00 | 4950.00 | 5200.00 | 4941.00 |

| | | | | | (Rs. in Lakhs) |
|---------|----------------------|---------|---------|-----------|-------------------------------------|
| Sl. No. | States | 1997-98 | 1998-99 | 1999-2000 | Total from 93-94 to 1999-2000 |
| 1. | Andhra Pradesh | 349.67 | 382.60 | 203.00 | 2343.58 |
| 2. | Arunachal Pradesh | 20.00 | 21.00 | 25.30 | 134.30 |
| 3. | Assam | 200.00 | 134.00 | 0.00 | 865.04 |
| 4. | Bihar | 143.00 | 297.48 | 157.00 | 1547.84 |
| 5. | Goa | 64.30 | 36.00 | 20.00 | 242.30 |
| 6. | Gujarat | 156.92 | 171.70 | 91.00 | 1088.37 |
| 7. | Haryana | 112.84 | 81.89 | 43.00 | 552.83 |
| 8. | Himachal Pradesh | 64.30 | 36.00 | 20.00 | 279.80 |
| 9. | Jammu & Kashmir | 32.30 | 36.00 | 20.00 | 247.80 |
| 10. | Karnataka | 227.87 | 249.33 | 132.00 | 1604.20 |
| 11. | Kerala | 206.41 | 166.15 | 88.00 | 1053.95 |
| 12. | Madhya Pradesh | 380.00 | 305.87 | 162.00 | 2039.40 |
| 13. | Maharashtra | 407.70 | 328.17 | 174.00 | 2189.17 |
| 14. | Manipur | 38.00 | 42.00 | 23.00 | 225.00 |
| 15. | Meghalaya | 20.00 | Nil | 0.00 | 57.00 |
| 16. | Mizoram | 38.00 | 42.00 | 23.00 | 225.00 |
| 17. | Nagaland | 38.00 | 42.00 | 23.00 | 245.50 |
| 18. | Orissa | 94.00 | 195.09 | 103.00 | 1152.06 |
| 19. | Punjab | 118.17 | 87.72 | 46.00 | 592.94 |
| 20. | Rajasthan | 292.74 | 235.64 | 125.00 | 1571.53 |
| 21. | Sikkim | 64.30 | 36.00 | 20.00 | 245.80 |
| 22. | Tamil Nadu | 301.62 | 330.02 | 175.00 | 2091.85 |
| 23. | Tripura | 38.00 | 42.00 | 23.00 | 225.00 |
| 24. | Uttar Pradesh | 908.90 | 731.61 | 387.00 | 4947.32 |
| 25. | West Bengal | 450.31 | 246.00 | 261.00 | 1975.34 |
| 1. | A & N Islands | 23.75 | 28.00 | 15.00 | 156.75 |
| 2. | Chandigarh | 23.75 | 28.00 | 15.00 | 256.75 |
| 3. | Dadra & Nagar Haveli | 14.25 | 18.00 | 10.00 | 87.25 |
| 4. | Daman & Diu | 8.00 | 17.00 | 9.00 | 71.00 |
| 5. | Delhi | 316.35 | 275.73 | 175.00 | 1968.08 |
| 6. | Lakshadweep | 14.25 | Nil | 0.00 | 51.25 |
| 7. | Pondicherry | 32.30 | Nil | 9.06 | 129.36 |
| | | 5200.00 | 4643.00 | 2577.36 | 30463.36* |

* Over and above, an amount of Rs. 301.00 lakhs has been transferred towards Non-lapsable Central Pool of North-East region.

Requirement of Petrol, Diesel and Kerosene

2136. DR. RAMKRISHNA KUSMARIA : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) the average quantity of Petrol, Diesel and Kerosene required in the country; per month

(b) the average quantity thereof being made available per month;

(c) whether there is any gap between this supply and demand; and

(d) if so, the steps proposed to be taken to bridge this gap?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI E. PONNUSWAMY) : (a) to (d) The average quantity of petrol, diesel and kerosene required per month in the country is as follows:

| Product | Thousand tonnes per month |
|----------|---------------------------|
| Petrol | 484 |
| Diesel | 3290 |
| Kerosene | 889 |

The above quantity is being made available through indigenous production and imports. As per the estimates, presently petrol is expected to be in surplus whereas kerosene is expected to be in deficit. Domestic production of diesel has also been short of the demand upto December, 1999. The gap between the demand and domestic availability is met by imports. To increase the indigenous availability of petroleum products, Govt. has planned refining capacity additions in public sector/joint sector and private sector.

Assault on Minorities

2137. SHRI P.C. THOMAS : Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether the Government have taken cognizance of the harassment and assault on the minorities and their institutions in Kerala;

(b) if so, the details of such incidents that took place in the recent past in the State;

(c) whether the assailants in all these cases were supporters of a political party; and

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

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI I.D. SWAMI) : (a) to (d) The information is being collected from the State Government and will be laid on the Table of the House.

Telephone Facility in Post Offices

2138. SHRI SADASHIVRAO DADOBA MANDLIK : Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of post offices in Maharashtra at present having telephone facilities;

(b) the number of post offices in the State not having this facility as yet; and

(c) the time by which this facility is likely to be provided in the remaining post offices of the State?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI TAPAN SIKDAR) : (a) and (b) In the Maharashtra State as on 30.11.99, out of 12458 post offices including extra-departmental branch post offices, 4469 post offices have telephone facilities leaving 7989 post offices without telephone facilities.

(c) Attempts are being made by the Telephone authorities to provide telephone on demand by the end of Ninth Plan. Telephone connections are provided to post offices on the demand placed subject to availability of resources.

Protection to Muslims

2139. SHRI PRIYA RANJAN DASMUNSI : Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether under the garb of detecting ISI elements, Muslims in different parts of the country are being constantly harassed;

(b) if so, whether any specific complaints have been received from West Bengal in this connection; and

(c) if so, the corrective steps proposed to be taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI I.D. SWAMI) : (a) to (c) The information is being collected from State Govts./UT Administrations and will be laid on the Table of the House.

White Paper on Foreign Funding

2140. SHRIMATI SHYAMA SINGH : Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether several organisations in the country have demanded a White Paper on the Foreign funding of NGOs; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI CH. VIDYASAGAR RAO) : (a) and (b) Government's attention has been drawn to certain news items in the press to this effect. The details of foreign contribution received by voluntary associations under the provisions of the Foreign Contribution (Regulation) Act, 1976 are published in the Annual Report brought out by the Ministry of Home Affairs (Foreigners Division). Copies of the Annual Report (upto 1997-98) have been placed in the Parliament Library. The Annual Report for 1998-99 is being compiled.

Activities of Terrorists Group

2141. SHRI MOHAN RAWALE : Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether terrorist groups operating in Kashmir continue to receive men and material held from Muslim religious networks in Britain;

(b) if so, whether Government have taken this matter with the British Government and have requested them to take effective steps to curb the activities of terrorist groups; and

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

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI CH. VIDYASAGAR RAO) : (a) No concrete evidence about support being extended by Muslim religious network in Britain to terrorist groups operating in Kashmir has come to the notice of the Government. However, there has been some disclosure of such activities by representatives of the British Government in connection with the trial of one Shafiqur Rahman, a person of Pakistan origin, who is alleged to be an activist of the militant group Laskar-e-Taibyyaba and its political wing MDI.

(b) Government have taken up this matter with the British Government at all levels both in London and in new Delhi and have requested them to ensure that such activities are curbed.

(c) The British Government have responded favourably to our request and have assured full cooperation in the matter.

Militancy in J and K

2142. SHRI G.S. BASAVARAJ : Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether 80 per cent of the militants active in the J & K are from Pakistan, Afganistan and Sudan;

(b) if so, whether Government have made any plan to face the especially in view of the wicked designs of the Lashkar-e-Toiba militant hailing from Pakistan; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI CH. VIDYASAGAR RAO) : (a) It is a fact that the ongoing militancy in J & K is being primarily carried on with the help of foreign militants. It is however difficult to precisely ascertain the exact percentage of foreign militants operating in J & K from Pak, Afganistan and Sudan.

(b) and (c) The Government has adopted a multi pronged approach which includes, inter alia, strengthening border management, neutralising plans of the militants by pro-active action against them in the hinterland, gearing up intelligence machinery, greater functional integration through an institutional framework of Operation Groups and Intelligence Groups of the UHQ at all levels, improved technology, weapons and equipments for security forces etc.

Steps have also been taken afresh to flush out militants, check infiltration and curb militant activities including closer vigil on the border, by intensive patrolling and extensive search operations.

Development Expansion and Upgradation of Telecommunication System

2143. SHRI ASHOK N. MOHOL :

SHRI A. VENKATESH NAIK :

Will the Minister of COMMUNICATIONS be pleased to state:

(a) the funds allocated/utilised for development, expansion and upgradation of telecommunication system in the rural, urban and tribal areas of Maharashtra and Karnataka during the last three years;

(b) whether the development of telecommunications in the rural and tribal areas has been given the top priority but the implementation is very slow due to non-availability of funds and equipments;

(c) if so, the steps proposed to be taken to ensure that projects in hand for the rural and tribal areas are completed without any further delay in these States; and

(d) the details of projects are lagging behind the schedule for implementation in these States?

THE MINISTER OF STATE IN THE MINISTRY OF
COMMUNICATIONS (SHRI TAPAN SIKDAR) : (a) to (d)

Statement

(In crores of Rs.)

| State | 96-97 | 97-98 | 98-99 |
|--------------------|--------|--------|--------|
| Maharashtra | | | |
| Rural | 132.82 | 126.45 | 172.16 |
| Urban | 596.06 | 697.26 | 694.05 |
| Tribal | 26.75 | 29.59 | 29.24 |
| Karnataka | | | |
| Rural | 28.93 | 47.12 | 65.82 |
| Urban | 372.14 | 564.58 | 596.52 |
| Tribal | 44.78 | 67.53 | 83.48 |

Special emphasis has been given for the development of telecom facilities in the rural and tribal areas. The Government objective is to provide telecom facilities in each village and telephone on demand in rural and tribal areas of Maharashtra and Karnataka by the year 2002. Implementation is in progress and no delay is anticipated.

Telephone Connections

2144. SHRI C.P. RADHAKRISHNAN : Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether the Government have fixed any targets for providing telephone connections in the country for the next two years; and

(b) if so, the details thereof, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI TAPAN SIKDAR) : (a) and (b) The target fixed for providing telephone connections during 2000-2001 is 53.3 lakh. The State-wise details are given in enclosed statement.

Target for the year 2001-2002 has not been fixed so far.

Statement

*State-wise target for the year 2000-2001 of
Telephone Connections*

| Sl. No. | State | |
|---------|----------------|--------|
| 1 | 2 | 3 |
| 1. | Andhra Pradesh | 400000 |

| 1 | 2 | 3 |
|-------|---|---------|
| 2. | Assam | 65000 |
| 3. | Bihar | 146000 |
| 4. | Gujarat (including Dadar, Diu, Daman & Nagar Haveli) | 311000 |
| 5. | Haryana | 135000 |
| 6. | Himachal Pradesh | 60000 |
| 7. | Jammu & Kashmir | 50000 |
| 8. | Karnataka | 310000 |
| 9. | Kerala (including Lakshadweep (U.T.)) | 500000 |
| 10. | Madhya Pradesh | 161000 |
| 11. | Maharashtra (including Goa and Mumbai) | 753000 |
| 12. | North East (including Arunachal Pradesh, Manipur, Meghalaya, Mizoram, Nagaland and Tripura) | 43000 |
| 13. | Orissa | 75000 |
| 14. | Punjab (including Chandigarh (U.T.)) | 250000 |
| 15. | Rajasthan | 250000 |
| 16. | Tamil Nadu (including Chennai & Pondicherry (U.T.)) | 625000 |
| 17. | Uttar Pradesh | 566000 |
| 18. | West Bengal (including Sikkim, Andaman & Nikobar Islands and Calcutta) | 370000 |
| 19. | Delhi | 260000 |
| Total | | 5330000 |

[Translation]

Recommendations of NHRC

2145. SHRI AMIR ALAM :

SHRI RAMDAS ATHAWALE :

Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether certain State Governments have shown their inability in implementation of the recommendation made by the Human Rights Commission to make video film compulsorily of all the deaths occurring in the police custody and jail;

(b) if so, the reasons therefor; and

(c) the action proposed to be taken by the Government to bring down the number of deaths in police custody in the country?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI CH. VIDYASAGAR RAO) : (a) and (b) While a number of States and Union Territories have accepted this recommendation of the National Human Rights Commission, only one has conveyed its reservation on legal and technical grounds. The matter is, however, being pursued by the National Human Rights Commission.

(c) The 'Police' and Prison Administration are State subjects as per the Constitution of India. It is essentially the responsibility of the State Governments to ensure that the Police personnel and the jail authorities conduct themselves in a humane manner. The Union Government has been issuing guidelines to the State Governments, from time to time, to ensure that the cases of custodial deaths are taken serious note of and dealt with promptly and firmly. Human rights as a subject has been included in the training programme of police personnel.

[English]

Reduction in Registration Fees for Telephone Connections by MTNL

2146. SHRI G. PUTTA SWAMY GOWDA : Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether MTNL is providing telephone connections for a deposit of Rs. 1500/- only;

(b) if so, the details thereof;

(c) whether such facility of getting a telephone is available in other cities like Bangalore, Mysore etc.; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI TAPAN SIKDAR) : (a) Yes, Sir.

(b) Registration charges for new telephone connections have been reduced from Rs. 3000/- to Rs. 1500/- under Non-OYT General Category to stimulate demands in MTNL, Delhi and Mumbai. This in turn has

resulted in tremendous generation of demand for telephone connections in MTNL, Delhi, where 1,03,618 registrations for new telephones have been done from 27th Oct., 99 to 30th Nov., 1999.

(c) and (d) Sir, as a festival offer on Deepavali & Kannada Rajyotsava Day, registration fee under Non-OYT General Category from 01.11.1999 to 05.11.1999 was reduced in Karnataka Telecom Circle as given below :

| | |
|------------|------------|
| Urban area | Rs. 1000/- |
| Rural area | Rs. 500/- |

This facility was available in cities like Bangalore, Mysore, Mangalore, Hubli, Belgaum, Bijapur etc. of Karnataka Telecom Circle. Registration details for new telephones during the period 1st Nov. to 5th Nov.99 in Bangalore and Mysore cities are given below :

| | Urban | Rural | Total |
|-----------|----------|--------|----------|
| Bangalore | 1,01,638 | 12,348 | 1,14,086 |
| Mysore | 10,332 | 6,333 | 16,665 |

Statement Correcting Reply to Unstarred Question No. 183 dated 29.11.99 regarding TADA detainees.

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI CH. VIDYASAGAR RAO) : In answer to part (a), (b) and (c) of Unstarred Question No. 183 answered on 29.11.99 the following was stated.

(a) to (c) : instructions have been issued to the State Govt. for speedy disposal of pending TADA cases. As per the directions of the Supreme Court these cases are to be periodically reviewed at the State level by the State Review Committee. State Government has also been advised to finalise cases pending investigation within a definite time frame.

In place of the above answer, the following answer be substituted :

(a) and (b) This information is not being centrally maintained by the Ministry of Home Affairs.

(c) Instructions have been issued to the State Govt. for speedy disposal of pending TADA cases. As per the directions of the Supreme Court these cases are to be periodically reviewed at the State level by the State Review Committee. State Government has also been advised to finalise cases pending investigation within a definite time frame.

PAPERS LAID ON THE TABLE

12.05 hrs.

[English]

THE MINISTER OF HOME AFFAIRS (SHRI L.K. ADVANI): Sir, I beg to lay on the Table—

- (1) A Copy each of the following Notifications (Hindi and English versions) under sub-section (3) of section 40 of the protection of Human Rights Act, 1993:—
 - (i) The National Human Rights Commission Chairperson and Members (Salaries, Allowances and other Conditions of Service) Amendment Rules, 1999, published in Notification No. G.S.R. 548(E) in Gazette of India dated the 23rd July, 1999.
 - (ii) The National Human Rights Commission (Group 'A' and Group 'B' posts) Recruitment (Second Amendment) Rules, 1999 published in Notification No. G.S.R. 609(E) in Gazette of India dated the 25th August, 1999.

[Placed in Library. See No. LT 705/99]
- (2) A copy each of the following papers (Hindi & English versions) under sub-section (4) of section 34 of the protection of Human Rights Act, 1993 :-
 - (i) Annual Accounts of the National Human Rights Commission for the year 1996-97, together with Audit Report thereon.
 - (ii) Annual Accounts of the National Human Rights Commission for the year 1997-98, together with Audit Report thereon.
- (3) Statement (Hindi & English versions) showing reasons for delay in laying the papers mentioned at (2) above.

[Placed in Library. See No. LT 706/99]
- (4) A copy of Border Security Force (Engineering Electrical) Group 'B' & 'C' posts recruitment rules, 1999 published in Notification No. G.S.R. 352 in Gazette of India dated the 30th October, 1996 under sub-section (3) of section 141 of the Border Security Force Act, 1968.

[Placed in Library. See No. LT 707/99]
- (5) A copy of the Indo-Tibetan Border Police

Force, General Duty Cadre, Group 'A' Posts Recruitment Rules, 1999 (Hindi and English versions) published in Notification No. G.S.R. 766(E) in Gazette of India dated the 11th November, 1999 under sub-section(3) of section 156 of the Indo-Tibetan Border Police Force Act, 1992.

[Placed in Library. See No. LT 708/99]

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI O. RAJAGOPAL) : Sir, on behalf Shri Ram Jethmalani, I beg to lay on the Table—

- (1) A copy of the Twenty-Eighth Annual Report (Hindi and English versions) pertaining to the execution of the Provisions of the Monopolies and Restrictive Trade Practices Act, 1969 for the period from 1st January, 1998 to 31st December, 1998.
- [Place in Library. See No. LT 709/99]
- (2) A copy of Forty-Third Annual Report (Hindi and English versions) on the Working and Administration of the Companies Act, 1956 for the year ended the March 31, 1999.

[Placed in Library. See No. LT 710/99]

[Translation]

THE MINISTER OF COMMUNICATIONS (SHRI RAM VILAS PASWAN) : Sir, I beg to lay on the Table—

- (1) A copy of the Indian Telegraph (First Amendment) Rules, 1999 (Hindi and English versions) published in Notification No. G.S.R. 123(E) in Gazette of India dated the 19th February, 1999, under sub-section (5) of section 7 of the Indian Telegraph Act, 1885.

[Placed in Library. See No. LT 711/99]
- (2) (i) A copy of Annual Report (Hindi and English versions) of the Telecom Regulatory Authority of India, New Delhi, for the year 1997-98, alongwith Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Telecom Regulatory Authority of India, New Delhi, for the year 1997-98.

- (iii) A copy of the order (Hindi and English versions) of the Telecom Regulatory Authority of India for the year 1997-98.
- (3) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (2) above.

[Placed in Library. See No. LT 712/99]

[English]

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI V. DHANANJAYA KUMAR) : Sir, I beg to lay on the Table—

- (1) A copy of the Notification No. G.S.R. No. 793(E) (Hindi and English versions) published in Gazette of India dated the 1st December, 1999 together with an explanatory memorandum making certain amendments in the First Schedule to the Customs Tariff Act, 1975, issued under sub-section (1) of section 8A of the said Act.

[Placed in Library. See No. LT 713/99]

- (2) A copy each of the following Notifications (Hindi and English versions) under section 159 of the Customs Act, 1962:—

(i) G.S.R. 794(E) published in Gazette of India dated the 1st December, 1999 together with an explanatory memorandum seeking to amend the Notification No. 20/99-Cus. dated the 28th February, 1999.

(ii) G.S.R. 795(E) published in Gazette of India dated the 1st December, 1999 together with an explanatory memorandum seeking to amend the Notification No. 22/99-Cus. dated the 28th February, 1999.

(iii) G.S.R. 796(E) published in Gazette of India dated the 1st December, 1999 together with an explanatory memorandum seeking to amend the Notification No. 23/99-Cus. dated the 28th February, 1999.

[Placed in Library. See No. LT 714/99]

[Translation]

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BABU LAL MARANDI) : Sir, I beg to lay on the Table—

- (1) A copy of Recycled Plastics Manufacture & Usage Rules, 1999 (Hindi and English versions) published in Notification No. S.O. 705(E) in Gazette of India dated the 2nd September, 1999 under section 26 of the Environment (protection) Act, 1986.

- (2) A copy of the Notification No. S.O. 763(E) (Hindi and English versions) published in Gazette of India dated the 14th September, 1999 regarding fly ash, ash by Thermal Power Plants and use of ash-based products, issued under sub-section (2) of section 3 and 5 of Environment (Protection) Act, 1986.

[Placed in Library. See No. LT 715/99]

- (3) (i) A copy of the Annual Report (Hindi and English versions) of the Salim Ali Centre for Ornithology and Natural History for the year 1996-97, alongwith Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Salim Ali Centre for Ornithology and Natural History for the year 1996-97.

- (4) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (3) above.

[Placed in Library. See No. LT 716/99]

- (5) (i) A copy of the Annual Report (Hindi and English versions) of the Central Pollution Control Board, Delhi, for the year 1998-99.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Central Pollution Control Board, Delhi, for the year 1998-99.

[Placed in Library. See No. LT 717/99]

[English]

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI JAYAWANTI MEHTA) : Sir, 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 619 A of the Companies Act, 1956 :—

- (a) (i) Review by the Government of the working of the Power Finance Corporation Limited, New Delhi for the year 1998-99.
- (ii) Annual Report of the Power Finance Corporation Limited, New Delhi, for the year 1998-99, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.
- [Placed in Library. See No. LT 718/99]
- (b) (i) Review by the Government of the working of the Rural Electrification Corporation Limited, New Delhi, for the year 1998-99.
- (ii) Annual Report of the Rural Electrification Corporation Limited, New Delhi, for the year 1998-99, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.
- [Placed in Library. See No. LT 719/99]
- (c) (i) Review by the Government of the working of the National Thermal Power Corporation Limited, New Delhi, for the year 1998-99.
- (ii) Annual Report of the National Thermal Power Corporation Limited, New Delhi, for the year 1998-99, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.
- [Placed in Library. See No. LT 720/99]
- (d) (i) Review by the Government of the working of the Tehri Hydro Development Corporation Limited, Tehri Garhwal, for the year 1998-99.
- (ii) Annual Report of the Tehri Hydro Development Corporation Limited, Tehri Garhwal, for the year 1998-99, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.
- [Placed in Library. See No. LT 721/99]
- (e) (i) Review by the Government of the working of the North Eastern Electric Power Corporation Limited, Shillong, for the year 1998-99.
- (ii) Annual Report of the North Eastern Electric Power Corporation Limited, Shillong, for the year 1998-99, alongwith Audited Accounts and Comments of the Comptroller and Auditor General thereon.
- [Placed in Library. See No. LT 722/99]
- (2) A copy of the Memorandum of Understanding (Hindi and English versions) between the Power Finance Corporation Limited, and the Ministry of Power for the year 1999-2000.
- [Placed in Library. See No. LT 723/99]
- (3) A copy of the Memorandum of Understanding (Hindi and English versions) between the North Eastern Electric Power Corporation Limited, and the Ministry of power for the year 1999-2000.
- [Placed in Library. See No. LT 724/99]
- (4) A copy of the Memorandum of Understanding (Hindi and English versions) between the Rural Electrification Corporation and the Ministry of Power for the year 1999-2000.
- [Placed in Library. See No. LT 725/99]

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN):
Sir, I beg to lay on the Table –

- (1) A copy each of the following Notifications (Hindi and English versions) under subsection(4) of section 124 of the Major Port Trust Act, 1963:-
- (i) G.S.R. 134(E), published in Gazette of India dated the 23rd February, 1999 approving the Amendment to Mormugao Port Trust (Recruitment of Heads of Department) Regulations, 1999.
- (ii) G.S.R. 137(E) published in Gazette of India dated the 23rd February, 1999 approving the Amendment to Visakhapatnam Port Trust Employees (LTC) Regulations, 1999.

- (iii) G.S.R. 366(E), published in Gazette of India dated the 19th May, 1999 approving the New Mangalore Port Trust Employees (Recruitment, Seniority and Promotion) Amendment Regulations, 1999.
- (iv) G.S.R. 437(E), published in Gazette of India dated the 16th June, 1999 approving the New Mangalore Port Trust Employees (Medical Attendance) Amendment Regulations, 1999.
- (v) G.S.R. 476(E), published in Gazette of India dated the 29th June, 1999 approving the Visakhapatnam Port Trust Employees (General Provident Fund) Amendment Regulations, 1999.
- (vi) G.S.R. 595(E), published in Gazette of India dated the 18th August, 1999 approving the New Mangalore Port Trust Employees (Recruitment, Seniority and Promotion) Amendment Regulation, 1999.
- (vii) G.S.R. 598(E), published in Gazette of India dated the 20th August, 1999 approving the Madras Port Trust Employees (Classification, Control and Appeal) Amendment Regulations, 1999.
- (viii) G.S.R. 689(E), published in Gazette of India dated the 8th October, 1999 approving the Amendment to the Cochin Port Employees (Recruitment, Seniority and Promotion) Regulations, 1999.
- (ix) G.S.R. 657(E), published in Gazette of India dated the 21st September, 1999 approving the Kandla Port Trust Employees (Allotment of Residence) Amendment Regulations, 1999.
- (x) G.S.R. 276(E), published in Gazette of India dated the 20th April, 1999 approving the Tuticorin Port Trust Employees (Recruitment, Seniority and Promotion) Amendment, Regulations, 1998.
- (xi) G.S.R. 350(E), published in Gazette of India dated the 14th May, 1999 approving the New Mangalore Port Trust Employees (Recruitment, Seniority and Promotion) Amendment Regulations, 1999.
- (xii) G.S.R. 365(E), published in Gazette of India dated the 19th May, 1999 approving the New Mangalore Port Trust Employees (Recruitment, Seniority and Promotion) Amendment Regulations, 1999.
- (xiii) G.S.R. 418(E), published in Gazette of India dated the 8th June, 1999 approving the New Mangalore Port Trust Employees (Recruitment, Seniority and Promotion) Amendment Regulations, 1999.
- (xiv) G.S.R. 587(E), published in Gazette of India dated the 12th August, 1999 approving the New Mangalore Port Trust Employees (Recruitment, Seniority and Promotion) Amendment Regulations, 1999.
- [Placed in Library. See No. LT 726/99]
- (2) 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) Review by the Government of the working of Cochin Shipyard Limited, Cochin, for the year 1998-99.
- (ii) Annual Report of the Cochin Shipyard Limited, Cochin, for the year 1998-99, alongwith Audited Accounts and Comments of the Comptroller and Auditor General thereon.
- [Placed in Library. See No. LT 727/99]
- (b) (i) Review by the Government of the working of Hindustan Shipyard Limited, Visakhapatnam, for the year 1998-99.
- (ii) Annual Report of the Hindustan Shipyard Limited, Visakhapatnam, for the year 1998-99, alongwith Audited Accounts and Comments of the Comptroller and Auditor General thereon.
- [Placed in Library. See No. LT 728/99]

- (c) (i) Review by the Government of the working of Indian Road Construction Corporation Limited, New Delhi, for the year 1996-97. (7) A copy of the Memorandum of Understanding (Hindi and English versions) between the Dredging Corporation of India Limited and the Ministry of Surface Transport for the year 1999-2000.
[Placed in Library. See No. LT 734/99]
- (ii) Annual Report of the Indian Road Construction Corporation, New Delhi, for the year 1996-97, alongwith Audited Accounts and Comments of the Comptroller and Auditor General thereon. (8) (i) A copy of the Annual Administration Report (Hindi and English versions) of the New Mangalore Port Trust, for the year 1998-99, alongwith Audited Accounts.
[Placed in Library. See No. LT 729/99]
- (d) (i) Review by the Government of the working of the Dredging Corporation of India Limited, Visakhapatnam, for the year 1998-99. (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the New Mangalore Port Trust, for the year 1998-99.
[Placed in Library. See No. LT 735/99]
- (ii) Annual Report of the Dredging Corporation of India Limited, Visakhapatnam for the year 1998-99, alongwith Audited Accounts and Comments of the Comptroller and Auditor General thereon. (9) (i) A copy of the Annual Administration Report (Hindi and English versions) of the Mumbai Port Trust, Mumbai for the year 1998-99, alongwith Audited Accounts.
- (3) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (c) of item (2) above. (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Mumbai Port Trust, Mumbai for the year 1998-99.
[Placed in Library. See No. LT 730/99]
[Placed in Library. See No. LT 736/99]
- (4) A copy of the Memorandum of Understanding (Hindi and English versions) between the Hindustan Shipyard Limited and the Ministry of Surface Transport for the year 1999-2000. (10) (i) A copy of the Annual Administration Report (Hindi and English versions) of the Kandla Port Trust, for the year 1998-99, alongwith Audited Accounts.
[Placed in Library. See No. LT 731/99] (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Kandla Port Trust, for the year 1998-99.
[Placed in Library. See No. LT 737/99]
- (5) A copy of Memorandum of Understanding (Hindi and English versions) between the Cochin Shipyard Limited and the Ministry of Surface Transport for the year 1999-2000. (11) (i) A copy of the Annual Administration Report (Hindi and English versions) of the Mormugao Port Trust, for the year 1998-99, alongwith Audited Accounts.
[Placed in Library. See No. LT 732/99] (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Mormugao Port Trust, for the year 1998-99.
[Placed in Library. See No. LT 738/99]
- (6) A copy of Memorandum of Understanding (Hindi and English versions) between the Shipping Corporation of India Limited and the Ministry of Surface Transport for the year 1999-2000. (Placed in Library. See No. LT 733/99)

13/12/99

(12) A copy each of the following papers (Hindi and English versions) under sub-section (2) of section 103 of the Major Port Trust Act, 1963:-

(a) (i) Annual Accounts of the Mormugao Port Trust for the year 1998-99, together with Audit Report thereon.

(ii) Review by the Government on the Audited Accounts of the Mormugao Port Trust for the year 1998-99.

[Placed in Library. See No. LT 739/99]

(b) (i) Annual Accounts of the Cochin Port Trust, Cochin for the year 1998-99, together with Audit Report thereon.

(ii) Review by the Government on the Audited Accounts of the Cochin Port Trust Cochin for the year 1998-99.

[Placed in Library. See No. LT 740/99]

(c) (i) Annual Accounts of the New Mangalore Port Trust for the year 1998-99, together with Audit Report thereon.

(ii) Review by the Government on the Audited Accounts of the New Mangalore Port Trust for the year 1998-99.

[Placed in Library. See No. LT 741/99]

(13) (i) A copy of the Annual Report (Hindi and English versions) of the Kandla Dock Labour Board for the year 1997-98 alongwith Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Kandla Dock Labour Board for the year 1997-98.

(14) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (13) above.

[Placed in Library. See No. LT. 742/99]

(15) A copy of the Annual Report (Hindi and English versions) of the National High-

ways Authority of India for the year 1996-97 alongwith Audited Accounts, under section 24 of the National Highways Authority of India Act, 1998.

(16) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (15) above.

[Placed in Library. See No. LT. 743/99]

(17) A copy of the Merchant Shipping (Crew Accommodation) Amendment Rules, 1999 (Hindi and English versions) published in Notification No. G.S.R. 36 in Gazette of India dated the 30th January, 1999 under sub-section (3) of section 458 of the Merchant Shipping Act, 1958.

[Placed in Library. See No. LT 744/99]

THE MINISTER OF COMMUNICATIONS (SHRI RAM VILAS PASWAN) : Sir, on behalf of Shri Tapan Sikdar, I beg to lay on the Table -

(1) A copy of the Memorandum of Understanding (Hindi and English versions) between the Telecommunication Consultants India Limited and the Department of Telecommunications for the year 1999-2000.

(Placed in Library. See No. LT 745/99)

(2). A copy of the Memorandum of Understanding (Hindi and English versions) between the Videsh Sanchar Nigam Limited and the Ministry of Communications, Department of Telecommunication for the year 1999-2000.

(Placed in Library. See No. LT 746/99)

12.06 hrs.

[English]

RE : REPORTED REMARKS OF THE CHIEF MINISTER OF U.P. AND A UNION MINISTER ON THE CONSTRUCTION OF RAM TEMPLE AT AYODHYA

MR. SPEAKER : Now, the House will take up 'Zero Hour'.

...(Interruptions)

MR. SPEAKER : Now, Shri Rajesh Pilot will speak.

SHRI RAJESH PILOT (DAUSA) : Sir, I have a very important question and I want to ask it before the hon. Prime Minister leaves. The hon. Prime Minister is sitting

here. If you read the hon. Prime Minister's speeches given in Parliament and outside Parliament, you would find him saying that this Government which is of NDA and BJP both together have no connection with the three issues. He had talked about Uniform Civil Code, article 370 and the Mosque and Mandir issue. He said that they are not connected with these three issues. He has said this in Parliament in his address. It is on record.

Today, a very important B.J.P. office bearer and a Minister in this Government, Kumari Uma Bharati was giving interview on television over telephone from Bhopal where I was answering. She said that all the three issues are alive and the moment B.J.P. comes to power on its own, all these three things will be implemented.

Sir, the nation cannot be kept in dark. It is the question of the future of the nation. If this is the ideology of my colleagues who are partners in the Government, they may clarify it to the nation. If this is their approach, the nation should know. They have taken a vote on different platform and are sitting together.

Sir, the hon. Prime Minister must answer this question to the nation and to Parliament.

SHRI PRIYA RANJAN DASMUNSI (RAIGANJ): Mr. Speaker, Sir, the Chief Minister of Uttar Pradesh having occupied the Constitutional position had been to Ayodhya day before yesterday... (Interruptions)

MAJ. GEN. (RETD.) B.C. KHANDURI (GARHWAL): Sir, they want to have a debate... (Interruptions)

SHRI PRIYA RANJAN DASMUNSI : Sir, he publicly stated:

"Ram Temple at Ayodhya may not be on the agenda of the National Democratic Alliance but as far as the B.J.P. is concerned, it is very much on our agenda."

Sir, after that, a function was held and Nitya Gopal Das and other saints assembled there. They started singing hymns and also raised slogans in support of liberation of Kashi and Mathura. The Chief Minister, Shri Gupta followed suit reiterated that it is very much on the B.J.P.'s agenda. If the proclamation by the NDA's manifesto to the public is that these are not on their agenda, will the hon. Home Minister and the hon. Prime Minister clarify in the House that it is not the agenda of the B.J.P. also? It is because the B.J.P. is the principal partner in the Government. The earlier Chief Minister of Uttar Pradesh, Shri Kalyan Singh said in the Supreme Court that the Mosque is safe and later on he proved to be the architect for demolition of the Mosque.

Again, the present Chief Minister also is whipping the sentiments of the people in Ayodhya by going to Ayodhya and saying that the temple is very much on his agenda. Not only that, he said and I quote as his quotation has come in the newspapers:

"Later on, the Chief Minister Mr. Gupta said, it is in our agenda.

[Translation]

May Ramlala give me strength so that I can get the Temple constructed.

[English]

The Chief Minister has said this. This is something very serious....(Interruptions)

[Translation]

MR. SPEAKER: How would you discuss the Chief Minister's statement here in the House?

[English]

SHRI MADHAVRAO SCINDIA (GUNA) : This is very serious issue. I would like to ask our friends. I would like to quote one more sentence, Sir. The Chief Minister did not just stop at that. I quote from The Times of India where the Chief Minister said :

Mr. SPEAKER: How can you discuss all the statements of the Chief Minister's here?

SHRI MADHAVRAO SCINDIA : "...singing hymns and raising slogans in support of the liberation of Kashi and Mathura. The Chief Minister followed suit and so did some officials accompanying him."

Even Kashi and Mathura issue has tacitly been raised by the Chief Minister and the officials who had accompanied him. We would like to know that is the exact position of the Bhartiya Janata Party; whether the real face of the B.J.P. is revealing itself. What is the attitude on this particular matter of our secular friends who are sitting supporting them? They must make their position clear. ... (Interruptions)

[Translation]

YOGI ADITYA NATH (GORAKHPUR): Sir, what is the justification of raising an issue here time and again which

has already been deliberated upon here in the House...
(Interruptions)

MR. SPEAKER : You please sit down, you too, shall be called.

SHRI MULAYAM SINGH YADAV (SAMBHAL) : Sir, we do not have even speak of doubt about the BJP's views on Ayodhya, Mathura and Kashi. Our friends from the Congress party may be in some illusions. This issue is very much on their agenda. Yet they need the support of their allies to run their Government. Any how they want to keep control over the Government, therefore, this is part of their hidden agenda. Besides Kumari Uma Bharatiji, there are several other top leaders present here in the House, they also hold important portfolios. They, all have stated on record that the issues have been dropped temporarily as long as the party does not have the clear cut majority in the House. The party gets majority support, those issues would be implemented. I would like to ask two questions from the Prime Minister as well as the House that on one hand you say that you don't have any hidden agenda and we people are out to topple your Government and oust the Prime Minister. You level all sort of allegations. When we talk of your Hidden agenda. If there is no hidden agenda, then, you should make it clear in the House that these issues have been dropped for ever. The second issue is that the United Janata Dal has the representation in the Uttar Pradesh Government. There is one Minister in the State Government from their quota, therefore, Shri George Sahib or any other Minister, must take their policy clear. Here at the central level, you have formulated a national agenda but in Uttar Pradesh, the Chief Minister is clearly stating that the B.J.P. has not dropped these issues then what is the policy of the Janata Dal and whether it is justified for the Janata dal and whether it is justified for the Janta Dal Minister to be in the Government under the Chief Minister. When the United Janata Dal is participating in the Government under the stewardship of Chief Minister, how could it go to the people as a secular party here and in Bihar? I would like to ask Shri Ram Vilas Paswan Ji if he wanted to become minister in the Union Cabinet then why did he allow the Government to fall by only one vote. You should have become Minister that time only. When the Chief Minister has made a categorical statement regarding temple issue, you have a minister in the Uttar Pradesh Government you must make your policy clear and whether your party would support the Uttar Pradesh Government. You must make your position clear regarding the statement made by the Chief Minister of Uttar Pradesh.

DR. JASWANT SINGH YADAV (ALWAR) : What is secularism for you? ... (Interruptions) We are proud to be Hindus but you cannot say like that. I am the proud citizen of India. You misled the people for votes ... (Interruptions) I say that I have been born in India ... (Interruptions)

SHRI PRIYARANJAN DASMUNSI : Since when you have become the Shankaracharya of Hindu religion.

MR. SPEAKER : Shri Mulayam Singh ji, now please finish your speech.

SHRI MULAYAM SINGH YADAV : Mr. speaker, Sir, I do not intend to listen to the replies of any more Hon'able Members nor was I listening to them. I want to ask to Prime Minister directly that he holds the highest position in the Government. Therefore, there should not be any double speak. We do not say that you should leave Lord Rama. You follow Rama, I follow Hanuman ... (Interruptions) Do you again intend to whip up sentiments and throw the country in the riots, murders, arseing etc. ... (Interruptions) The chief Minister who is responsible for the law and order situation, is giving such a statement ... (Interruptions).

MR. SPEAKER : You keep discussing this issue daily here in the House.

... (Interruptions)

SHRI SHYAM BIHARI MISHRA (BILHAUR) : Mr. Speaker Sir, the largest number of riots occurred during his tenure of Chief Ministership and not a single riot broke out during the BJP rule.

SHRI KHARABELA SWAIN (BALASORE) : Mr. Speaker, Sir, the largest number of riots broke out under their Government. What right have they to make such statements? ... (Interruptions)

SHIR RAGHUNATH JHA (GOPALGANJ) : Mr. Speaker, Sir, I also would like to speak. I must be allowed to speak. ... (Interruptions)

YOGI ADITYA NATH : Mr. Speaker, Sir, why is that issue being raised again while it has already been discussed earlier? ... (Interruptions) The Ram temple in Ayodhya should be constructed. What is the justification for their protest here? ... (Interruptions)

[English]

MR. SPEAKER : Please take your seat.

... (Interruptions)

SHRI MADHAVRAO SCINDIA : Sir, let the Prime Minister clarify it .. (Interruptions)

MR. SPEAKER : Please understand that today sixty new members have given notices to raise important issue. Please understand the situation.

(Interruptions)

MR. SPEAKER : Please take your seat.

[Translation]

SHRI MULAYAM SINGH YADAV : Mr. Speaker, either

you should not allow us to speak or make such arrangement that we should be allowed to speak without any hindrance. Please, maintain order in the House ..(Interruptions) Mr. Speaker, a Chief Minister has law and order situation in his hands. Therefore, this kind of statement by a Chief Minister is unconstitutional. As he had sworn in the name of constitution, it is a serious issue. Therefore, the Prime Minister should make a clarification in this regard.....(Interruptions)

MR. SPEAKER: You will also be given a chair to speak. So please sit down.

SHRI SHIVRAJ SINGH CHOUHAN (VIDISHA): Mr. Speaker, will this issue be discussed in this House ..(Interruptions) I too had given a notice. There are many other problems which should also be discussed...(Interruptions)

YOGI ADITYA NATH: Mr. Speaker, is this the only issue to be raised in this House time and again. The issue of Ram Temple has already been discussed earlier. We also want discussion on important issues. There are many other problems as well which should be discussed.

MR. SPEAKER: Please sit down now. You will also be given a chance to speak.

[English]

MR. SPEAKER: I have called Shri Somnath Chatterjee. Please take your seat.

...(Interruptions)

SHRI SOMNATH CHATTERJEE (BOLPUR): Mr. Speaker, Sir, this cannot be treated as a mere internal matter of the BJP. It cannot be treated that only the BJP is concerned about this matter. Therefore, it cannot be said that we should ignore their internal matter because they are in trouble in Uttar Pradesh...(Interruptions)

[Translation]

YOGI ADITYA NATH: Mr. Speaker, Sir, this has already been discussed two days back, why this issue being raised again and again?..(Interruptions)

[English]

MR. SPEAKER: I have not called your name. Please take your seat...(Interruptions)

[Translation]

YOGI ADITYA NATH: Mr. Speaker, Sir, the condition of sugarcane growers is very bad. These people have no concern about them. The conspiracy of creating riots in the country is being hatched...(Interruptions)

[English]

MR. SPEAKER: This is too much. Please take your seat.

...(Interruptions)

SHRI SOMNATH CHATTERJEE: Sir, it has been proclaimed by the Prime Minister of India, and the whole country has been told even before the elections, the NDA has been formed with a particular view, to keep out of its agenda three major issues over which the country had been agitated for a long time. It was very much there even in the 1998 Manifesto of the BJP....(Interruptions)

MAJ. GEN. (RETD.) B.C. KAHNDURI: Mr. Speaker, Sir, how many times should we hear this? We are hearing this everyday. ..(Interruptions)

MR. SPEAKER: Shri Khanduri, when a Senior Member is speaking, is this the way to behave? Please take your seat.

...(Interruptions)

MAJ. GEN. (RETD.) B.C. KHANDURI: Sir, people are dying in my area and I am not able to raise that issue here. How long will this go on here? ...(Interruptions)

[Translation]

DR. VIJAY KUMAR MALHOTRA (SOUTH DELHI) : Mr. Speaker, Sir, this speech is delivered here everyday. There is a need to discuss many other issues....(Interruptions)

[English]

SHRI SOMNATH CHATTERJEE : Sir, I do not know how many speakers shall we have in the House. ...(Interruptions)

MAJ. GEN. (RETD.) B.C. KHANDURI: Sir, I want to raise an important issue pertaining to my area....(Interruptions)

MR. SPEAKER: Nothing will go on record except what Shri Somnath Chatterjee says.

(Interruptions)*

SHRI SOMNATH CHATTERJEE : In spite of Speaker's permission given to me to speak, shall I have to keep them

* Not recorded.

[Translation]

SHRI DEVENDRA PRASAD YADAV : Hon. Mulayam Singh has named our party twice...

SHRI MULAYAM SINGH YADAV : So you just name our party...

SHRI DEVENDRA PRASAD YADAV : There is no harm if I express my point of view. Hon. Mulayam Singh has mentioned the name of our party twice...

[English]

MR. SPEAKER : No, no, please take your seat.

[Translation]

SHRI DEVENDRA PRASAD YADAV : Am I not permitted to express my view?

[English]

MR. SPEAKER: I have called the hon. Prime Minister. Please take your seat.

[Translation]

SHRI DEVENDRA PRASAD YADAV : Why should I speak later on? Mr. Speaker, Sir, this has not been a tradition of the House. I am not a new Member. I have been elected fourth time.

[English]

MR. SPEAKER : This should not go into the record.

*(Interruptions)**

SHRI RAJESH PILOT : Mr. Speaker, Sir, he has said something ...*(Interruptions)*

MR. SPEAKER: Shri Pilot, I have not allowed him. It will not go into the record.

...(Interruptions)

SHRI RAJESH PILOT: But he has said something.

MR. SPEAKER: I have not allowed him. Please understand it.

SHRI RAJESH PILOT: He has said, "BJP has withdrawn this issue."

MR. SPEAKER : Shri Pilot, this will not go into the record. I have already said it.

...(Interruptions)

Not recorded

MR. SPEAKER: Shri Bandyopadhyay, please take your seat.

...(Interruptions)

SHRI SUDIP BANDYOPADHYAY (CALCUTTA NORTH WEST) : I have only one submission.

MR. SPEAKER: Please understand that this is not a good practice. I have called the hon. Prime Minister.

...(Interruptions)

MR. SPEAKER: Please take your seat.

...(Interruptions)

MR. SPEAKER: Please show courtesy to the post of Prime Minister.

...(Interruptions)

MR. SPEAKER: Please take your seat. What is this?

...(Interruptions)

MR. SPEAKER: When I called the hon. Prime Minister, you are objecting to that even.

...(Interruptions)

SHRI SUDIP BANDYOPADHYAY: I should express the stand of my Party. I will only speak for a minute about the viewpoint of my Party....*(Interruptions)*

MR. SPEAKER: Please take your seat.

...(Interruptions)

MR. SPEAKER: Shri Bandyopadhyay, please take your seat.

SHRI SUDIP BANDYOPADHYAY : I will take only a minute.

MR. SPEAKER: Shri Bandyopadhyay, please take your seat.

SHRI SUDIP BANDYOPADHYAY : Sir, what we categorically say is this. We oppose any such statement which creates confusion in the minds of the people of India. We have our full confidence that NDA took some decisions to lead the Government....*(Interruptions)*

SHRI RAJESH PILOT: It is their own programme. *(Interruptions)* They are coming to the House and then implementing their agenda...*(Interruptions)*

MR. SPEAKER: Shri Bandyopadhyay, Please take your seat.

SHRI SUDIP BANDYOPADHYAY : We are the partner of NDA. NDA has made a few positive commitments that they will not raise issues which can create confusion in the minds of the people. He should restrain any statement of any Chief Minister, and we would appeal, on behalf of our party, to the hon. Prime Minister to see that statements should not come up in such a fashion which create unnecessary confusion and consequently lead to an uncertainty.

MR. SPEAKER: Now, the hon. Prime Minister, please.

...(Interruptions)

SHRI PRIYA RANJAN DASMUNSI : The Janata Dal should clarify its position...(Interruptions)

MR. SPEAKER: Now, the hon. Prime Minister, please.

...(Interruptions)

MR. SPEAKER: Please take your seat. Order please.

...(Interruptions)

MR. SPEAKER: Shri Athawale, please take your seat.

...(Interruptions)

MR. SPEAKER: Please take your seat. What is this?

...(Interruptions)

MR. SPEAKER: Please take your seat.

...(Interruptions)

MR. SPEAKER: No, please take your seat.

[Translation]

THE PRIME MINISTER (SHRI ATAL BIHARI VAJPAYEE) : Mr. Speaker, Sir, some of my friends had ...*(Interruptions)* Mr. Speaker, Sir, no one can deny that the issue raised by the members has been raised on the basis of news published in the newspapers. I have also read these newspapers and tried to construct what had been reported. I am still trying to find out and I will certainly get a report in this regard. It is not always necessary that the statements made are published in the same form. I am not holding anyone responsible....*(Interruptions)*

[English]

MR. SPEAKER: What is this? Please take your seat. What is this?

SHRI S. JAIPAL REDDY (MIRYALGUDA): May I interrupt him, Sir?

[Translation]

SHRI MANSOOR ALI KHAN (SAHARANPUR): You say something here and Members say something else. What could be more contradictory than this....*(Interruptions)*

SHRI RAJESH PILOT: It is a wrong thing...*(Interruptions)*

SHRI ATAL BIHARI VAJPAYEE: Mr. Speaker, Sir, we have no hidden agenda...*(Interruptions)* We have been elected with the public support on the basis of same agenda on which we had contested together and we got vote of confidence on the same agenda. It is very clear that there is no mention of three disputed issues in that agenda ...*(Interruptions)* Mr. Speaker, Sir, there is a lot of difference between 1998 and 1999....*(Interruptions)*

[English]

SHRI MADHAVRAO SCINDIA: It is in the BJP's agenda....*(Interruptions)*

MR. SPEAKER: Shri Dasmunsi, please take your seat.

...(Interruptions)

MR. SPEAKER: Let him complete. Shri Jalpal Reddy, you are a senior Member of this house.

...(Interruptions)

[Translation]

SHRI MADHAVRAO SCINDIA: Mr. Speaker, Sir, even the member of Cabinet, Uma Bharati Ji had said the same thing...*(Interruptions)*

[English]

MR. SPEAKER : First, let him complete.

...(Interruptions)

[Translation]

SHRI ATAL BIHARI VAJPAYEE: Mr. Speaker, Sir, when we decided to contest the election, we made a new manifesto. Which was in print. We approached the public with this new manifesto. There is no mention of these three issues in this manifesto and that was the only programme we had. We are going by that manifesto. Nobody should have any kind of doubt in one's mind about that manifesto...*(Interruptions)*

[English]

MR. SPEAKER: Shri Mani Shankar Aiyar, please take your seat.

...(Interruptions)

MR. SPEAKER: Shri Ramdas Athawale, when the Prime Minister is speaking, you should not disturb. This is too much.

...(Interruptions)

[Translation]

SHRI ATAL BIHAR VAJPAYEE : Mr. Speaker, Sir, all the newly elected members have been elected on the basis of national agenda only. The individual opinions may vary from person to person, but this Government and N.D.A. ... (Interruptions)

[English]

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION TECHNOLOGY (SHRI PRAMOD MAHAJAN) : Sir, we have a serious objection.... (Interruptions)

MR. SPEAKER: Shri Basu Deb Acharia, please take your seat.

...(Interruptions)

[Translation]

SHRI BASU DEB ACHARIA (BANKURA) : This is a statement by the Chief Minister, how can it be termed as an individual opinion... (Interruptions)

[English]

MR. SPEAKER : Please take your seat.

...(Interruptions)

[Translation]

SHRI ATAL BIHARI VAJPAYEE : I am taking up the matter... (Interruptions)

SHRI MOHAN RAWALE (MUMBAI SOUTH CENTRAL) : Mr. Speaker, Sir these people are not giving a chance even to the Prime Minister to speak. How can it serve any purpose. They have started creating riots in Maharashtra.... (Interruptions)

[English]

SHRI MADHAVRAO SCINDIA : Kumari Uma Bharati is a Member of the Council of Ministers.... (Interruptions)

[Translation]

SHRI ATAL BIHARI VAJPAYEE : Mr. Speaker, Sir, how firm we are in our intention.... (Interruptions)

[English]

MR. SPEAKER: Running commentary is not good. Please take your seat. This is not good thing. Please take your seat.

...(Interruptions)

[Translation]

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION TECHNOLOGY (SHRI PRAMOD MAHAJAN) : If you know, then why are you asking.... (Interruptions)

[English]

MR. SPEAKER: Shri Mani Shankar Aiyar, what is this?

...(Interruptions)

[Translation]

SHRI ATAL BIHARI VAJPAYEE : Mr. Speaker, Sir, we had also brought out a separate manifesto for the 1998 elections. It was mentioned in that one but it has not been mentioned in this time's manifesto. We don't have a separate manifesto this time, we have contested the elections on the basis of joint manifesto and that formed the basis to unite all the parties under one umbrella and the entire government machinery is being run based on that one. It's a matter of surprise that you are not believing my words. The 6th December passed off peacefully. There was peace in Ayodhya and all over the country that day and that's why they are embarrassed.... (Interruptions)

[English]

MR. SPEAKER : He is not yielding.

...(Interruptions)

MR. SPEAKER: He is not yielding. Shri Mani Shankar Aiyar, he is not yielding. Please take your seat.

[Translation]

SHRI SHYAM BIHARI MISHRA : Mr. Speaker, Sir, they do not let the Prime Minister speak and interrupt like this, then we will also not let them speak.

SHRI SHEESH RAM SINGH RAVI (BIJNOR) : Mr. Speaker, Sir, so long as the Prime Minister speaks, none of them should interrupt.... (Interruptions)

SHRI ATAL BIHARI VAJPAYEE : What we are saying, we are putting that into action also.... (Interruptions) We did

not allow anybody to create tension in Kashi and we arrested them....(Interruptions) We did not allow anything untoward to happen in Ayodhya also. Our action speaks volumes of it but you will speak what is in your mind....(Interruptions)

SHRI PRIYA RANJAN DĀSMUNSI : Your Minister have also spoken...(Interruptions) Those who are the members of your Cabinet...(Interruptions)

SHRI MADHAVRAO SCINDIA : Your members have spoken about Kashi, Mathura...(Interruptions) and the slogans were raised...(Interruptions)

[English]

MR. SPEAKER : No running commentary please.

...(Interruptions)

[Translation]

SHRI MADHAVRAO SCINDIA : Their Chief Minister also joined them and he said that Kashi, Mathura would be freed...(Interruptions)

[English]

MR. SPEAKER : This is a Chief Minister's statement. How can you discuss it here?

...(Interruptions)

[Translation]

SHRI ATAL BIHARI VAJPAYEE : What he said, I am just ascertaining about that. Have some patience. ...(Interruptions)

SHRI BASU DEB ACHARIA : How much time it will take...(Interruptions)

SHRI ATAL BIHARI VAJPAYEE : The manifesto which formed the basis for our contesting elections, and on the basis of which we have won elections, that is final for us. If somebody says something outside of it, that is wrong. He should not say such thing and you should also not take it seriously....(Interruptions)

SHRI RAJESH PILOT : Mr. Speaker, Sir, this is not correct at all....(Interruptions)

SHRI MADHAVRAO SCINDIA : Should we not take a Chief Minister seriously....(Interruptions) and we are also supposed not to take a Minister seriously either then whom in your party should we take seriously? This is quite amazing....(Interruptions)

SHRI RAJESH PILOT : Mr. Speaker, Sir, we had asked

a very simple question which was not answered to by the Prime Minister...(Interruptions) We had asked the Prime Minister that he is the leader of the BJP besides being a Prime Minister. And we asked him to say only this much on behalf of the BJP that all the three issues are outside of their agenda....(Interruptions)

[English]

MR. SPEAKER: Now, Shri Satyavrat Chaturvedi.

...(Interruptions)

SHRI RAJESH PILOT : Sir, our question is not answered....(Interruptions)

MR. SPEAKER: I have called Shri Satyavrat Chaturvedi. He has given a notice for Zero Hour.

...(Interruptions)

MR. SPEAKER: Nothing will go on record except what Shri Satyavrat Chaturvedi says.

(Interruptions)*

MR. SPEAKER: Shri Rajesh Pilot, the hon. Prime Minister has already given a reply and still you are insisting. What is this?

...(Interruptions)

MR. SPEAKER: Nothing, except what Shri Satyavrat Chaturvedi says is going on record.

...(Interruptions)*

MR. SPEAKER: Shri Satyavrat Chaturvedi, are you raising your matter about post office building or not?

...(Interruptions)

MR. SPEAKER: I allowed Shri Satyavrat Chaturvedi.

...(Interruptions)

SHRI PRIYA RANJAN DĀSMUNSI : Mr. Speaker, Sir, ...(Interruptions)

MR. SPEAKER : I have called Shri Chaturvedi. Nothing should go on record except what Shri Chaturvedi says.

(Interruptions)*

[Translation]

SHRI SATYAVRAT CHATURVEDI (KHAJURAHO)

Not recorded.

Hon. Speaker, Sir, the issue on which the debate is going on, I do not want to say something special on that ...*(Interruptions)* The notice which I have given for Zero Hour....*(Interruptions)*

MR. SPEAKER: Please take your seat. I will call you.

...*(Interruptions)*

MR. SPEAKER : You speak about post office for which you have given a notice.

(Interruptions)

SHRI SATYAVRAT CHATURVEDI : If they will disturb us, we will also start disturbing them...*(Interruptions)* Many post offices were opened and buildings for them were also constructed in various rural areas under Chhattarpur and Tikamgarh districts of Madhya Pradesh....*(Interruptions)* There are many villages located in remote areas where the facility of post and telegraph is not easily available. In such areas particularly information and letters could reach....*(Interruptions)*

[English]

MR. SPEAKER: On Friday, I have not called the names of all the Members. That is why I am completing the list. Then only I can call the new Members.

[Translation]

SHRI MOHAN RAWALE: Our Shakha Chief was murdered...*(Interruptions)* Our legislators were attacked....*(Interruptions)*

MR. SPEAKER: You will also be called.

(Interruptions)

SHRI SATYAVRAT CHATURVEDI : In the Bundelkhand area, be it Chhattarpur, Tikamgarh, Damoh, Panna, Sagar, Datia, in all these districts, the established post offices of the Department of post and telegraph....*(Interruptions)*

[English]

SHRI MADHAVRAO SCINDIA : Sir, this is too important an issue and the hon. Prime Minister should be allowed to clarify. He must come out with facts...*(Interruptions)* This is not correct....*(Interruptions)*.

[Translation]

Uma Bharti is the member of your cabinet. Would

you restrain her or not...*(Interruptions)* You have to give the clarification as to what is her opinion and what is the opinion of the Cabinet about it...*(Interruptions)* Confusion is being created in the country time and again...*(Interruptions)* Whom you would take seriously, if you do not take the statements of the senior people of BJP....*(Interruptions)*

[English]

SHRI SOMNATH CHATTERJEE : Sir, the hon. Prime Minister should clarify...*(Interruptions)*

SHRI BASU DEB ACHARIA : Sir, the hon. Prime Minister is also the leader of the B.J.P. He should tell the House the details...*(Interruptions)*

MR. SPEAKER : Nothing should go on record except what Shri Chaturvedi says.

*(Interruptions)**

[Translation]

12.49 hrs.

At this stage Smt. Sonia Gandhi and some other hon. Members left the House.

12.49 hrs.

At this stage Dr. Raghuvansh Prasad Singh and some other hon. Members left the House.

[English]

12.49 hrs.

At this stage Shri Somnath Chatterjee and some other hon. Members left the House.

[Translation]

12.49 hrs.

At this stage Shri Mulayam Singh Yadav and some other hon. Members left the House.

12.49 hrs.

At this stage Shri Ramdas Athawale left the House.

[English]

SHRI G.M. BANATWALLA (PONNANI) : Mr. Speaker, Sir, you must record our protest. We want to say only sentence and that sentence is, we are not satisfied with

* Not recorded.

the Prime Minister's statement. Therefore, our protest should be recorded and we, of the Muslim League, also walk out.

12.51 hrs.

At this stage Shri G. M. Banatwalla left the House.

SHRI P.H. PANDIYAN (TIRUNELVELI) : Sir, we are also not satisfied with the statement of the Prime Minister. Therefore, we also walk out.

12.51 hrs.

At this stage, Shri P.H. Pandiyan left the House.

[Translation]

MR. SPEAKER : You please, take your seat.

SHRI MADAN LAL KHURANA (DELHI SADAR) : Mr. Speaker, Sir I welcome and congratulate the Government for Cabinet's decision taken at its meeting held on 7.12.99 to send the bills relating to creation of Uttaranchal, Chhattisgarh and Jharkhand and for passing the Bill relating to the amendment in the Delhi Rent Act. They have taken this steps to accord statehood to Delhi which was part of our manifesto...*(Interruptions)*

[English]

MR. SPEAKER : Nothing will go on record except what Shri Khurana speaks.

*(Interruptions)**

MR. SPEAKER : It will not go on record. Only Shri Khurana's speech will go on record.

*(Interruptions)**

[Translation]

SHRI MADAN LAL KHURANA : You please warn them and ask them to sit in the House...*(Interruptions)*

[English]

MR. SPEAKER : Shri Alvi, please take your seat. What is this?

...(Interruptions)

[Translation]

SHRI MADAN LAL KHURANA : Mr. Speaker, Sir, the decision regarding creation of new states is a welcome step. Hon'ble President has also mentioned in his Address to accord full statehood to Delhi about which we had promised to the people of Delhi. I recall that at the time of...*(Interruptions)*

* Not recorded.

[English]

SHRI SANSUMA KHUNGGUR BWISEMUTHIARY (KOKRAJHAR) : What about our Bodoland?...*(Interruptions)*

MR. SPEAKER : Please take your seat. I will call your name also.

[Translation]

SHRI SHIVRAJ SINGH CHOUHAN (VIDISHA) : This matter pertains to the Government of Madhya Pradesh. This matter is related to the Army and Defence....*(Interruptions)*

SHRI MADAN LAL KHURANA : You please express your sentiments.

MR. SPEAKER : Please take your seat. I will call your name also.

YOGI ADITYA NATH : The Chief Minister of our State Madhya Pradesh has collected funds from the people at the time of Kargil conflict...*(Interruptions)*

MR. SPEAKER : You, please take your seat. I will call your name afterward.

SHRI MADAN LAL KHURANA : You please express your view. No, Mr. Speaker, Sir, let him speak.

SHRI SHIVRAJ SINGH CHOUHAN : Mr. Speaker, Sir, at the time of Kargil conflict, the brave Jawans of our country were fighting at the borders ready to shed their last and every drop of blood for the sake of our country's security and the people of our country were brimming with the patriotic feelings. The masses of this country donated millions of rupees in the Prime Minister's Relief Fund and Kargil Fund at the call of hon'ble Prime Minister.

But the Chief Minister of Madhya Pradesh created a separate fund and got collected Rs. 96758748 in that very fund. I am pained to say that the next of the kins of the martyrs family were granted only Rs. 110,000,00 and nobody knows as to whether the remaining amount of Rs. 857,000,00 has gone.

[English]

MR. SPEAKER : Shri Chouhan, how can you discuss State matters or the Chief Minister's statement in the House?

[Translation]

SHRI SHIVRAJ SINGH CHOUHAN : This matter relates to the martyrs. Fund were collected in the name of

the martyrs and around 46,000 employees and officials of the Madhya Pradesh Electricity Board donated Rs. 221,000,00 as one day salary on the call of the hon'ble Prime Minister. Only Rs. 1,00,57,000 were deposited in the Kargil fund where the remaining amount of Rs. 46 lakh has gone. This is not merely an insult to the martyrs, but also goes against the very sentiments of people of this country. The Chief Minister is not prepared to tell as to where the funds worth over crore rupees collected in the name of martyrs were spent. Mr. Speaker, Sir, I would like to submit through you that Central Government should be asked to conduct an inquiry into this matter. If this goes unchecked, the people of this country won't have any faith in the system. The funds which were collected in the name of the martyrs should be deposited in the Army-Welfare-Fund and actually be spent on the rehabilitation of the next of Kins of the martyrs, Central Government should be asked to intervene into the matter and bring the money here.

THE MINISTER OF HOME AFFAIRS (SHRI L. K. ADVANI) : The points which have been put forth by the hon. Member from Madhya Pradesh pertain to the funds collected under Kargil Fund. I would like to draw the attention of the Ministry of Defence towards this point because I think that the Kargil Funds, in which the country has donated a lot, should be utilised in an appropriate manner.

SHRI MOHAN RAWALE : Mr. Speaker, Sir, after the formation of Congress Government in Maharashtra, our workers are being attacked and communal riots have also broken out there. Earlier to this incident, not a single riot had broken out in the State during the Shiv Sena and BJP alliance regime. Our Shakra Chief has been murdered yesterday in his office in Mumbai when he was doing public service. Prior to this incident, one of our elected legislators was also attacked during their regime.

[English]

SHRI K.P. SINGH DEO (DHENKANAL) : Mr. Speaker, Sir, are we going to discuss all the State problems here? We are setting a bad precedent, Sir.

[Translation]

SHRI MOHAN RAWALE : you have also raised the state subject but nothing was said that time. today the Home Minister of Maharashtra have made an announcement to eliminate our party workers. Today there is threat perception to the lives of party workers because these people have come to power. The people who had instigated riots are participating in discussion now. The former Home Minister Shri S.B. Chavan who belongs to the Congress Party once alleged that the riots which erupted in Mumbai were instigated by the former Defence Minister Shri Sharad Pawar.

[English]

SHRI K.P. SINGH DEO : Sir, is it going on record? We will be setting a bad precedent.

MR. SPEAKER : The problem is that all the State matters are being raised during the 'Zero Hour'.

[Translation]

SHRI MOHAN RAWALE : Today our workers are being killed. I urge upon the Government that they should be given protection because their Home Minister has given a statement that the workers of Shiv Sena be eliminated. Speaker, Sir therefore, we want your protection.

13.00 hrs.

[English]

MR. SPEAKER : Shri Rawale, I have allowed you. It is up to the Government now.

..(Interruptions)

[Translation]

SHRI MOHAN RAWALE : The Prime Minister and the Union Home Minister are present here. We request them and we expect an assurance from them in this regard.... (Interruptions)

SHRI MADAN LAL KHURANA : Sir, Delhi should also be included in it along with Madhya Pradesh because in Delhi also the Government Employees have given donations for Kargil through the Congress President. Therefore, inquiry in regard to Delhi should also be included in it. ... (Interruptions)

SHRI J.S. BRAR (FARIDKOT) : Sir, I would like to draw the attention of the hon'ble members of this House towards the historic day i.e. martyrdom day of the ninth Guru of the Sikhs, Guru Teg Bahadur Sahib. I am sorry to say that nothing has been said on this occasion on behalf of the Government, on behalf of the hon'ble Prime Minister and no mention has been made on this occasion before starting the proceedings of the House. His sacrifice is not limited to India only. He has made a supreme sacrifice and he is known as protector of the country. The State Government of Delhi observed holiday in its offices on this occasion but I do not want to stress on holiday. I am one of those people who are in favour of six days week. What to talk of observing holiday on this day even a few words have not been said in the House in his memory on occasion of his martyrdom day by the Government and by the Prime Minister. This is very shameful. I would like to appeal the hon'ble Speaker and the House ... (Interruptions)

MAJOR GENERAL (RETD.) B.C. KHANDURI (GARHWAL) : Whether the Congress has ever observed holiday on this occasion during its 45 years rule. ...*(Interruptions)*

SHRI J.S. BRAR : I do not want to oppose Khanduri Ji, please sit down...*(Interruptions)* I want to say that there should be Parliamentary holiday on this occasion from the next year.

Sir, I would like to give one more suggestion. This day should be observed as the 'World Religion tolerance day' as Guru Teg Bahadur Sahib sacrificed his life for the entire humanity...*(Interruptions)* If the Government do not respond on this issue then we the Member of the Parliament elected from Punjab will stage a walk out from the House. It is such a big insult for a person who made such a supreme sacrifice....*(Interruptions)*

SHRI MADAN LAL KHURANA : When you were in power upto 1993 this day was not observed as holiday. ...*(Interruptions)*

SHRI J.S. BRAR : Today it is holiday in Delhi Government.

SHRI MADAN LAL KHURANA : When we came to power we declare this day as holiday. You want to take political mileage of it...*(Interruptions)*

[English]

MR. SPEAKER : Shri Brar, please take your seat. The hon. Minister is replying now.

...*(Interruptions)*

[Translation]

SHRI J.S. BRAR : This is not humanity....*(Interruptions)*

SHRI MADAN LAL KHURANA : You have not declared it a holiday in Delhi Government...*(Interruptions)*

SHRI J.S. BRAR : I am addressing you, I am addressing the Parliament and the hon'ble Prime Minister. ...*(Interruptions)*

[English]

MR. SPEAKER : Shri Brar, please take your seat. The hon. Minister is replying now.

...*(Interruptions)*

[Translation]

THE MINISTER OF PARLIAMENTARY AFFAIRS AND THE MINISTER OF INFORMATION TECHNOLOGY (SHRI PRAMOD MAHAJAN) : Sir, there cannot be two opinions about the sacrifice and greatness of Guru Teg Bahadur Sahib and his contribution to the country forgotten. Every Indian irrespective of his language, region and religion regards Guru Teg Bahadurji and is grateful to him.

So far as making a mention of him in the Parliament or declaring this day as holiday is concerned, it is not decided by the Government only. This is decided by all parties. You have made a mention in the House and all the parties will take some decision on this.

If this day could not be done this year, we can certainly do this next year...*(Interruptions)*

SHRI MADAN LAL KHURANA : I have got enquired about it, there has never been a holiday on this occasion. ...*(Interruptions)*

SHRI PRAMOD MAHAJAN : Decision in this regard is to be taken by the Speaker. The Union Government have nothing to do with it...*(Interruptions)*

SHRI J.S. BRAR : It is decided by the Minister of Parliamentary Affairs.

SHRIMATI PHOOLAN DEVI (MIRZAPUR) : I would like to raise some issues regarding my Parliamentary Constituency Mirzapur...*(Interruptions)* I am elected from a very backward district. I do not get much time to speak in this House, now please let me speak...*(Interruptions)* I would like to raise some issues pertaining to Legislative Constituency (96), which has no other industry except stone mines. There was a Minister, I do not want to mention his name in this House. He had filed a writ in the Supreme Court that stone mafia was involved in illegal mining there. The Supreme Court issued an order to stop illegal mining there. As a result of it the district administration, the then Collector Dimple Varmaji cancelled all the mining activities including legal lease deeds. Actually there was no mafia involved in illegal mining and some internal dealing was involved...*(Interruptions)*

MR. SPEAKER : Madam, how can you raise this matter here when it is pending in Supreme Court. You yourself have stated that the matter is pending in Supreme Court.

(Interruptions)

SHRIMATI PHOOLAN DEVI : Sir, orders have been

issued to continue the work there. I would like to say the Government should issue instructions that contractors from outside should not be allowed to work there. These should be given on lease to the labourers of stone mines. They should be asked first to constitute a committee and then the contract should be given to them so that they could earn their livelihood. They are in bad condition. The tribal women of the area have no other profession or farming. They are on the verge of starvation. When we go to our constituency, these women tell us that they are forced to take prostitution to make their both ends meet.

Sir, through you, I request the Government to issue orders to give these closed mines to labourers on lease. Committees of labourers should be constituted for mining of stones so that they could earn their livelihood.

MAJ. GEN. (RETD.) B. C. KHANDURI : Sir, I would like to draw the attention of the Environment Ministry towards the problem of man-eater tigers who are frequently killing the people in my area. About 100 such cases have been noticed in my area district Chamouli, Rudraprayag, and Pauri Garhwal during the last two-three years. Man-eater tiger kill children, women, old and helpless persons. Recently a tiger entered a house and hurt nine persons of a family and the condition of the three persons is very serious. The Government of India has launched a project Tiger in my area. On the one hand the area of this project is being extended but on the other hand tigers are killing people in cities and villages as there is no arrangement to control them. People are terrorised there and a sort of curfew is imposed after evening and now the tigers are killing people by entering their houses. I have been raising the issue in the House since 1992 but no attention has so far been paid in this regard. I would like to say to the Ministry of Environment that it may be in the interest of the nation to increase the tiger population, it should also be ensured that the tigers may not hurt the people and some arrangements should be made to stop killing of people by tigers. Such tigers are kept there who do not remain restricted to the forest area and venture out to kill people. I request the Environment Ministry to constitute a high powered committee to look into the matter and make arrangements to stop killing of people by these man-eaters.

[English]

SHRI K. YERRANNAIDU (SRIKAKULAM): Mr. Speaker, Sir both the hon. Prime Minister and the hon. Law Minister are here. I would like to reiterate the TDP's stand to the passing of the Women Reservation Bill in the ensuing Session of Parliament itself. We are ready to give our fullest cooperation. Even the main Opposition Party is ready to give their full cooperation. Sir, the House is

adjourning *sine die* on the 23rd of this month. So, it is better to table this Bill in this Session itself... (Interruptions).

It is high time that we demonstrated our political will and passed this Bill. It is my humble request, through you, to the hon. Prime Minister to come before this House with this legislation.

SHRI HANNAN MOLLAH (ULUBERIA): Sir, I also support Shri K. Yerranna. The Government should make a statement that in the next week it will bring this Bill before the House....(Interruptions)

SHRI G.M. BANATWALLA (PONNANI): Sir, along with that, the Government should also make arrangement for reservation of OBCs and minorities....(Interruptions)

MR. SPEAKER: Hon. Members, please take your seats.

.....(Interruptions)

SHRI G.M. BANATWALLA : That Bill must be a comprehensive one. Otherwise, we cannot welcome it. The Government must realise it.... (Interruptions)

MR. SPEAKER: Hon. Members, please take your seats....(Interruptions)

MR. SPEAKER: Nothing will go on record except what Shri Hannan Mollah says.

.....(Interruptions)*

SHRI HANNAN MOLLAH: Sir, I would like to draw the attention of the Government to a very serious problem being faced by the people of Delhi. It is about continuous power shortage. In the entire capital region, the people are reeling under heavy load-shedding. Everyday, there is a shortage of about 700 mw to 800 mw which may continue for another 10 to 15 days. I do not know for how many days it will continue. Everyday, a huge amount of power theft is also taking place in Delhi, but the Government is not taking any steps to stop it.

Yesterday even in the VIPs area and in V.P. House area, there was a huge load-shedding. The Government is saying that there was a problem in the Northern Grid. The Government is talking about increase in the power generation but in actual life, we find that the Capital itself is facing a serious shortage of power. Even at some places of Delhi, there is a 24 hour power cut. Due to non-supply of power, water pumps are not functioning, and many works are at standstill.

Therefore, I would request the Government to take immediate steps so that the power supply in the Capital is improved.

[Translation]

SHRI MADAN LAL KHURANA : Sir, Delhi is facing an unprecedented shortage of the power... Earlier the power shortage was the problem of summer season but now we are facing such acute shortage of power in winter season also. The Minister of power is not here at present, though he was here sometimes before. A meeting of the Chief Minister and MPs should be convened to find out solution of this problem. There are about 1½ lakh industries in Delhi and almost 15 lakh persons are engaged in them and today these are not in operation due to shortage of power. My second submission is regarding power generation plant proposed to be set up at Bawana, so far its second phase could not be started. There is no power generation plan for Delhi. On the one hand, the second phase of the Bawana Plant is not being started and on the other hand power crisis is growing day by day. Today 1½ lakh industries of Delhi are on the verge of closure. I request the Union Minister of Power to take appropriate steps in this regard at the earliest.

SHRI MANIKRAO HODLYA GAVIT (NANDURBAR): Mr. Speaker, Sir, I would like to raise an important issue of public importance. It relates to the Ministry of Railways. 18 passenger trains and 14 goods trains pass through Nandurbar railway junction of Maharashtra on Surat Bhoosawal rail line. There is a railway crossing. The movement of traffic is restricted for 15 to 20 minutes when gates are closed. Nandurbar is a district headquarter and the people of four tehsils visit this area. Seriously ill, injured and pregnant women can lose their lives if the gates remain closed for a longer period. I demand that Railway Ministry should construct an overbridge to solve this problem. Railway Ministry is requested to fulfil this genuine demand of mine.

VAIDYA VISHNU DATT SHARMA (JAMMU): Mr. Speaker, Sir, almost all the area of my Parliamentary Constituency is adjacent to Pakistan border. This border is divided into two parts, one is known as line of Actual control and the other as international border. Terrorists enter the country by crossing the line of actual control. Now terrorists have started coming over here by crossing the national border. Some such terrorists have been arrested and some of them have killed the people living there. Farmers living on borders cannot cultivate their fields and cannot live peacefully. I would like to make a submission to the union Government to seal the borders so that farming could be done and drugs trafficking could be stopped. It is an important matter and should be considered seriously.

SHRI PRABHUNATH SINGH (MAHARAJGANJ, BIHAR) : Mr. Speaker, Sir, there is Manjhi railway station in Banaras Railway Division. 100 acres of irrigated and un-

irrigated land belonging to the Government is lying there. As per revenue record a part of this land was allotted to a particular person long ago. Now this person has illegally occupied 150 acres of land. Now the said person is having an illegal bus stand on that land and is also involved in illegal trading of liquor. This area is on the border of Uttar Pradesh and Bihar and the Sarju river flows in between. Manjhi is a den of criminals of Uttar Pradesh. Incidents of murders also frequently take place in this area. I have drawn the attention of the hon'ble Minister during his railway budget speech last time. He assured us to take action on it. The person in whose name the land was allotted as per revenue records, has died. Now, the officials of Banaras Division of Railway Ministry have sought No objection Certificate from the family members of that person regarding the allotment. On the one hand property of Railway is being misused and on other hand terror is prevailing in the area. I request the Government of India to get such illegal occupation of the land belonging to Railways vacated. Railway Ministry should take possession of its property. No illegal trading should be allowed there. The Government should take stern action in this regard if required.

[English]

DR. V. SAROJA (RASIPURAM) : Hon. Speaker, Sir, in my constituency, at Kolli Hills, at least for the past ten years, even basic amenities have not been provided due to the Forest Conservation Act, 1980.

The area from Narayankadu to Mullaikurichi, which is about five kilometres, is without any basic amenities like roads. About twenty thousand people belonging to the Scheduled Tribes are suffering without protected drinking water. From the Tribal Sub-Plan, Rs.3 crore were allotted for providing basic amenities but because of this Act, the schemes are not being implemented. So, I urge upon the Government to review the Forest Conservation Act, 1980. The forest policy in the tribal areas has to be distinct from the forest policy in the non-tribal areas. I also urge the Government to bring forward a constitution Amendment, to Article 338, to give more powers to the Scheduled Castes and Scheduled Tribes Commission to issue directions for corrective action to be taken within a given period of time.

[Translation]

SHRI NAWAL KISHORE RAI (SITAMARHI) : Hon'ble Speaker, Sir, I would like to draw the attention of the House towards the Indira Avas Yojana under the minimum basic needs programme. An assistance of rupees twenty thousand is given to people belonging to scheduled castes, scheduled tribes, other backward classes, minority community and poor people of upper castes living in villages to construct houses under Indira Avas Yojana. An amount of rupees twenty thousand is given for purchasing bricks and cement

to construct pucca houses under the Indira Avas Yojana. The Minister of Rural Development is sitting here and I would like to draw his attention that the prices of construction material like Bricks, cement and sand have increased considerably. It is impossible to construct houses with this meagre amount being provided under the Indira Avas Yojana and as a result of it the houses remain incomplete. I hail from Bihar where election for Panchayats have not been conducted for the last twenty one years, therefore, Panchayati Raj does not exist there in real sense. The guidelines fixed by the Government of India are to be implemented. Rampant corruption is prevailing in the State and houses for the poor are not being constructed under the Indira Avas Yojana. Sir, through you I would like to request the Minister of Rural Development that this amount should be enhanced upto rupees forty thousand from rupees twenty thousand and corruption prevailing in the Indira Avas Yojana....(Interruptions)

[English]

MR. SPEAKER : This will not go on record.

...(Interruptions)*

[Translation]

SHRI SHRIPRAKASH JAISWAL (KANPUR) : Hon'ble Speaker, Sir, I would like to draw the attention of this House towards the problems of the labourers at Kanpur. Had I been given an opportunity to speak five minutes earlier when the hon'ble Prime Minister was present here I would have brought this fact to his notice. The Prime Minister had committed that.....

[English]

MR. SPEAKER : Please understand that you have given your notice at 10.10 a.m. and yet I have called your name. You have to give your notice by ten o'clock.

SHRI SHRIPRAKASH JAISWAL : That is very good of you, Sir.

[Translation]

Sir, I will keep this in mind. The six thousand labourers of Kanpur Algin Mill No.1 and Mill No. 2 and Kanpur Textiles Limited are jobless. The management has not paid their wages for the last three months. They say that this matter is pending with the High Court. Sir, through you, I would like to know from the Government as to what is the relationship between the matter pending in the High Court or in the Supreme Court and payment of wages? In 1994 an agreement was signed between the then Union Minister Shri G. Venkatswami, Shri P.A. Sangma and the labour organisations in which it was decided that these mills will

remain operative and rupees 2500 crores will be spent on moderanisation of NTC mills. In 1996 an agreement was reached between the said ministers and the Labour Organisations that the above mentioned agreement would be applicable on the BIC mills also. It is there in the minutes of the bilateral talks held in 1996. Thereafter, the government referred the matter of Algin mill No.1 and mill No.2 and the Kanpur Textiles Limited to the B.I.F.R.

The B.I.F.R. has submitted a scheme to the government for operating these mills. But during the course of hearing in BIFR the government did not permit to implement even its own package. After its own approved package, the government came up with a revival plan before the BIFR and AAIFR and that too was not implemented and the BIFR recommended the closure of these mills. The order passed by the BIFR cannot be implemented because this matter is pending with the Uttar Pradesh High Court because these mills are located in Uttar Pradesh. A Judge of the Allahabad High Court accepted the order of BIFR and issued orders for the closure of these mills. Thereafter the labourers appealed against this order and their appeal was heard by a full bench which passed an order not to close these mills instead the said bench in its orders directed that these mills should be made operative and employment should be provided to these labourers. Three months have lapsed since then. The six thousand labourers of BIC Kanpur are on a round the clock dharna for the last 27 days. But neither the government have taken any decision regarding their wages and nor any intimation regarding any decision has been given. Therefore, I request you to kindly direct the government to disburse the wages of these labourers and to implement the agreement reached between the labour organisations and Union Government for starting these mills in which fresh offers were made in this regard.

SHRI RAM PRASAD SINGH (ARRAH) : Hon'ble Speaker, Sir, I am grateful to you for giving me an opportunity to speak. Sir, Buxar, Bhojpur and Patna districts of Bihar are normally affected adversely by devastating flood water of Ganga every year as a result, hundreds of people loose their lives and considerable amount of property is destroyed and the people are compelled to lead the life of gypsies on roadsides. This issue has been highlighted by media several times and the Government of Bihar has also raised this matter on several occasions to draw the attention of the Union Government towards this. But neither embankments have been constructed to check flood water nor any long term scheme has been chalked out to protect the affected people. Therefore, through you, I demand from the Union Government that a long term scheme should be formulated for safety from floods and embankments should be constructed on Ganga and this scheme should be implemented under the Ganga flood scheme to save the lives and property of the people.

DR. LAXMINARAYAN PANDEYA (MANDSAUR) : Hon'ble Speaker, Sir, the Modern Food Industries is an important industry of the country but due to mismanagement it has been suffering losses for the last few months. This industry was operating its separate units at Delhi, Mumbai, Bangalore, Jaipur and Madras and supplying the popular Modern Bread duly in the morning. Now such a situation is created that this industry has reached on the verge of closure.

Hon'ble Speaker, Sir, through you I would like to draw the attention of the government that Modern Industries had two separate units at Ujjain also in Madhya Pradesh which were producing oil and nutritious food. They were also closed down. Thousands of workers have been rendered jobless. This Industry has vast area of land and good machinery. These two units can be revived if some funds are invested in it and the management is streamlined. Therefore, I request that the government should pay attention to save this industry which is on the verge of closure.

*SHRI P. MOHAN (MADURAI) : Hon'ble Speaker, Sir, I thank you for giving me an opportunity to raise an important matter for urgent consideration of the Government to accord due recognition to our ancient Indian language and my mother tongue Tamil and I fervently hope my colleagues in this august House would join me in focussing our attention to get Tamil, the ancient and classical language spoken in many parts of the world its due status at a time when we enter the new millennium.

I would like to impress upon the Government through this august House that the ensuing year 2000 should be declared as 'year of Tamil language' in the same way as we observe the current year as 'year of Sanskrit language'. I urge upon the Government to take urgent steps in this regard.

Tamil is also one among the ancient and classical languages of the world like Pali, Greek, Latin, Hebrew and Chinese languages. Our ancient Tamil language has an age old literacy tradition and has a vast mass of rich literature down the ages. Hence I urge upon the Union Government to declare Tamil as a classical language and Union Government needs to accord due status to this ancient language of this soil without any further delay.

I fervently appeal to all the members of this House with a hope that not only my fellow members from Tamil Nadu but also all the members of this august House would join me in taking up this matter for urgent consideration of the Union Government. With this, I conclude. Thank you.

[Translation]

PROF. RASA SINGH RAWAT (AJMER) : Hon'ble Mr.

*Translation of speech originally delivered in Tamil.

Speaker, Sir, through you I would like to draw your attention towards a very serious problem and nobody is paying attention on it. It is the problem of increase in population. The growth rate of production is 1, 2, 3, 4, 5, 6, 7 whereas the growth rate of population is 2, 4, 8, 16, 32, 64, 128. Even after entering into 9th Five Year Plan since independence, we are not getting the required benefits from the development programmes. Therefore, I request the Union Government to call a meeting of the representatives of various political parties to formulate a policy in this regard so that before the ensuing century, we could be able to implement some measures to check the increasing growth rate of our population and people could get the maximum benefits from the development works. Increased growth rate of population is responsible for the increase in crimes and for the ochlocracy. Therefore, I request the Union Government to take stern steps to control the rise in population. Taking into confidence all the political parties, an effective policy should be formulated for checking the population growth effectively.

[English]

DR. (SHRIMATI) C. SUGUNA KUMARI (PEDDAPALLI): I thank you for giving me this opportunity to speak. I draw your attention and the attention of this august House to the innumerable bank and NBFCs in India in general and in Andhra Pradesh in particular involving Rs.10,000 crore loss to the innocent investors. Some of which are :

1. Paradesi scam involving Shri Rupchand Paradesi who had cheated investors to the tune of Rs. 200 crore.
2. The Aneja Consultancy has duped the investors to the tune of Rs. 1000 crore.
3. V. Jaya Bharathi Laxmi, owner of a unregistered chit fund company in Vengalrao Nagar, Hyderabad.
4. Pancha Janya Finance in Machhlyal of Adilabad District in Andhra Pradesh, which is in my constituency.
5. M/s Shakti Sai Agros and Forests India Limited, B Incline Colony, Godavankhani, Karimnagar District, is also in my constituency.

This is the tip of an iceberg and if explored all sharks, which have swallowed innocent poor people will be hooked and booked. Through you, Sir, I request the Government of India and the concerned hon. Minister to take immediate action in this regard.

[Translation]

SHRI SANSUMA KHUNGGUR BWISWMUTHARTY (KOKRAJHAR) : Mr. Speaker, Sir, I am grateful to you for giving me an opportunity to speak. Through you, I would

like to draw the attention of the House towards a very important matter. I would like to submit to the hon'ble Prime Minister and all the Members of Parliament that we welcome the decision taken by the Government of National Democratic Alliance recently to create three new States. However, the decision regarding the Bodoland has not been taken and I would like to raise my voice against the discrimination and the injustice done to the people of Bodoland. We are also true Indians.

[English]

The decisions adopted by the NDA, Govt. to create only three new States neglecting our genuine 'Bodoland demands' has been quite discriminatory policy approach towards Bodos. That is why, the NDA Govt. should immediately adopt a similar decision for creation of a separate State of Bodoland too. Otherwise, this discriminatory approach will attract turmoil of a very very serious nature in the entire North-Eastern region. Under any circumstances, we should not be discriminated against. This is my humble submission to the Government of India. There has to be a very very concrete and clear cut policy decision in the Government of India to create the long awaited separate State of Bodoland within the shortest time possible. We should not be discriminated at all under any circumstances. This discriminatory approach is quite insulting to the Bodos. I would like to draw the attention of the Government of India to this very serious matter.

MR. SPEAKER : Shri Bwiswmuthiary, please understand that if you wish to raise a matter during 'Zero Hour', you have to give a notice before 10.00 o' clock in the Notice Office. You are every time sending your name on a chit.

SHRI SANSUMA KHUNGGUR BWISWMUTHIARY : I have been sending my request for the last three days. Since you assured me the other day, I have raised a very important matter.

MR. SPEAKER : If you wish to raise a matter during 'Zero Hour', you have to give a notice in the Notice Office before 10.00 o' clock.

[Translation]

DR. RAGHUVANSH PRASAD SINGH (VAISHALI) : Mr. Speaker, Sir, I would like to raise the matter regarding the privileges of members of Parliament during Zero Hour. If any Minister visits an area, for the sake of courtesy, the members of the area should be informed about the visit. Recently, a day before yesterday i.e. on 11th, the Minister of Social, Justice, Shrimati Maneka Gandhi had given wheelchair etc. to the disabled persons in Vaishali. However, the hon'ble members of the area were not informed

about it. I hail from that area. An official programme was also organised by the party there. It was also mentioned in the speech delivered there that members are not paying adequate attention towards the disabled persons, though hon'ble Shri Jaipal Reddy had raised this issue on 'Disable Day'. We have also made the point that the problem of disabled should be solved and they should be provided special attention. The Bill in this regard should be brought in the House. But the same has not been done. Is it not the established courtesy that if any hon'ble Minister visits an area, the concerned members should be informed about it....(Interruptions) It is also a matter of Privilege.... (Interruptions)

SHRI RAJIV PRATAP RUDY (CHHAPRA) : Mr. Speaker, Sir, when he was a Minister, whether he used to inform the members?

DR. RAGHUVANSH PRASAD SINGH : We were used to inform the members.

[English]

MR. SPEAKER : I have received your privilege notice on this matter and it is under my consideration. Now, the House stands adjourned to meet again at 2.35 p.m.

13.36 hrs.

The Lok Sabha then adjourned for Lunch till thirty-five minutes past Fourteen of the Clock.

14.39 hours.

The Lok Sabha re-assembled after Lunch at thirty nine minutes past Fourteen of the Clock.

(MR. DEPUTY-SPEAKER in the Chair)

SHRI S. BANGARAPPA (SHIMOGA) : Mr. Deputy-Speaker, Sir, with your kind permission, I would like to mention that we have given notices signed by the Members of this House from Karnataka relating to the Cogentrix matter. The cogentrix, an American-based Company, has withdrawn from the project.

MR. DEPUTY SPEAKER : Now, may I draw your attention? You are making a submission. You can make this submission tomorrow during Zero Hour or as a special submission, you can do it. Now, we have to go to item No.12 - Matters Under Rule 377. You have not given the notice. Why do you not do it tomorrow? You can do it tomorrow. Please give a notice.

SHRI S. BANGARAPPA : The only thing is that the matter is a little urgent. So I am making a request to the hon. Deputy-Speaker to allow that matter under a different rule for some discussion. We have already submitted it to the Speaker and discussed about it.

MR. DEPUTY-SPEAKER : You could have made it before Lunch. Were not you here? Today, up to 1.35 p.m., Zero Hour continued. Either you make it tomorrow during Zero Hour or you can give notice also.

MR. DEPUTY SPEAKER : Now, the House shall take up Item No.12 - Matter Under Rule 377.

MATTERS UNDER RULE 377

14.43 hrs.

(i) **Need for construction of an Airport in Ajmer, Rajasthan.**

[Translation]

PROF. RASA SINGH RAWAT (AJMER) : Hon'ble Mr. Deputy Speaker, Sir, situated in the heart of Rajasthan, Ajmer is an old historical city which is an important place from tourism point of view. At present, its population is around 4 lakhs. Dargah of famous Sufi Saint Khwaja Mohiyuddin Chisti is situated in Ajmer and Pushkar Raj the famous pious city of Brahmaji is in close proximity. Both of these places are visited by lakhs of Hindu and muslim pilgrims from all over the country and abroad. The salvation place of Maharishi Dayanand Saraswati who was the first to uphold the swaraj movement and herald the social awakening, is also situated here. The important historical places of followers of Jainism, Sikhism etc. are also situated here. It has been the work place of freedom fighters. At the time when there was princely States in Rajasthan, Ajmer was used by freedom fighters as a centre place of their activities.

Ajmer is also an important educational centre. Students from various parts of our country and abroad come to study in the educational institutes situated here. Due to its peculiar position, Ajmer Mewara remained as Union Territory till 1956. The famous industrial city Biyawar is also near Ajmer. Kishangarh which is famous for the marble business, Mandi Vijay Nagar which is an important place from the business point of view and famous cantonment area are situated at Nasirabad and all these places are in the proximity of Ajmer. All Presidents and Prime Ministers of our country are used to come here to get blessings of Ajmer Sarief and Pushkarji.

Ajmer which is important from historically, educationally, geographically and also from cultural point of view, is a symbol of brotherhood. However, it does not have any airport and has not been air linked with other parts of our country till now. Rajasthan Government is ready to provide land for it and even the Central Government in principle, has realized the need of airport there.

Therefore, I strongly request the Union Government to airlink Ajmer with other parts of the country, by setting up an airport there without any further delay to facilitate an overall development of Ajmer.

[English]

SHRI SUDIP BANDYOPADHYAY (CALCUTTA NORTH WEST) : Sir, this Matter Under Rule 377 is very important. If you kindly instruct the Minister concerned at least to communicate the stand taken by the Government, we would be grateful to you. The replies to Matters Under Rule 377 never reach us.

MR. DEPUTY SPEAKER : It is done automatically. The hon. Ministers will take note of it.

SHRI PRIYA RANJAN DASMUNSI (RAIGANJ) : They only take note of it and there is no reply....(Interruptions)

MR. DEPUTY SPEAKER : Shri Priya Ranjan Dasmunsi, when Matters Under Rule 377 are raised, the Government take note of it and then they also act on it.

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI RAM NAIK) : Mr. Deputy Speaker, Sir, You have rightly said that it is not only taken note of but also the Minister concerned replies to the Member in the form of a letter. If any Member has not received it so far, he can bring it to the attention of the House and we can reply to it....(Interruptions)

[Translation]

SHRI G.M. BANATWALLA (PONNANI) : An airport should be there. We have raised the issue in the House time and again that an airport should be there.

[English]

MR. DEPUTY-SPEAKER : Please take your seat.

.....(Interruptions)

SHRI PRIYA RANJAN DASMUNSI : In the last Session, only two replies came and nothing more than that. In the BAC meeting it was recorded. No reply had come during the last session. Hon. Members raised several issues through Matters Under Rule 377. This is for your information. Kindly speed it up.

(ii) **Need to Improve Telephone Services in Churu, Rajasthan**

[Translation]

SHRI RAM SINGH KASWAN (CHURU) : Telephone services in my Parliamentary constituency Churu are not working properly. Talks cannot be held for hours from my

native area Sadulpur to sub-divisional headquarters of Shri Dungargarh, Ratangarh, Sardar Shahar, Vidysar, Rajal-desar, Chhapar Ladnu etc. and other major towns This area has links with other big cities of our country but in the absence of proper tele communications facility, people of this area cannot contact them on telephone. Sometimes telephone lines remain out of order for several days. The condition of telecommunication system is worse in rural areas. Telephones, P.C.Os remain out of order for months but the department does not pay any attention towards it. Similarly, no attention is being paid by the department towards setting up new telephone exchanges. Villagers who have applied for telephone connections during the past several years, have not been given connections yet.

Therefore, through you, I would like to request the hon'ble Minister of telecommunications to take appropriate steps to improve the telecommunications system of my Parliamentary constituency and to provide telephone connections to those who have applied for the same.

(iii) Need to establish a Krishi Vigyan Kendra at Saran district in Bihar.

[English]

SHRI RAJIV PRATAP RUDY (CHHAPRA) : Sir, the district of Saran in Bihar is one of the most backward regions in North Bihar, despite having the most fertile land. It is still under severe grip of poverty and unemployment. For a long time, a proposal to establish a Krishi Vigyan Kendra is under consideration by the Ministry of Agriculture. The proposal was to establish it at Martourah, a Sub-Divisional Headquarter, with lot of infrastructural facility or at Sonepur, one of the old seed farms. The local NGO and the rural Youth Coordination Centre at Amrou, Saran has submitted a proposal, which is under consideration for quite some time. I request the proposal for establishing a Krishi Vigyan Kendra at Saran, Chhapra by the Ministry of Agriculture, may be taken up on priority basis.

(iv) Need for Excavation Work in Sankisa (Farrukhabad) (U.P.) An Archaeological Site of Buddhist Period.

[Translation]

SHRI CHANDRA BHUSHAN SINGH (FARRUKHABAD) : There is a place called Sankisa in Farrukhabad district of Uttar Pradesh which is one of the 10 pilgrimages of Buddhists. According to historians, Bhagwan Buddha used to spend four months of rainy season here. That is why tourists from India and abroad as well as the followers of Buddha visit this place regularly. When I am talking about Sankisa, I must add here that when the people living in and around Sankisa plough their fields, they find

idols, utensils, coins etc of Buddhist age. Therefore, I request the Government that excavation work by the Archaeological Survey of India should be started at Sankisa immediately so that more and more information could be collected about the Buddhist culture.

(v) Need for overall Development of Sitab-Deera, Birth place of Lok Nayak Jai Prakash Narayan.

SHRI PRABHUNATH SINGH (MAHARAJGANJ, BIHAR) : Mr. Speaker, Sir, I would like to draw the attention of the House towards Sitab-Deera which is the birth place of Shri Jai Prakash Narayan the harbinger of total revolution. The birth place of Lok Nayak has been the victim of administration's neglect even after five decades of our independence and this area is gradually losing its existence due to natural calamities like flood etc. Untill few years back this village was divided into 16 segments and had a population of 25 thousand. However, continuous inundation has left it with only 10 segments. Six segments have been submerged in the river Saryu due to the soil erosion caused by the said river every year and no land is available to the local people to inhabitate. My demand to the Central Government is to constitute a central committee and conduct a survey of this village to save this village of historic importance, from the devastation of flood every year. A dam should be constructed here to check the soil erosion in this village caused by Saryu river or adequate steps should be taken to change the course of this river.

Sir, I would like to draw the attention of the House towards one more point. This village is situated on the bank of Saryu on the border of Bihar State. However, it has not been electrified despite the efforts made by the State Government. This village is adjacent to Ballia district of Uttar Pradesh and if an area of 2-3 kilometres is electrified, electricity can be supplied to this village. Sir, the birth place of pioneering people like Lok Nayak Jaiprakash should not be bound by the narrow borders of States. I would like to request the Union Government to issue necessary instructions to the Uttar Pradesh Government for electrification of this village so that Sitab-Deera Village is electrified without further delay.

(vi) Need to Increase Support Price of Sugarcane

SHRI UTTAMRAO DHIKALE (NASIK) : Sir, today, sugar industry has become one of the largest industries in our country and a large number of people are engaged in it. However, sugar is produced from sugarcane only. The quantum of production of sugarcane is so high that the farmers are not getting remunerative prices for the sugarcane. In Maharashtra they are getting only Rs. 560 per tonne. It is a very low price. Sugar prices are also constant for the last several years though prices of all

other goods have risen. Farmers are facing huge losses due to it. It remunerative price is not given to farmers keeping in view the production of sugarcane, the farmers will stop cultivating sugarcane. In that situation, all of us will have to bear the brunt. Production of sugar would stop and sugar industry would also be closed down. As a result, many people would be rendered jobless.

Therefore, I request the Central Government to take this matter seriously and take necessary action in this regard.

(vii) Need to ensure payment to Sugarcane Growers in Azamgarh District U.P.

DR. BALIRAM (LALGANJ) : Sir, through you, I would like to draw the attention of the House towards Sathiyon sugar mill in district Azamgarh and Ghosi sugar mill in district Mau. Sugarcane is the main cash crop of farmers living in Azamgarh and Mau areas. Today, the farmers of these areas are on the verge of starvation and is thinking in terms of stopping the sugarcane cultivation. The main reason for this is that both the Government sugar mills have stopped the release of payments for the sugarcane. Last year Sathiyon mill in Azamgarh purchased sugarcane worth Rs. 5 crores from farmers but made payment of Rs. one crore only and the balance payment of Rs. 4 crore is still outstanding. Similarly, Ghosi sugar mill in Mau purchased sugarcane worth Rs. 6 crores from farmers but made payment of Rs. 1.5 crores only and the payment of remaining amount of Rs. 4.5 crores has not been made till date.

Therefore, through you, I request the Government to ensure immediate payment of dues to farmers by Sathiyon and Ghosi Sugar Mills.

[English]

(viii) Need to convert the metre-gauge railway line between Coimbatore and Dindugal into broad-gauge.

DR. C. KRISHNAN (POLLACHI) : Sir, I wish to draw your kind attention to the long-pending demand of my constituency, Pollachi, in Coimbatore District which is the Manchester of South India. Pollachi is also an inter-State marketing centre and well-known for export of coir and coconut products.

Now, Pollachi and Udmalpet are becoming very important towns and there is a long-pending demand for the broad-gauge route. The metre-gauge between Coimbatore to Dindugal via Pollachi should be converted into broad-gauge route. On conversion, it will generate good revenue for Railways and the people of South India will be benefited by getting easy link to travel. The punctuality of

the trains will also be improved. Apart from these, important places like Palani, a pilgrim centre, Tirumoorthi dam, Amrawati dam and Top Slip wild life sanctuary will be well connected.

I request the Railway Minister to take up the above proposal at the earliest.

14.56 hrs.

DEMANDS FOR SUPPLEMENTARY GRANTS - RAILWAYS

[English]

MR. DEPUTY-SPEAKER : The House will now discuss Supplementary Demands for Grants (Railways) for 1999-2000. The time allotted for this subject is four hours. The hon. Members are requested to speak on the Demands only and be brief so that the maximum Members may participate in the discussion.

Motion moved :

"That the respective supplementary sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President of India out of the Consolidated Fund to defray the charges that will come in course of payment during the year ending the 31st day of March, 2000, in respect of the head of Demand entered in the second column thereof against Demand No. 16."

SHRI ALI MOHD. MALIK (ANANTNAG) : I want to make a small submission. This is a money Bill. The demands are in a form of Bill and under the Constitution, it should have been recommended to the House by the hon. President of India. There is no certificate to the effect that these Demands are being recommended by the hon. President under article 110 which gives the definition of Money Bills, and article 117 makes incumbent that it should be recommended by the President of India to the Legislature.

MR. DEPUTY-SPEAKER : The hon. Member may kindly resume his seat. This is Supplementary Demands for Grants (Railways).

SHRI ALI MOHD. NAIK : Let it be Supplementary Demands.

MR. DEPUTY-SPEAKER : In case you want to raise any objection, you could have given in writing to me.

SHRI ALI MOHD. NAIK : It is not necessary. I will show the Rule Book. I will show the Constitution. It is not necessary that I should give it in writing.

MR. DEPUTY-SPEAKER : You should give notice.

SHRI ALI MOHD. NAIK : My point is that the certificate of the Minister that she has written to the hon. President for recommendation is not sufficient under Constitution. There should be an order or a certificate from the Speaker, or from the Secretary-General of this House that the President has consented or recommended it for the consideration of this hon. House. This is what article 117 says. So, my point is that this cannot be considered without the recommendations of the President of India.

SHRI SUDIP BANDYOPADHYAY (CALCUTTA NORTH WEST) : Sir, while placing the Supplementary Demands for Grants (Railways), it is very categorically mentioned that the recommendation of the President required under clause 3 of article 113 read with clauses 1(a) and 2 of article 115 of the Constitution for making the Demands has been obtained. It is very much clear that it has been obtained. So, I do not know what is necessity of raising the objection.

15.00 hrs.

MR. DEPUTY-SPEAKER : That is why, I was also drawing the attention of the hon. Member. The hon. Member should have taken a little pain. It is already there. She has already obtained the President's recommendation. There is nothing wrong in it.

.....(Interruptions)

MR. DEPUTY-SPEAKER : You please see it is already obtained and without obtaining the President's recommendation, it cannot come on the floor of the House. You are a new Member. You kindly go through the rules. Unless and until, the hon. President's recommendation is there, it cannot come here. On the face of it, it is printed also. You please go through it. Please do not waste the time of House.

.....(Interruptions)

MR. DEPUTY-SPEAKER : Now, I call Shri P.R. DASMUNSI.

....(Interruptions)

MR. DEPUTY-SPEAKER : Please see on the face of it, it is already printed. You please go through it.

SHRI PRIYA RANJAN DASMUNSI (RAIGANJ) : Mr. Deputy-Speaker, Sir, it is my pleasure to initiate the debate today on behalf of my Party before the new hon. Minister of Railways of the Government.

Sir, at the outset, I wish the mission of the Minister of Railways an overall success and I feel proud of West Bengal State that we could produce a leader who could occupy

such an august Chair of the Government and that too in the key position of the Ministry of Railways.

Sir, through you, I would like to highlight a few important issues. normally, in Supplementary Demands for Grants major issues are hardly debated, but in matters of suggestions and initiating a few more new areas, I would like to comment on these Supplementary Demands for Grants.

Sir, First of all, I would like to draw the attention of the hon. Minister, through you, to the matter which concerns everybody today which is the safety and security of the passengers while they travel in train. While assuming office, I understand the hon. Minister of Railways said : The topmost priority of the Government shall be accorded for the security and safety of the railway system to ensure security and safety of the passengers.

Sir, it is not merely a good wish; it should be supported and augmented by the entire Parliament and Ministry of Finance through its budgetary support. I want to know the policy angle of the Government. Do the Government agree that safety and security should be given the top priority; if so, like the Defence, why should not the Ministry of Railways be given the second highest priority in financial allocation and the budgetary support? It is not important who is coming and who is going in the Ministry of Railways. It is important that this Ministry must get the highest priority in terms of safety and security.

Sir, I now come to the main issues. Shri Nitish Kumar, while he was in the Office, did say that priority also should be given to safety and security, but you know finally what had happened. What is the fate of the 150 year's old Ministry of Railways which is yet to go miles and miles in providing safe, accident-free and efficient transport service to nearly 12 million passengers who travel by it every day?

It was the privilege of the present hon. Minister of Railways to preside over the Standing Committee on Railways while the previous Government was functioning, when Shri Nitish Kumar was the Minister of Railways. I find that the Committee headed by the hon. Minister of Railways did recommend and very correctly so. I quote :

"Signalling and Telecommunication System plays a paramount role in ensuring safety of passengers and minimising the impact of human errors on train operations. During the year 1998-99, a sum of Rs. 361 crore was allocated to implement the projects under this Plan Head. However, at the Revised Estimate stage this amount was reduced to Rs. 325 crore. The Committee fail to understand the reasoning of the Ministry that on one hand they announce Signalling and Telecommunication as a thrust/priority area and on the other they prune the allocations made under this Head at the Revised Estimate stage. The

Committee take a very serious view of this indiscriminate cut in the allocation of funds under this head.

Thereafter it says :

"The Committee recommends that funds at the rate of Rs. 500 crore be provided under the head "Railways" to ensure safety."

Sir, through you, I would request the hon. Minister and to the entire Treasury Benches that please do not make any compromise on this issue. The Finance Minister is not here. It is the Finance Minister who is the key instrument in laying the hand on increasing his budgetary support to the Ministry of Railways. If the Ministry of Railways do not get at least Rs. 500 crore for the safety and security department, it will be obvious that in spite of all the pious wishes of the hon. Minister and the Members of this House, the kind of security and safety measures that are required today in our country are impossible. I remember the days of the accident at Gaisal. It was just at the border of the constituency which I represent. I am glad that the then Union Minister of Railways had been there to visit the area at that time. It was a very horrifying scene. It was, of course human error. I am told that one inquiry has been completed and the Minister has announced a CBI inquiry into it. I do not know when the report of the inquiry will come, but we shall discuss it when it comes. But it has been found and felt many times that security and safety measures always face a financial crunch by the Government. I want to know whether the Government is categorical in this matter that in their proposed budget next year or in the allocation so far, they will not make an inch of compromise, so far as Railway's security and safety is concerned. This is my first submission.

Secondly, there is a confusion going on. When we all say that the Railways need resources, we all give a lot of suggestions. One of the suggestion made by the previous Standing Committee headed by Kumari Mamata Banerjee is that the Railways can augment further resources by utilising and exploiting the available surplus land at the disposal of the Railways. I think it is a very good suggestion and it should be done. But, at the same time, I find that there are two contradictory views. While the Railway Minister very rightly says that the days have come when we should think of involvement of the private sector in one way or the other to exploit the Railway property, etc. The *Hindustan Times* dated 18th October, 1999 said : "Safer Journey Mamata wants to involve private sector". Again, *The Observer* said : "Vajpayee rules out privatisation of Railways". I think the statements of Shri Vajpayee and Kumari Mamata Banerjee have no quarrel and clash, but there is an interpretation gap. So far as privatisation of

Railways is concerned, we may have a different view, but as far as private sector's involvement in the railway system to take the property and exploit it is concerned, we have a different view. So, I hope that today, during the course of reply, the hon. Minister would tell us as to what exactly they mean by involvement of the private sector. Is it to take up a few projects and trains or to exploit the Railway's property to the best extent possible to generate resources? That will convince the House and the House will react at the appropriate time when the Railway Budget will come up.

I read out from para 154 on page 103 of the recommendations of the Standing Committee on Railways :

"On the issue of augmentation of resources in the railways, one of the most important sources can be optimum utilisation of the railway lands. Huge quanta of land are owned by the railways. Proper land management can fetch huge resources for the railways to invest in development projects which are so much starved of resources. The railway lands may have been under use of some organisations or groups of people for long years. In many cases they are under use by such people for more than 70 years and not put to the best economic use. In such cases, the land-in-question may be optimally utilised after arranging alternative settlement of such people."

Sir, this is a matter where the Railway Ministry will have confrontation with the State Governments. The reason is obvious. They allow the *jhuggi-jhonparis* to be built year after year on the railway land and when the railway officials come, we, the public representatives, irrespective of the political parties we belong to, go and persuade the Governments not to remove them because otherwise where will they go? Is there any policy with the Ministry of Railways now or do they have any comprehensive blueprint in hand that in such cases where eviction or removal of such groups of people who are unauthorised occupants of the Railway Ministry is required, how they will be settled elsewhere.

I think for that reason if a Committee is formed between the Union Railway Ministry and the representatives of the State Government for a collective will (a) to dispose of the land of the railways to augment resources; and (b) to make alternative placement to those people, it will be good. Then, I think, the confrontation will be avoided. Otherwise, I think, if the Railways desire to do something, the State Government will not cooperate. If the State Government and the Railway Ministry are at the same political level, some parties will come and create problems. It is very natural. If I represent a constituency I have an obligation to my people. I cannot keep quite at that, be it the B.J.P. Government or the C.P.M. Government or the Congress Government.

[Shri Priya Ranjan Dasmunsi]

Therefore, I feel that the hon. Minister can spell out as to what exactly is the policy in this regard.

The Standing Committee further said a very important thing. I think the entire Parliament should take note of the recommendation of the Standing Committee last year, which was headed by Kumari Mamata Banerjee. It said :

"The Committee desire that before chalking out a plan to remove encroachments on Railway land, a rehabilitation package should be provided well in advance by effective coordination with the State authorities. The Railways should also explore exploitation of Railway land and air space particularly in Metro Cities in order to generate more resources for the Railways development plans."

I think this is what I said just now. I think that my suggestion and the recommendation of the Committee are in line with this and I hope that the hon. Minister who is now in the office also, shall try to implement the recommendation of the earlier Committee, in a teamspirit of the Railways with the cooperation of the State Government either through a Committee or through a dialogue.

Now, I want to highlight a few more issues. I will only ask the hon. Minister of Railways one thing. I know her dynamism, sincerity and honesty. Will the hon. Minister take one issue very seriously, come what say, irrespective of the political parties who rule the Railway Ministry? Will she take up the case of all kinds of previous imports and purchases of Railways and probe whether there was any rat smelling? We have imported a large stock from British Railtrack. We have imported a few things from Germany at a very higher rate, ignoring global tender. We have done something in the Railway Ministry in the name of the interest of the people which smell foul. Will the hon. Minister clean the Rail Bhavan from the past tracks, shadows or deals and other cultures through an appropriate investigation Committee, come what may?

If the Congress is to be punished, let the congress be punished. If the BJP is to be punished, let the BJP be punished. But you take that bold step to give a message that there is the Rail Bhavan which does not deal in deals and foul things. Once you establish it, I think the morale of the Railway Ministry will come to the real track and from that day there will be no derailment in your commitment to the people as such from the Railway Ministry.

The Metro railway project in Delhi is on. There are projects which are on in Mumbai. There are projects taken up by earlier Ministers in Bihar and U.P. I wish them good luck. There are projects in the North-East. I wish them good luck. But do not misunderstand me for saying this because being a Member from West Bengal, I think it is a privilege to

me to address the hon. Minister, to remind her a few things. Besides Bihar, U.P., and Maharashtra there are other States. There has been a tradition in this House that whoever may be the Railway Minister, he or she first takes the load of the State from where he or she comes. I do not blame it. There are pressures. But I think I have to place some legitimate things before the hon. Minister of Railways.

In Sunderbans area of Bengal, Lakshmikanpur-Namkhana project is there which is still not seeing the light of the day. The hon. Minister has said outside Parliament about her sincere desire to complete the Eklakhi-Balurghat project which has not seen the light of the day till now. What is the progress in it? During the tenure of late Shri Rajiv Gandhi, Barkat da, the then Railway Minister introduced it and plan sanction was done. But there is slow progress. I wish the hon. Minister to provide such resources that this project comes to a decisive line. I came to know from the newspaper that the lands have not yet been taken over by the Railways and the State Government says that the Minister is in a better position to clarify and the Railways have not asked for the land from the State. What is the position and the facts of the project? The hon. Minister may highlight this.

I will be too glad to know it. Though I represent a different constituency in the State, a part of this district is also in my constituency.

So, I have a duty to remind the hon. Railway Minister. Then, I come to Digha-Tumluk. Mr. Deputy-Speaker, Sir, it is a belt which made India free from the Britishers, before 15 August, 1947, for 72 consecutive hours. A large number of freedom-fighters who went to gallows, who sacrificed their lives, including Matangiri Hajra, were from this zone. The Salt Satyagraha also took place in Digha and this zone is neglected. Digha-Tumluk railway project is yet to see the light of the day. I am told the Minister is very actively considering it, but I do not know whether she will get enough resources. Therefore, I feel that while we are completing the 50th year of the Republic, let us at least salute this route where the entire country's freedom movement was highlighted and from where came great stalwarts like Shri Satish Sawant. He is no more with us. He was in this House. Shri Sushil Dhara is alive. Shri Ajay Mukherjee is no more. They kept the entire area free from the Britishers and established an example before the whole country. That route is still not completed. It is really a pathetic situation. I hope the hon. Minister will take note of it.

I find a very interesting thing in the recommendation made by the hon. Minister, when she was the Chairman of the Standing Committee on Railways. So, I would like to remind the Minister to fulfil her commitment. The Minister very rightly said in the recommendations :

"New projects should be taken up with proper priori-

tisation keeping in view not only the commercial or economic aspects, but also the social aspects....

I thank the hon. Minister for these words. It further says :

"...but also the social aspects of serving the people, especially of the rural areas, hills and North-Eastern States. There cannot be a set of uniform criteria for every part of the country, whether it is developed or under-developed each of the areas has its own peculiarities and unique features. Those are to be taken into consideration while preparing a new project for under-developed areas. The construction of railways will open up certain hitherto unopened backward areas to commercial economic activities. Committee are of the firm view that Ministry of Railways must keep these points in view."

Now, the then Chairman herself is the Minister and I bring it to her knowledge that an area in Bengal which is highly dominated by the Scheduled Castes, the Scheduled Tribes, erstwhile Bangladeshi refugees and Muslims. Rightly, I am representing that area, Uttar Dinajpur. It has not yet been connected to a broad gauge line which is only about 45 to 50 kilometres between Radhikapur and Barasat, the border of Bangladesh. That is the district which gave shelter to one-fourth of the refugees during Bangladesh revolution times, when Indiraji was the Prime Minister. That is the area which withstood shells of Pakistani Yahya Khan's Army, at that time. That is the area which is not connected to the rest of India and a poor treatment is given to it year after year, by the metre-gauge connection. It could be converted into broad gauge. The Minister herself in the capacity of Chairman of the Standing Committee on Railways had said that not only commercial but social aspects should also be taken into consideration.

Every alternative year, there is flood. The national highway's level is low and get submerged into water. The line from Siliguri to Barsoi is only metre gauge line. So, no broad gauge train or wagon could come to this site to supply food. So, it has to depend only on air-dropping. It is a very small passage. Therefore, I will request the hon. Minister to give priority to this area. This area is dominated by a Scheduled Caste group which is known as Rajbongshi who are the original people of this area. They are long crying as to why we are depriving them to connect themselves to the rest of India and specially Calcutta, with the help of this line. I will request the hon. Minister to consider this project, a gauge conversion of the limited area in the next Railway Budget.

If the railway line between Gunjuria and Gajol - the Minister herself has travelled in that part - is conceived to connect a tribal pocket of Gajol leading to Malda and Bihar

border section of Islampur, 30 kilometres of distance will be reduced. I have the hon. Member from Kishanganj sitting here. Shri Shahnawaz will agree with me that if a line between Gunjuria and Gajol is linked, then from Bihar to Bengal, 30 kilometres railway route will be reduced. That will also be a boost up for the people.

Mr. Deputy-Speaker, Sir, umpteen number of accidents take place there. Shri Shahnawaz will agree with me that in his erstwhile constituency, every year ten to twelve accidents take place. Last week also, one accident took place. Till this date, 680 pregnant ladies had to deliver child on the national highway.

It is because at Dalkhola crossing on the 34-National Highway, there is no railway overbridge; similar is the case at Kishanganj.

[Translation]

I had given protection to a pregnant lady during elections.

[English]

She was a Muslim lady, and she was crying. It was a terrible thing. They cannot go because the mail passenger trains pass one after another, and there is no flyover either in his area or in Dalkhola. It is a pathetic condition to watch, and we cannot do anything. The Minister had sanctioned the project, but I am told that the encroachment of the land and other things have not yet been cleared. I do not know the position, and the Minister may kindly apprise us on this. Women of that area say that we can go late, and that the pregnant women should be allowed to go first to the hospital because they should not stuck up in the middle.

[Translation]

Such a ferocious accident took place at Purnia-Kishanganj-Islampur line which I can not express in words.

[English]

The Railways can send a team to find out whether it can be done in the next year itself.

The annual plan of Railways for the year 1999-2000 has been estimated at Rs. 9,700 crore against the sanctioned amount of Rs. 9,500 crore for the year 1998-99. The allocation for the year 1998-99 was revised to Rs. 8,755 crore. It was further reduced for not generating internal revenue.

I am told, in the past, several passes were issued to social workers and to different categories of people and as a result, the passengers could not get any seat because they were occupied by people who were holding these passes. Will the Minister take some serious steps to stop

[Shri Priya Ranjan Dasmunsi]

the issuance of these passes? If these passes were issued on political considerations, they should be declared invalid because the first priority in getting reservation and accommodation should be given to the deserving passengers. Even if my Party members become a casualty of this step, I will support the Minister for taking such a bold action. Let the Railways be fair and clean. At least, I will not trouble the Minister with cases like this.

MR. DEPUTY SPEAKER : Please conclude because there are a number of speakers from your party.

SHRI PRIYA RANJAN DASMUNSI : Mr. Deputy-Speaker, Sir, I cannot explain how much the people in Bihar and Bengal suffer from lack of proper railway network.

[Translation]

Where is our hon. Member from Katihar. *...(Interruptions)* You tell us.

[English]

MR. DEPUTY-SPEAKER : Please address the Chair, and do not indulge in cross-talks.

[Translation]

SHRI PRIYA RANJAN DASMUNSI : The people of Katihar and Bengal usually travel to Raiganj, Shamsi or Harishchandrapur. But there is no computer reservation centre at these places. For getting reservation the people have to go to Katihar or Malda. I had urged the hon'ble Minister to set up a reservation centre at Raiganj, Shamsi or Harishchandrapur. It is not a big project. He has told me that she had given a order for setting up a reservation centre there. But the people of these areas say that this centre has not yet been opened there. The General Manager of the zone has not ordered for setting up this centre. Due to this, the people of Bihar and Bengal have to face hardships each day. Hence, I would once again urge the hon'ble Minister to make the Railway Ministry as an honest ministry so that all the frauds and scandals which used to take place earlier, may come to an end. If the Ministry of Railway ask for enhanced budgetary allocation for the railway security and in case the government does not accede to this request, the entire House will back up your demand. So you should stick to your demand and we will support you. With these words, I conclude.

DR. LAXMINARAYAN PANDEYA (MANDASUR) : Mr. Speaker, Sir, the discussion on the supplementary demands of railways is going on. This discussion should have been very brief. But taking the advantage of the way, this discussion has been initiated. I would also like to say a few things in this regard. It is true that the railway facilities have been expanded. New services have been introduced, facility

of computerised reservation has been made available and the improved measures have been adopted to provide security to the passengers. But despite all these achievements, the condition of the railways is very much a cause of concern. Railways do not have enough funds to meet their requirements and due to this paucity of funds railway is unable to complete its various projects in its defined terms whether it is the work relating to doubling the Railway lines, electrification or the gauge conversion.

Mr. Deputy-Speaker, Sir, first of all, I would like to refer 3-4 points raised in the supplementary demands. It has been mentioned in the demands that arrangements be made for chowkidars on level crossings. It is a very important thing. On several places whether it is Madhya Pradesh or Rajasthan, there is no arrangement for chowkidar etc. on 'no man gates' and if there is somewhat arrangement made on level crossing, it has been made through pointsmen. They follow the instructions received from the station Masters etc. regarding opening or closing the gates. It causes a lot of inconvenience to the travelling people. Hence it is very essential to make provision for the appointment of persons on level crossing by making budgetary allocation. It is a very important thing and I support it.

Mr. Deputy-Speaker, Sir, the issues of renewal and gauge conversion have also been raised in it. As far as gauge conversion is concerned, I would like to draw the attention of our hon'ble Minister. I quote him.

[English]

"Achievements and challenges of the future plans - Gauge conversion".

"Uni-gauge project has been undertaken to develop alternative routes to contact important places with the broad-gauge network, develop backward region and avoid problems. During the Eighth Plan, 6,733 kilometres of metre gauge and narrow gauge track were converted. In the Ninth Plan conversion of another 6,200 kilometre has been planned."

[Translation]

The gauge conversion however has been planned, but the hon. Minister has herself been the Chairperson of the Standing Committee of Railways. The replies given by the Ministry of Railways did not offer any solutions to these problems. I do not want to refer to them right now but a number of times she has expressed this apprehension that in the absence of the adequate funds we will not be able to complete our work in stipulated period. I would like to submit before you that even those important plans are being delayed which have already been sanctioned for gauge conversion. I would also like to draw your attention towards a very

ambitious plan which is very useful for our country. Under this plan it had been decided to have a uniform gauge throughout the country which would facilitate the transport of goods and travelling of people. The slowing down of such an important scheme and gauge conversion scheme in backward areas of the country where this could have been beneficial is not justified. I had given the example of a scheme of gauge conversion linking Rajasthan and Madhya Pradesh which has been completed from Kota to Neemuch but it is not being extended from Neemuch to Ratlam. There are four to six cement factories, several fertilizer plants, oil mills and other industries in that area and the Railway can earn a lot of revenue from this area. The cement produced there has to be sent to Mumbai and Chennai via Kota while it is a long route. Had the work of gauge conversion been completed, this cement could have been sent through Ratlam which is a shorter route. So it is not right to slow down the pace of such a good and beneficial scheme. Hence I would urge repeatedly that the adequate funds should be made available for this scheme. This project should have been completed by 1996-99 but it is yet to be completed while the year 1999 is coming to an end. Crores of rupees have been spent over it. Bridges and sub-bridges have been constructed and the extension of line has also been completed. If funds are given in lump-sum for this project, I think that it will definitely prove to be a good project. I would like to make one more submission before you that when a double line is made available between Ratlam and Kota which is at present only a single line from Ratlam to Kota via Nagda, a second parallel line between Ratlam to Kota via Chittorgarh will also be available after the doubling.

This line will be useful not only in connecting Rajasthan and Madhya Pradesh but also in directly linking Mumbai and Delhi. Therefore, I request you to pay attention towards demand raised in supplementary budget for providing some new routes and doubling some railway lines.

Mr. Deputy-Speaker, Sir, I would like to make a submission that telecommunication facilities should be provided in trains to enable communication between guards and engine drivers for safety of passengers. So far, not all, but some trains have been provided this facility. Guards of some trains met me and asked to make arrangements for providing this facility because it is essential from the viewpoint of safety of passengers. I do not want to discuss the issue of guards in detail because it is the supplementary budget. The brakevan used for travelling of guards is found so inconvenient that one has to take rest for three days after travelling 8 to 10 hours on it. This system should be improved. The same guards are put on these brakevans the next day also I will not discuss this matter today and wish that hon'ble Minister will pay attention to it.

As I have stated in the beginning itself that hon'ble

Minister is very well aware of these problems and facts as she has been raising these matters time and again in the Standing Committee on Railways and had been all the times stressing the need for providing facilities to members. Reservation facility should be computerised everywhere. Though it had been sanctioned way back for Neemuch and Mandsaur but work on this project is going on at a very slow pace. It should be completed at the earliest. New Railway stations having proper amenities should be set up, all these issues have been raised in supplementary demands for grants. It has also been stated that some railway stations would be developed as model railway stations. Some stations are to be upgraded. Names of some stations have been mentioned here but big and good railway stations like Indore, Neemuch and Mandsaur can also be developed as model railway stations. Ratlam is in central zone and trains going to Delhi, Mumbai or Chennai pass through Ratlam. It is a very big station and is in the proximity of the borders of Rajasthan, Gujarat, Madhya Pradesh etc. It will not be proper if such stations are not included in this scheme. Some small stations, which are not fully equipped with passenger amenities have also been included in it but their ratio is quite low. I would like to say that these should also be included in it.

I have stated in the beginning itself that I will be confined to supplementary demands for grants and will not discuss it in detail. The issues regarding developing model railway stations, safety measures in some trains, providing relief of assistance to victims of super cyclone in Orissa, providing telecommunication and rest house facilities and upgradation of amenities for passengers have been raised here. In your previous report regarding upgradation of amenities it was clearly mentioned that number of Yatri Nivas should be increased. I am to say that Ujjain railway station in Madhya Pradesh a Yatri Nivas with facility of retiring room has been constructed but it is not being used for passengers. It has been given on contract and now a hotel or a sort of that is running there. Why these Yatri Nivas are being constructed. These should be utilized properly. I would like to draw your attention towards Madhya Pradesh which has not been benefited to the desired extent as railway network was not expanded there to the extent it was desired there. I request the hon'ble Minister would pay attention towards it.

I would like to make a submission that Railway require more finance. I also started discussion on it. A news item was published in 'Hindu' newspaper of 28th of last month, which read as under:-

[English]

"The Indian Railways is set to seek a loan of around Rs.1,000 crore from the finance Ministry to bridge the shortfall in financing its annual plan for 1999-2000."

[Dr. Laxminarayan Pandeya]

[Translation]

When there is such a big requirement, how that will be met how we will be able to improve it. Just now Dasmunjsi was saying that amenities and safety measures in Railways should be improved. We should cooperate with the hon'ble Minister if she want to take measures in this regard. Recently some railway accidents took place, arrangements should be made to avoid accidents. Adequate facilities should be provided to drivers and guards. It should be told that how these accidents could be avoided. 1209 persons have been killed and 2000 persons hurt during last two-three years. Though these accidents took place due to derailment, old railway lines and some other reasons. The issue regarding renewal of railway lines has been raised because the hon'ble Minister of Railways has stated that the Railways wanted to make rail journey safe and that they also wanted that railway journey are made comfortable and required measures should be taken in this regard.

In the beginning itself I have stated that still there is meter-gauge line in some areas. I have emphasized the need for gauge conversion because now a days the bogies for metergauge lines are not constructed and the existing metergauge bogies are in dilapidated condition people face difficulties in travelling on them. The bogies of first class are worse than second class in metergauge line because new bogies are not being manufactured and those existing are in shambles. A scheme was formulated for taking up gauge conversion we should try to get more funds for its implementation.

It was also discussed widely as to whether like in other industrial fields private sector can be allowed participation in Railways or what is its scope and capacity in this regard.

It is a policy matter and I do not want to raise it. But it has been said by the hon'ble Minister of Railways that we can improve rail passenger amenities and expand our rail network and services if catering and some other services are given to private sector.

I have invited the attention of the House towards some facts. Not going into more details, I would like to impress that railway is a kind of facility which a common man requires. Many trains which remain standing at a place for several hours can be extended. I have requested to extend Bhopal-Kota train upto Nagada. Today the condition of roads is very bad. Roads in Madhya Pradesh and Rajasthan are in a very bad shape. People prefer to avail railway facility. About 6-7 months back, a train was introduced in my parliamentary constituency on metergauge in view of heavy rush of passengers there. The train was found so useful that people demanded for another train also as a person can cover the distance between Indore and Mandasaur in five hours

while it takes 10 hours to cover the same distance by road. I was submitting that we talk about amenities for passengers. It there is a genuine demand in an area, the demand to provide passenger amenities there should be attended to ... (Interruptions) The train August Kranti Rajdhani should be provided stoppage at Ratlam. Inter-city should be provided stoppage at Meerut.

MR. DEPUTY-SPEAKER : Please conclude now as there is long list of members to speak.

DR. LAXMINARAYAN PANDEYA : I am concluding. I have confined myself to some specific points like - upgradation of railway stations, passenger amenities, reservation, doubling of tracks, gauge conversion. I have not deviated from the subject and I have not mentioned about Budget in detail. I will put forth my points regarding Budget at the appropriate time. I would like to draw the attention of the hon'ble Minister to consider my point regarding gauge conversion of a particular section mentioned by me. I hope she will accept my demand in the social interest and in the interest of development of the area and also to augment railway revenue and will make necessary funds available for this purpose.

With these words, I conclude.

*SHRI P. MOHAN (MADURAI) : Hon'ble Deputy Speaker, Sir, I thank you for the opportunity you have provided me to take part in this discussion on supplementary demands for grants for Railways 1999-2000. I would like to bring to the notice of the Hon'ble Railway Minister certain points pertaining to South of Tamil Nadu and my Madurai constituency in particular. Considering the increased rail-traffic and the ever growing need to augment the rail services to link Chennai with Kanyakumari, laying of double line is necessary. As such double line is there upto Chennai. But there is a definite need to have double line between Chennai and Kanyakumari. Hence I urge upon the Railway Minister to take up the project to ensure double line between Chennai and Kanyakumari. Likewise there is an urgent need to restore many train services that were stopped or withdrawn when gauge conversion work was on. All such trains that were running must be restored. In our constituency Gujarathi, Maratha and Saurashtra people live in sizeable number. When I was speaking to our Railway Minister, she said that there are good number of Bengalis living there. I welcome it. Hence I want to emphasize the need to introduce a train between Kanyakumari and Jodhpur. Likewise the train that runs between Howrah and Tiruchirappalli should be extended upto Madurai. There used to be a train running between Madurai and Tirupathi. Due to gauge conversion that has been withdrawn. Lots of passengers and pilgrims used to depend on that to go to Tirupathi and beyond. Hence I urge upon the Railways to restore this train service between

*Translation of the speech originally delivered in Tamil.

Madurai and Tirupathi now as an express train. There used to be several day express trains between Chennai and Madurai. Some of them are to be restored yet. Kondal Express and Mahel Express rail should have services extended further.

There was a proposal from the Hon. Railway Minister Kum. Mamataji about the unmanned level crossings to involve MPs who may apportion in funds from their local area development funds. I feel it is an appreciable and welcome work. I appreciate the level crossing proposal made by our Hon. Minister Miss Mamataji.

In order to bear the burden that may arise due to the extending of rail services to Madurai city, we may have to take into consideration the load the Madurai railway junction can handle as of now. I understand that it has already been selected to be upgraded. I wish the Railways expedite the same. Some part of the burden on New Delhi Railway Station is now passed on to Nizamuddin Railway Station. Similarly when several train services are extended to Madurai junction, situated in the middle of the city which is not able to bear heavy traffic congestion, an alternative could be thought of. For instance, Kondal Nagar Railway Station can be extended further to accommodate more rail traffic. Boarding and alighting points could be shifted there as an additional terminal. As far as Madurai is concerned it is an important city in the southern Tamil Nadu. It is like a capital city to southern districts. It is in fact a second capital of Tamil Nadu. Hence the extending of several train services to Madurai would benefit people of this region in so many ways.

Now let me come to rail coaches. Our railways have even started manufacturing stainless steel coaches. But what we see as coaches running between Chennai and Madurai and in several other passenger trains running in the southern districts are not good rail coaches. Many of them are new trains most often run with old coaches. In the beginning just a day or two we would find new coaches, but soon after that only old coaches would be there in damaged conditions that would require maintenance and repair. We proudly talk about coaches we make in stainless steel. But we do not find express trains run with matching coaches. Suitable coaches must be fitted suitably in express trains.

There are several problems faced by railway men that call for Government's attention. Several of their demands are pending with the Railways. They are yet to be attended to for several years now. Our trade union DREU, Dakshin Railway Employees' Union, has taken up several employees' grievances which are yet to be redressed. Hon. Railway Minister may kindly look into their grievances gearing up the redressal mechanism. DREU is still awaiting a formal recognition from the Railway administration. DREU has a

sterling historical record of its own. It has an enviable record of participating in the freedom struggle. A trade union with such a noble history and tradition is yet to be recognised even after 52 years of independence. It is also a fact that even trade unions that emerged later have been recognised. I have brought these things to your notice now while taking part in this discussion on supplementary demands for grants. I would like to request you to include in your full-fledged Budget the laying of double line between Chennai and Kanyakumari.

With this, I conclude my speech.

*SHRI GUTHA SUKENDER REDDY (NALGONDA) : Mr. Deputy Speaker, Sir, the first loco took off on 16th April in 1853 from Bombay towards its destination Thane. Since then the Railways in the country have developed tremendously and became a part and parcel of country's social and economic development.

Stretched to a length of 63,000 kms, the Indian Railways have been playing a vital role in transporting both freight and passengers from one part of the country to another. Thus the Railways have become an important wing of our transport system by transporting not less than 1.1 million tonnes of goods everyday. Daily the Railways transport various goods ranging from steel to cement, from fertilizers to fodder and milk, from foodgrain to fruits and vegetables, from small items to gigantic machines.

Railways are serving the nation by linking villages, towns and cities bringing together the people from different life styles and languages making the nation more integrated. They are the lifelines of our society and development.

The Indian Railways have been running 7525 passenger trains carrying nearly 11 million travellers to their respective destinations, linking all the States by passing through mountains, rivers, deserts, valleys and tunnels. It is the only mode of transport which is cheaply and conveniently available to a common man in the country.

But Sir, we need to take many steps to make the Railways which have the glorious history of nearly 150 years to make it safe and sound. During the last 3 years 1289 persons lost their precious lives due to railway accidents. A former Minister in Andhra Pradesh Cabinet had also lost his life due to a Railway accident. 2594 persons were injured. The main reason for these accidents are age-old tracks which have not witnessed any modernisation, absence of technological upgradation and failure on the part of those who are responsible for running the railways safely and efficiently. Accidents continue uninterruptedly even to this day, in spite of the just criticism of its functioning emanating from all sections of the society throughout the country. It is really very strange that the Railways have not taken any

*Translation of the speech originally delivered in Telugu.

[Shri Gutha Sukender Reddy]

note of this monumental criticism. Accidents are still taking place. It is time to sit up and tighten the belt and take effective steps to contain the ever increasing accidents.

It is time to put a stop to the policy of blaming earlier Governments for accidents and to take effective steps to avert the accidents in the future.

The absence of cleanliness in Railway attracts almost everyone's attention. 'Green and Clean' is the motto of our State Government headed by our able leader Shri Chandrababu Naidu. I request the Ministry of Railways to emulate the example of our beloved leader Shri Chandrababu Naidu under whose leadership the State is marching ahead to become 'Swarnandhra Pradesh'. The 'Green and Clean' programme is being implemented by all the departments. Railway should also see to it that Railway Stations and their surroundings and railway bogies are made free of dirt and foul smell.

Both the print and electronic media have been criticising the railways saying that the Railways are not clean. Their bogies emanate foul and filthy smell all the time, running without any punctuality on the age old obsolete tracks. But Railways have not at all bothered about this criticism. There is no improvement. The railway stations especially in rural areas in a horrible shape.

Steps should be taken on warfooting to improve the conditions in our railway stations. The railways should at once formulate action programme and implement them in all earnestness in order to achieve all-round cleanliness.

The Railways should be modernised so as to make comparable with the existing system in developed countries. Gauge conversion should be taken. The age old tracks should at once be replaced with new ones. Signalling system should also be computerised. Unmanned level crossings should be converted into manned level crossings. Steps should be taken to maintain punctuality in running the trains. Railway stations should be made neat and clean. Whenever necessary new constructions should also be taken up. It should also be seen that at least minimum facilities are provided in the coaches for passengers. New bogies should be introduced and track checking should be done from time without fail. These are some of the slips on which the Railway Ministry should concentrate in order to improve their image in the public.

We have been competing successfully with the developed world in all spheres. But as far as Railways are concerned we are still lagging behind. We have failed either to satisfy people or to achieve any progress.

We have been increasing the freight and traffic from time to time in order to meet the mounting expenses of the

Railways. But are we providing the amenities at the same level? No. The train journey which was within the reach of a common man has now become a luxury. It is out of reach of the common man already. In spite of going on enhancing the fare we have failed miserably to make available minimum facilities in the trains for a common man. An honest self-inspection is the need of the hour.

After independence how many new railway lines have been constructed? How many of our villages have been connected by railways? How many new lines have been completed and made operational. The answer is 'negligible'. The construction programme of new lines is going on at a snail's pace for want of adequate funds.

Coming to Andhra Pradesh, it is the State which is in second position after Punjab in paddy cultivation. It has been exporting coal to all parts of the country. It occupies a prominent place in cement production. It also occupies an important position in the import export trade of the country. It occupies the first and foremost place in the information technology sector. And yet it is far behind other States in development of Railways in the State. Even 50 years after the country achieved independence in 1947 only a mere 229 route kms were added in the State. It is highly unfortunate. Our State has been meted out stepmotherly treatment even in the matter of gauge conversion. 1015 kms of metre gauge lines are yet to be converted to broadgauge.

Andhra Pradesh, which is surging ahead to become 'Swarnandhra Pradesh', has only, 1628, 1628 kms of double line out of 4250 kms railway lines. 91.5 kms long Nalgonda-Macherla railway line was sanctioned in 1997-98 with an estimated cost of Rs. 125.09 crores. But till March, 1999, no allocations have been made in the successive budgets for this purpose. Similarly in 1996-97 sanctions was accorded to Nandyal-Erraguntla line with an estimated cost of Rs. 164.36 crores. But only Rs 1.17 crores have been spent till March, 1999. It is more than 3 years and I do not know how with this kind of allocation when it is going to be completed. Another railway line namely Peddapalli-Karimnagar-Nizamabad line with a length of 177.49 kms was sanctioned in 1993-94 costing Rs.264 crores. It is more than 6 years now. Only 21.14 crores have been spent on this line till March, 1999, and only Peddapalli-Karimnagar (Phase I) has been completed so far.

Though 45 kms long Kakinada-Kotipalli line was sanctioned way back in 1995-96, no allocation whatsoever was made for this line so far.

In 1997-98, 232.25 kms long Muniraba-Mahbubnagar line with a cost of Rs. 469 crores was sanctioned; in 1998-99, 60 kms long Gadwal-Raichur line with a cost of Rs. 100 crores. In 1999-2000, another line namely Kakinada-Pitha-

puram line with a length of 21 kms and cost of Rs. 41 crores was sanctioned.

For all these lines allocations have been quite negligible and as a result there is no progress at all. I request the Hon. Minister to provide sufficient funds for completion of these lines in time.

Similarly, barring Guntur-Guntakal-Kallur line the gauge conversion of Pakala-Tirupathi, Mudked-Adilabad, Bollaram-Secunderabad-Dronachalan. Secunderabad-Muked, Janakampet-Bodhan. Dharmavaram-Pakala are not progressing at proper speed due to non-availability of funds.

I appeal to the Hon. Minister of Railways to see that required funds are released at once for the early completion of conversion of the above lines.

As far as double lines in the State are concerned, except the Vikarabad-Tandur double line which was sanctioned in 1987-88, there is no progress whatsoever in the already sanctioned Vijayawada-Krishna Canal, Hospet-Guntakal, Gudur-Ranigunta, Bibinagar-Nadikudi double lines achieved so far.

The construction of over bridges has also been neglected in our State. As a part of Swarnandhra Pradesh programme, the State Government has undertaken the construction of bridges, over-bridges and widening of roads, etc., to ease the traffic problem. Many of them have been completed and commissioned by the State Government. But unfortunately the railways are yet to take up Zaheerabad overbridge, Sithaphal mandi over bridge in twin cities, an under bridge near Railway Nilayam in Secunderabad, Guntur-Tenali over bridge for construction. I request the Hon. Minister to release funds for speedy completion of these over bridges.

There has been considerable delay in matters related to traffic facilities, construction of workshops and location of divisions.

The successive Governments at Centre have neglected the State of Andhra Pradesh for all these long years. I hope and trust that justice would be done to the State at least now. I appeal to the Hon. Minister to allocate necessary funds for taking up new lines, and for speedy completion of those on which work is in progress. I also appeal to the Hon. Minister to make special allocations to our State in her forthcoming Budget for the year 2000-2001, so that the work already undertaken in the previous years will at least be completed in near future.

So, Hon. Mamata Banerjee hails from a State which is known for revolutionary zeal. She is a leader known for her revolutionary leadership. We are really fortunate to have her as a Railway Minister. I have every hope that in her able leadership, the Railways would witness an unprecedented

progress and the country's Railways compete with the developed world.

Sir, Shri Bangaru Lakshman is another Minister of State in the Railways. I request him to take personal interest in getting more allocations for the State in the next budget. This would enable us to complete all the pending projects.

I conclude my speech thanking you Sir for giving me an opportunity to participate in this discussion.

Jai Hind - Jai Janmabhoomi.

[English]

SHRI M.O.H. FAROOK (PONDICHERRY) : I thank you for giving me an opportunity to speak. I am very happy to see my sister Mamataji as the Minister for Railways. In fact, a lot of expectations are there in the country from her. I hope and wish, and also urge her that she should rise to the occasion. I wanted to tell her that I belong to the Union Territory of Pondicherry. Tiruchi-Karaikal line going through Nagore was declared as early as in 1995, in the budget speech of the then Railway Minister, Shri Jaffar Sharief. He said that this will be converted into a broad-gauge line. Till Tanjore, it has already been converted into a broad-gauge. From Tanjore to Karaikal, the conversion is yet to take place. My concern is, from Nagore to Karaikal, the line stretches only six kilometers.

MR. DEPUTY SPEAKER : Please address the Chair. Why there is this bilateral arrangement?

SHRI M.O.H. FAROOK : I was asking for her personal attention. Personal attention has to be paid because I am coming from a very small State and my requirement of the line is only six kilometers, that too has already been announced by Shri Jaffar Sharief. The survey has also been completed. The Union Territory of Pondicherry has already given its consent to the Railway Ministry to do it. From 1995 onwards, that is, for the last four years I have been going from pillar to post to see that the work on this line is taken up. What has happened is, even though the survey has been done, land acquisition proceedings from Karaikal to Nagore have not been undertaken. The Government of Pondicherry is prepared to do that work but no information has come. I have personally spoken to Shri Kirti Vasan, who is now the Chief of the Southern Railways. He has assured me that this will be done. I have also written letters to the Minister of Railways, who was kind enough to write back to me saying that the work is on progress and she will take it up this year. But, she has also said that this can be done subject to the availability of fund. This is very unfair. We have been fighting for this for the last 10 years and in the last five years we could not only get an announcement in this regard but the work also has been completed up to

[Shri M.O.H. Farook]

Tanjore. From Tanjore to Nagore, it is only a 6 km. railway line. so, it will not be very difficult for the Minister. Other Members are pressing too much for the railway lines of 90 kms., 60 kms. or 50 kms. My only plea is to give us a 6 kms. line. Small States will have to be given special consideration and I hope that by giving special consideration to small States, Mamataji will definitely do it. I would like to tell the hon. Minister that whatever railway stations were there already, it has been taken away. The railway line from Karaikal to Peralam has been taken away. In order to compensate this, line from Karaikal to Nagore was announced, but still this has not been taken up.

The other thing that I wish to bring to the notice of the hon. Minister is, Tamil Nadu Express and Chennai Rajdhani Express are one of the longest trains in South. Tamil Nadu Express goes from New Delhi to Tamil Nadu every day and Rajdhani Express goes to Chennai from Nizamuddin twice a week. I would like to say that the food which is being supplied in the Tamil Nadu Express is horrible.

16.00 hrs.

We are prepared to pay money with the ticket. But my only plea is that please make it on par with Rajdhani Express wherein money is collected with the ticket and the catering is done by the private people. If the catering is done by the Railways, the standard of food is not at all good. Therefore, we would like to see that the standard is improved and catering should be given to private people in Tamil Nadu Express like Rajdhani Express. These two trains are among the longest trains in India. What is happening is that once you enter into these trains, you are cut off from the world. In fact, earlier Railway Ministers have announced that there will be telephone facilities in Rajdhani Express as well as in Tamil Nadu Express. There is no telephone facility in Tamil Nadu Express. We are prepared to pay the money. It is the longest train and we have to be in the train for two days. But the telephone facility is not available. Therefore, I would request the hon. Minister to see that Tamil Nadu Express as well as Rajdhani Express to Chennai are provided with telephone facilities. This is what I wanted to tell you.

I would request you to see how injustice is being done to us. You please come there as our guest. I will take you personally to show what is happening there. In this Six-kilometre stretch from Nagore to Karaikal, nothing has been done so far. Even the acquisition proceedings have not begun. The Government of Pondicherry has written and I have also written to you. You were also, kind enough to do that. But I do not understand as to why this has not been done. You please take up this matter and do justice to us.

[Translation]

SHRI PRABHUNATH SINGH (MAHARAJGANJ, BIHAR) :

Mr. Deputy Speaker, Sir, it is a supplementary demand, it does not require a lengthy speech. I am speaking in support of this demand. Railways is such a department to which 100 crore people of the country look forward with expectations and most of the people are benefited by it. There are very few people who are not availing this facility. This issue involves two important aspects. One is concerned with the safety and the other is related with railway accidents. Hon'ble Kumari Mamata Banerjee had been the Chairperson of Standing Committee where she has been raising these issues regularly. She had also recommended a few points to check train accidents and for the safety of the passengers. No doubt the technical devices like telephones and wireless are being used but the system would be complete only when an element of manual handling is introduced in it. High quality training should be imparted to the railway employees. Hon'ble Minister, security personnels are not discharging their duties with alertness. Sometimes Railway police itself is involved in wrong deeds which disturbs the scheme of things. Government is required to spend a huge amount of funds on petty things. Even then accidents take place. It has also been noticed that in rural areas, there is no railway level crossing on the railway tracks. If there is any crossing, it is unmanned. Absence of gateman at railway level crossing leads to collision between train and buses. Instead of reaching their destinations, passengers land themselves in mortuaries. This matter requires a small expenditure. Construction of railway level crossing and the deployment of gateman on these crossings assume almost importance in this context. It would help to avoid accidents to some extent. I will not continue for a long as only two minutes have been allotted to me. I would like to submit the problems of my area to hon'ble Mamataji. Digvijay Babu is present in the House but napping. I request him to wake up and listen to my submissions.

MR. DEPUTY-SPEAKER : You may write a letter to Digvijay Babu mentioning the problems of your area.

SHRI PRABHUNATH SINGH : While presenting the Railway Budget, Shri Nitish Kumar has made a proposal to convert meter gauge line from Chhapra to Kaptanganj into broad gauge. It has been passed in the Budget. The Railway line between Chhapra and Kaptanganj dates back to the period of British Empire. It connects two States namely Bihar and Uttar Pradesh and is not very long. Hon'ble Mamata ji should provide funds for this so that the work could be taken up immediately. I had met her in this connection and she replied that there is shortage of funds. If Minister of Finance were here, I would have requested him on this issue. Through you, I would like to request to enhance the funds allocations for this and get the work started. During the tenure of Shri Ram Vilas as the Minister of Railways, the railway line between Dhuvaunda and Maharajanj was sanctioned and funds were also allocated for it. During the

tenure of Shri Nitish Kumar Rs. 2 crores were allocated but the matter was referred to the Planning Commission. The matter was discussed with Digvijay Babu and he stated that Planning Commission is not involved in this matter. Funds will be arranged soon. The delay shatters confidence of the people. People start saying that they are not serious and are merely interested in propaganda through Press and T.V. When Shri Nitish Kumar was the Minister of Railways, the halt at Mehendernath was agreed to be provided but the same was not done. More than half of the work has been done but the rest has not been completed yet. The reason for the delay in work is not known to us. Much expenditure is not involved in it. We would like that an order be issued to G.M. in this connection.

A survey was also conducted for the line from Mush-rakh to Maharajgaj. Survey report concluded that this railway line will not be a beneficial one. Mamataji has also said that it should not be considered from the commercial view point only but the concern of common man and social aspect should also be taken into account. The distance between these two places is only 25-30 kms. A railway line may kindly be laid between these two places. Its foundation stone should be laid for which people will remember you for a long.

Business would be badly affected if the labourers could not move from Bihar and Uttar Pradesh to Bengal. Labourers of Bihar should be benefited. People of North Bihar have only two occupations viz. agriculture and service outside. Agriculture is often damaged by floods and drought and the people have to depend upon service only. They earn their livelihood by migrating to 2-3 States and look after their families.

They go to Gujarat and Maharashtra for getting jobs. Labourers of Uttar Pradesh will be greatly benefited if trains from Chhapra to Howrah, Chhapra to Mumbai and from Chhapra to Vadodhara are introduced.

In the end, I would like to repeat the points which I have already stated during Zero Hour. Irregularities are going on in Manjhi in respect of land. The officers are involved in it. In Balia also, Engineers are indulged in corrupt practices. Killings are a common phenomena there and illegal trade of liquor is going on. Permanent consolidation of land holding is going on. Shall such irregularities continue under your regime. Please pay attention in this regard and suspend the officers involved in it. Illegal encroachments at railway land should be removed and the land should be recovered. Railway Ministry should take the possession of its land and no illegal trade must be allowed to flourish there. I want to say this much only.

SHRI CHANDRA BHUSHAN SINGH (FARRUKHABAD) :
Mr. Deputy Speaker, Sir, I rise to put forth my views regarding

the supplementary demands of railways. First of all, I would like to congratulate the dynamic politician of the country and fortunately like her predecessor, she has been able to check railway accidents. However, it is regrettable that the prime trains like Rajdhani Express are running 5 to 8 hours late. It creates problems for the people. I request you to ensure the punctuality at least of the prime trains. I will not miss the opportunity to praise you for not increasing the passenger fares. It has been decided between Chairman, Railway Board and you not to increase the fare. You really deserve our thanks. I also want that the passenger fares should not be increased in this poor country as it would be beneficial for the people.

16.11 hrs.

(DR. LAXMINARAYAN PANDEYA *in the Chair*)

As we all are aware of the fact that very few countries in the world have such a big railway network like ours. Unfortunately, less than one per cent has been allocated in the Budget on research and development in railways though we have such a large infrastructure for it.

I would like to submit to the Hon'ble Minister of Railways that improvement is required in regard to research and development. More funds should be allocated under this head so as to make arrangements to provide new bogies, engines and signals. The Members who have spoken before me have mentioned about the lack of security arrangement in railways. I hail from district Farrukhabad where both meter gauge and broad gauge railway lines are present. Passenger trains are running on these tracks. However, first class bogies are not attached with these trains. The train Kalindi Express is running between Delhi and Farrukhabad for the last so many years. Earlier half a coach of the first class compartment was used to be attached with this train but due to unknown reasons this half coach was withdrawn. I request that if not a full compartment, atleast half a coach with first class facility should be provided in it.

Mr. Chairman, Sir, yesterday, I was travelling in a second class sleeper. I noticed that after the seats occupied by the passengers getting reservation facility, T.T. or the concerned officials allowed more than 10 persons to sit on each vacant reserved seat and it caused security problem. I request you to look into the matter. Hardly any day passes when the incidents of loot do not take place on Shikohabad - Farrukhabad section. It takes place in connivance with the railway employees. I do not know whether it is our fortune or misfortune that after late Shri Kamalapati Tripathi, there has been no Railway Minister from U.P. The result is that neither a single train was added nor the new railway lines were laid in Uttar Pradesh. We are all aware of the fact that when the Railway Minister was from Karnataka, he allocated huge funds from the Budget for his State. Similarly, the

[Shri Chandra Bhushan Singh]

previous Railway Minister was from Bihar and he too allocated a large amount of the budgetary funds for Bihar. What I am saying is absolutely right. There is nothing new in it as every person looks for his own interests. There is no bad intention in it. In my view, Uttar Pradesh with the population of 14 crore should definitely get its due share.

I would like to request you in this regard. Earlier, when I was member of Parliament, a railway line between Farrukhabad and Hathras was approved. A budget allocation of Rs.330 crores was sanctioned to convert it from meter gauge to broad gauge. Out of this allocation, an amount of Rs. 30 crore was released during the same year. Arrangements are being made for gauge conversion and the work is smoothly under progress. I would like to request that the railway line between Kanpur and Farrukhabad is going to be converted into broad gauge, I hope the conversion will also take place between Farrukhabad and Hathras. It will take time, however, the railway line between Farrukhabad and Shikohabad which connects Delhi-Kanpur main line, is already a broad gauge line, but unfortunately that line is 100 years old and low weight rail tracks have been laid there. The train covers a distance of 300 km. between Delhi and Shikohabad in 3½-4 hours but the same train takes 3 hours to cover a distance of only 100 km. On that track, trains can move only with the speed of 40-50 km. per hour. My submission is that with the strengthening of this track, express trains can easily be introduced for Delhi via Farrukhabad which would help in easing out the traffic congestion on Kanpur to Delhi route and it will also facilitate the loading of goods.

I would like to draw your attention towards one more point. I have noticed that quality of the food stuff supplied in the trains has been deteriorated. I would like to request you that this quality should be improved. Proper sanitation facilities should be provided in trains. Besides, sitting arrangements and drinking water facilities at small stations is not upto the mark. I would like to request you to provide drinking water facility at the small stations on branch lines so that the passengers may get drinking facilities during summer season. Moreover, Medical facilities in the prime trains like Rajdhani and Shatabdi Express are not adequate. Only general medicines are available in the name of first aid but if a person gets heart attack during the journey no proper arrangement is there, so the proper medical facilities should be made available. I know that such facilities can not be provided in all the trains but these should be provided in the prime trains in which distinguished people of our country travels. Medical facilities in the trains will facilitate the people. Railways provide 8 hours time for taking delivery of the goods as soon as the goods are unloaded from the trains at the Railway stations. In case the delivery of the goods is not taken within 8 hours, Demurrage charges are levied on the businessman. My submission is that the platforms at Delhi

and Kanpur railway stations are very busy and transportation facilities are also available there. Traders, here can easily pick up the goods. However, platforms at small stations are not very busy and there is lack of labour facility also. Therefore, I would like to request you to extend the time from 8 hours to 12 hours so that Demurrage charges paid by the businessmen could be avoided.

With these words, I conclude.

SHRI SANSUMA KHUNGGUR BWISWMUTHIARY : I should also be given the opportunity to speak.

[English]

I come from a far-off place in the North-East.

SHRI TRILOCHAN KANUNGO (JAGAT Singhpur) : Mr. Chairman, Sir, I support the Supplementary Demands for Railways and I know the limitation of a Supplementary Budget. Still, I feel it is imperative and I feel it is my responsibility to bring to the notice of the hon. Minister, through you, certain problems, my own feelings and the feelings of the people of Orissa, here, in the august House.

At the outset, let me congratulate and express my gratitude on behalf of the people of Orissa that after the super-cyclone, the hon. Minister of Railways restored the railway in a record time. At the same time, I remind her and this august House that a perpetual negligence has been done to this part of the country in several sectors including railways. Not only after the Independence but even during the British Raj, Orissa had been neglected so far as railway development was concerned. A part of Orissa was tied to the tail end of Bengal and it did not get any timely attention. A part of it was attached to the Central Province at that time. Another part was attached to the Madras Presidency. In 1853, when the first 120 miles long rail line was laid between Raniganj and Calcutta, Orissa had to wait for 50 years to see the laying of a railway line. In 1900, Orissa saw the first railway line after 50 long years of railway development in India. However, from 1900 to 1942, 1,300 kilometres of route was laid in that part of Orissa. During the last 52 years, only 700 kilometres of railway line has been laid. The result is that per thousand square kilometre of geographical area, Orissa has only 14 kilometres of route length whereas the neighbouring State, West Bengal, has 43 kilometres. In Bihar, it is more than 30 kilometres. In Andhra Pradesh, it is 20 kilometres. In other places, like Gujarat, it is 27.15 kilometres per thousand square kilometre. Haryana has 33 kilometre per square kilometre and so on and so forth.

What is the demand of the people of Orissa? I know that it is a Supplementary Budget. I am reminding the hon. Minister to take care of it in the ensuing Budget. What is our

grievance? Our grievance is : please bring us to the level of national average. The national average is 19 kilometres per thousand square kilometre of area and it is just not a demand of share. It is commercially urgent and socially necessary. This has not been done so far.

Since a sister of Orissa is occupying the Chair of this august office, I hope that the Orissa will get its due share.

I want to remind this House that from 1980-1994, that is, for 15 years, a length of only 20 kilometres of railway line was laid in Orissa. The percentage change is only 1.6 in 15 years, whereas in West Bengal, the percentage of increase was 8.1. The absolute increase over these 15 years was 100 kilometres. Similarly, in Andhra Pradesh, the change is 22.9 per cent or an increase of 282 kilometres and so on and so forth.

My point is that we - the people of Orissa - have been tolerating it. In the words of Lord Curzon, the people of Orissa are a docile class and an innocent class. We have not revolted. We have not agitated nor we have placed our Demands rightly in this House because of which we have been neglected.

I hope that thereafter and in the 21st century, Orissa would not be neglected.

Sir, I have a few suggestions to make. Firstly, in 1996, a new Zone known as 'East Coast Railway zone' was created. Now, four years have elapsed but nothing has happened, no progress has been made. The people of Orissa want that within three years' time, there should be a full-fledged zone. I hope that the hon. Railway Minister will look into this matter.

MR. CHAIRMAN : Shri Kanungo, we are not debating the whole Railway Budget. We are debating only the Supplementary Railway Budget.

SHRI TRILOCHAN KANUNGO : Sir, I would mention another two or three points. Within a minute, I will conclude.

Secondly, there should be a plan with a time bound programme to bring Orissa to the level of national average so far as railway route per thousand square kilometre of area is concerned. It should be done within a period of seven years from now.

Thirdly, the Government should take up the land acquisition and construction work of Khurda Road-Bolangir Railway route in right earnest so as to complete the work within a period of five years.

Lanjigarh Road-Junagarh Rail route project of 54 kilometres is in the most backward districts of Orissa. Adequate funds should be provided in the ensuing budget for the completion of the project within two years' time.

Daitari-Banspani Railway route has been demanded since 1950s and the people of Orissa have been hearing sympathetic sweet words from the Centre since the year 1964, but of no avail. We demand that Daitari-Banspani Railway route should be taken up and completed as quickly as possible.

Angul-Sukinda Rail route deserves immediate attention of the Railway Ministry. At least a sum of Rs. 100 crore should be provided in the ensuing Railway Budget.

Haridaspur-Paradeep Railway route of 78 kilometres of length is another priority area which should be looked at in right earnest.

Last but not the least is the conversion of narrow gauge to broad gauge. During the last 52 years of Independence, nearly 8,000 kilometres of gauge conversion was effected in India but not a single kilometre of gauge conversion from narrow to broad gauge was done in Orissa. I would request the hon. Railway Minister, through you, Sir, to convert the narrow gauge lines, Rupsa-Bangiriposhi and Naupada to Gunupur via parala Khemundi to broad gauge lines. These two narrow gauge lines should be converted to broad gauge line quickly.

These are all our just and reasonable demands. I hope that the hon. Railway Minister will take care of these demands in the ensuing Budget.

[Translation]

SHRI RASHID ALVI (AMROHA) : Mr. Chairman, Sir, on behalf of Bahujan Samaj Party, I rise to speak on the Supplementary Demands for Grants.

MR. CHAIRMAN : Please speak in brief so that more and more members can participate in the discussion.

SHRI RASHID ALVI : Mr. Chairman, Sir, I always speak in brief.

I rise to speak on the Supplementary Demands for Grants and I would like to say that there is need to pay special attention to railways in Uttar Pradesh particularly to the western U.P. area which is most neglected in respect of railway services. There is no such provision in the entire demands for grants covering the Western U.P. area. Especially I would like to mention about Gajraula which is 100-125 kms. away from here. There is a railway crossing in Gajraula which is often over crowded and it links entire hilly areas with the Western U.P.

The issue of construction of a bridge has been raised many times but it has not yet been constructed. Alongwith that Amroha from where I have contested election, also

[Shri Rashid Alvi]

have a railway crossing where the people have to face many difficulties. I would like that an overbridge should be constructed between Amroha and Gajraula. There is a provision for upgrading some stations. But inspite of that provision very few cities of Uttar Pradesh are being upgraded. There should be a provision to upgrade Amroha, Gajraula, Bijnore, Chandpur and Najibabad should be included in it.

I would like to tell one more thing to the Hon'ble Minister that a provision of amount of Rs. 11 lakh has been made for construction of Sealdah railway station. I do not feel that it is justified to spend such a huge amount on the construction of a single station. That station can be repaired also and the rest of the amount should be spent for providing passenger amenities in other areas of the country.

Besides, through you, I would also like to say that there are cases of theft and robberies in the trains running through Western U.P. Railway Police Personnels are not deployed in those trains. The trains which run during night...*(Interruptions)* You call her by name. I feel very happy when you call Mayawati by name ...*(Interruptions)* Windows of such trains remain open and the passengers can be easily robbed of their valuables. Many such incidents have taken place in which the necklaces of the women were snatched from outside through the open windows. Therefore, I would like that there should be a proper provision for deployment of police in these trains. Only one or two trains running between Delhi and Lucknow stop at Amroha and Gujraula. Non stoppage of other trains cause a lot of hardships to the people of the area. My request is that stoppage of other trains should also be provided at these stations.

Finally, my request is that the trains which run from Masoori, Dehradun to Delhi and Lucknow do not pass via Bijnore and Chandpur. Therefore, I would also request that arrangements should be made to ensure that the trains pass through Bijnore and Chandpur too.

[English]

SHRI ANNASHEB M.K. PATIL (ERANDOL) : I rise here to support the Supplementary Demands for Grants (Railways) for the year 1999-2000. It has been observed that because of the negligence on the part of Railways, the problem of pollution has come up. You will see that for the last 50 years, only 10 per cent to 15 per cent of railways development, either in the way of new one or modified one or constructed one, has come up. But if it had come in a planned way as it has done in other sections, I think this problem of pollution would have been reduced or much more avoided.

There are about 12 million passengers travelling in the railways. The problem of pollution in the city of Mumbai where daily, about five million people travel through trains. There will be much less of pollution problem compared to the problem in cities like Delhi and other places.

Sir, these demands are for various new developments, particularly manning of unmanned level crossings. It is so meagre. Out of 24,313 unmanned level crossing, only 469 are going to be manned. The amount is very meagre and less. It cannot cope up to the required aim which would certainly avoid the loss of human lives in particular as a safety and Security measure.

Sir, there are three unmanned crossings in my constituency which should also be looked into.

Sir, again, some of the new developmental activities, such as internet based enquiry systems have to be incorporated in this Budget and this would be helpful to the Railways also. As far as upgradation of passenger amenities to the 48 stations is concerned, I think, it is very less compared to the requirement of the country. Actually, it should have been much more than what it is. So, on behalf of the people from my constituency and through you, Sir, I request the hon. Minister to consider these amenities particularly in my constituency at Dharangaon and other stations where there is not even provision for drinking water to the passengers. During the sunny days, it is very hot and it is difficult for them to stand over there.

Similarly, as far as providing the mobile communication between the driver, guard and station master is concerned, this would certainly provide a better service. You might have read in the newspapers that there were earlier two accidents occurred in my constituency because of miscommunication or lack of communication.

Sir, there are a large number of things which have already been taken into account in this Budget. One of the items is about the upgradation of stations. Only 67 stations are going to be upgraded in which there is no station from my constituency. Sir, through you, I would request the hon. Minister to include at least one station out of four stations, that is, either at Chalisgaon, Pachora, Dharangaon or Amalner. The hon. Minister has already planned for 40 stations to be upgraded. Therefore, my humble request to the hon. Minister is that at least one of the stations should be included in this upgradation programme.

MR. CHAIRMAN : Please conclude.

SHRI ANNASHEB M.K. PATIL : Sir, as you said that the time is short, I can give in writing to the hon. Minister about some of the issues particularly in my area.

SHRI P.H. PANDIYAN (TIRUNELVELI) : Sir, thank you very much for giving me this opportunity to participate in the discussion on Supplementary Demands for Grant of the Ministry of Railways. I support the Demands and I need your support for my constituency, for my district and also for the State.

In Tirunelveli and Tuticorin Districts, there are certain

demands in Supplementary Demands for Grant of the Railways. In the Tuticorin V.O.C. District, there are three railway gates.

For the last 40-50 years, the whole traffic comes to a standstill during peak hours and the people are not able to pass through that gate for about three hours. Tuticorin is a pearl city. It is a place for import and export. There is a harbour and there is a Port Trust. So, I would request the Minister to sanction three pedestrian overbridges at gates number 1, 2 and 3 in V.O. Chidambarnar district. Similarly, near Tirunelveli Junction, there is a gate. That also remains closed for three to four hours daily. The whole city has come to a standstill. So, I appeal to the hon. Minister to sanction a pedestrian over-bridge at Tachanallur and also at Palayankottai-Kulavanigarapuram. The most important demand is that there is no Maintenance Division in Tirunelveli and, as such, all the trains have been enrouted to Trivandrum for the fit-line. So, a Fit line Division must be sanctioned by the hon. Minister. Also, there is no Service Station and there is no Maintenance Division. So, also in Tirunelveli district. From Tirunelveli to Chenkottai, the metre gauge should be converted into broad gauge. Generally, there is no two-line system from Villupuram to Tirunelveli or Tuticorin. From Villupuram to Tuticorin-Tirunelveli, it is about 450 kilometres. There is no two-line system. If there is another line, one train could come to Chennai from Tuticorin within eight hours. Now it takes fourteen hours. So also from Villupuram to Tirunelveli. It takes 14 hours. So, to minimise the time, the hon. Minister should sanction another line from Villupuram to Tuticorin and Tirunelveli. It will be of great help to both the districts. It will cover both Tuticorin and Tirunelveli. I, on behalf of my district and my constituency, appeal to the Minister to sanction some new trains, such as, Tuticorin to Dindigul-Karur-Salem-Bangalore, Tuticorin to Mumbai and Tuticorin to Chennai.

AN HON. MEMBER : Tuticorin to Calcutta also.

SHRI P.H. PANDIYAN : Yes, Tuticorin to Calcutta also. If the hon. Minister sanctions a train from Tirunelveli to Calcutta, we welcome that. We also want to go to Calcutta direct. In all the districts, there is only one ticket counter. People are not able to get the tickets quickly. In Tuticorin also, there is only one counter. The Minister can see this photograph published in a vernacular daily. Same is the case from Nagerscoil to Guruvayur. There is already a train running from Madurai to Guruvayur. It is on the time-table of the Railways but it is not running. There are Christians and Muslims in Malapalayam which is near Tirunelveli Junction. During Haj pilgrimage, lots of people have to enter the train from Malapalayam. So, the train may be allowed to stop at Malapalayam to take the pilgrims. So also from Kanyakumari to Tirupati if a new train is allowed to run, people will go to that sacred place. So, they need a train from Kanyakumari to Tirupati.

I now come to the general points. The tickets are sold through travel agents. All the tickets are being purchased by the travel agents. People have to go to the travel agents and they are charging more money. There are umpteen number of travel agents throughout the State and throughout India. All the travel agents purchase A.C. class tickets, first class tickets and they purchase even the sleeper class tickets. All the passengers have to purchase tickets only through the travel agents and they have to pay more. Instead of it, you can increase the trains and you can directly sell the tickets to the people.

MR. CHAIRMAN : Shri Pandiyan, please conclude now.

SHRI P.H. PANDIYAN : Sir, we are ten Members and I am speaking on behalf of all.

MR. CHAIRMAN : I know that. Your time has already exhausted.

SHRI P.H. PANDIYAN : Sir, there is one request from the Deputy Leader of the our Party.

MR. CHAIRMAN : Your party is given four minutes. You have taken more than ten minutes.

SHRI P.H. PANDIYAN : For four minutes, I have obtained 13 lakh votes. ...*(Interruptions)*

MR. CHAIRMAN : The time allotted for the discussion for Supplementary Demands for Grants for Railways is only four hours. According to the time limitation, we have to conclude it.

SHRI P.H. PANDIYAN : Sir, while the Railway authorities are keen in the process of converting metre-gauge lines in to broad-gauge lines, I am unable to understand why an important link from Tiruchirapalli to Manamadurai enabling passengers to reach Rameshwaram is not considered. It is a most important request to the hon. Minister. The people prefer Railways. It is a one-way train track and there is no likelihood of accidents. People do not prefer bus travel. Now there are no buses in Tamil Nadu. All the buses are in the sheds. They are under repair. I appeal to the hon. Minister to sanction more trains to cater to the needs of the public. ...*(Interruptions)* The private omnibuses and private vans are plying. To cater to the needs of the public, the hon. Minister may sanction more trains.

I would appeal to the hon. Minister to upgrade certain district stations. I am very happy to see the hon. Minister has upgraded Madurai, Chennai and Tiruchirapalli stations. I would appeal to the hon. Minister to upgrade the Tuticorin station as a model station because it is a port city and ancient city where the freedom fighter, V.O. Chidambarnar was born and where *Swadeshi* ship was driven by V.O. Chidambarnar. There is no broad-gauge platform in Tuticorin.

[Shri P.H. Pandiyan]

You have proposed upgradation of passenger amenities in 48 new stations. I would appeal to the hon. Minister to include Tirunelveli in that. It is also round the corner. It is an important place. It connects all the pilgrimage places. I appeal to the hon. Minister to sanction all these schemes because people are expecting more from the Railway Ministry.

MR. CHAIRMAN : Please conclude now.

SHRI P.H. PANDIYAN : From Kollam to Madurai there is a metre-gauge line. ...*(Interruptions)*

MR. CHAIRMAN : I am now calling Shri Suresh Jadhav. Shri Pandiyan, please cooperate.

SHRI P.H. PANDIYAN : I thank the Chair for giving me this opportunity. I appeal to the hon. Minister to please sanction the pedestrian-crossing overbridges at palayamkottai, Tachanallur, Tirunelveli and other places.

[Translation]

SHRI SURESH RAMRAO JADHAV (PARBHANI) : Mr. Chairman, Sir, the discussion regarding Supplementary Demands for Grants (Railways) 1999-2000 is going on in the House. Through you, I would like to draw the attention of the Minister of Railways towards my constituency. The Marathwada region of Maharashtra is a very backward one and no attention has so far been paid towards this region by the Ministry of Railways. The Vidarbha region adjoining Marathwada region is also a very backward region. The Ministry of Railways has not paid attention towards this region also. I hail from Marathwada region. In this connection we five people i.e. myself, Shivaji Mahane, Sister Bhavana Gaudi and Shivaji Kamble had requested the Minister of Railways. I do not know as to what consideration has taken place over that letter. Through you, I would only like to say that the Hon'ble Minister of Railways Kumari Mamata Banerjee is a very sensitive Minister and I hope she will do justice with this very backward region and will definitely consider our demand.

As far as the question of gauge conversion is concerned, the distance between Purna and Akola is 175 km. and the work is going on at a very slow speed. I know that the Ministry of Railways does not have sufficient funds but the funds have to be provided for essential things. The conversion of Purna-Akola rail line from meter gauge to broad gauge is very essential. Two wagons are received at Parli Thermal Power Station in Marathwada region everyday. If these wagons are brought via Vardha then it will reduce the distance by 300 kms and this will benefit the Ministry of Railways. Similarly, if gauge conversion of Pavada-Calcutta rail line is undertaken it will save time of the people who want to go to either to Mumbai or Calcutta. The gauge

conversion of Mukhed-Adilabad is being done at Snail's pace. It should be expedited. Thirdly, at Mukhed-Secunderabad line, the work has taken place upto Balram, but there is no broad gauge from Mukhed to Balram. If this is not done then it will not benefit in anyway. My fourth demand is that a new railway line should be laid from Latur to Bodhan. My fifth demand is that the work regarding Jalana-Khamgaon-Vijapur-Kopargaon to Punthamba is also very essential. If this work is done then the distance between Marathwada and Vidarbha will be reduced and it will also be very beneficial.

My sixth demand is regarding the gauge conversion of new railway line Parti-Vajinath via Ahmednagar and Kalyan. My seventh demand is that Latur-Kurudwadi rail line should also be undertaken for gauge conversion. It is one of our oldest meter gauge line, hence it is very essential to convert it into broadgauge.

I have one more small request. I know that the Ministry of Railways does not have funds. But some political decisions were taken during 1994 when Rao's government was in power. At that time in Marathwada there was one Purna Railway Division. Even today the building, employees and officers are there. A political decision was taken for them and consequently Purna division was transferred to Nanded. This Nanded division exists only on paper and no concrete action has so far been taken in this regard. Even today, there is no building, employees and officers. I would like to request the Ministry of Railways that the political decision regarding the transfer of Purna Division which was taken in 1994 should be cancelled and Purana division should be allowed to continue. Our Satellite Diesel shed is in Purna. It is essential to convert that shed into Diesel Homeshed. Everything is available in Purna i.e. Employees, building and officers. However the repair work related to Nanded railway are undertaken at Purna Division. Our railway engines are sent to Gutli, which is 736 km. away from here, for repairing. Similarly railway repairing is also done at Gutkal, Katni, Krishnapuram, Purne and Kajipeth.

Though Purna has all facilities even then repairing work is done at 700-800 kms away from here. Through you, I would request that it should be stopped. Our satellite Diesel shed at Purna should be converted into Diesel homeshed. It is very essential to convert CNW workshop into carriage wagon workshop. My another request is that the Tapovan Express which runs between Nanded and Mumbai should halt at Partur because it is a Taluk. It is the demand of the public. I have written to the Minister of Railways. ...*(Interruptions)* The bogies of Devgiri Express should be increased ...*(Interruptions)* I thank you for giving me time to speak.

MR. CHAIRMAN : Now, whatever you speak will not go on record.

*(Interruptions)**

*Not recorded.

[English]

SHRI S. BANGARAPPA (SHIMOGA) : When a Member is speaking, if another Member's name is called immediately, then it is very difficult for that Member to speak.

THE MINISTER OF RAILWAYS (KUMARI MAMATA BANERJEE) : Sir, out of the total number of Members of the Lok Sabha and the Rajya Sabha, at least, I met 600 Members of Parliament. Everyday, the Members of Parliament are coming in a delegation. So, I do not know why the hon. Member feels shocked. Please understand that I am also a human being ...*(Interruptions)*

MR. CHAIRMAN : I am not allowing you. The Minister wants to say something.

KUMARI MAMATA BANERJEE : When they said that I have to clear this project right at that time, I reminded them that there are some norms.

[Translation]

SHRI ALI MOHD. NAIK (ANANTNAG) : Mr. Chairman, Sir, the Central Government had formulated a Railway Project 15 years ago under which a 90 kilometers stretch of railway line was to be laid from Jammu to Udhampur ...*(Interruptions)* but even after 15 years only 10 kilometers stretch of rail line has been laid. Thereafter Government took a further decision of laying a 300 kilometers line from Udhampur to Baramula.

17.00 hrs.

When Mamataji replies, I would like to know from her the reasons due to which work relating to laying of railway track between Jammu & Udhampur remains incomplete.

Secondly, what are the reasons for not laying Udhampur-Baramula railway line. Everyone is aware of the political, social, economic and commercial importance of Jammu and Kashmir. What are the reasons for not implementing the projects formulated as far back as 15 years? On the one hand we assure the people about the completion of a project but nothing comes out of it expect laying the foundation stone for it. When hon'ble Mamataji replies she must tell us to how much amount was earmarked for this project and out of that how much has been spent till now and what is the yearly allocation for this project? The present allocation is so inadequate that the project can not be expected to be complete even in 60 years. It is common knowledge that during the Kargil war much inconvenience was faced by the Government as only a single road exists between Jammu and Srinagar. Hence I feel that in view of the special importance of this project and this being border State provision for special funding should be made for this project.

Secondly, the ten years of emergency in the State also ruined it. At present, a huge number of unemployed exists there. I would like to make a submission to the hon. Mamataji to make such a provision for the recruitment of the unemployed youth of Jammu and Kashmir in the Railways so that these people who are being misused by undesirable elements may be recruited in the Railways and thus they could be brought up to the mainstream of the country. A special train should be introduced between Jammu and Bangalore as a large number of students of Jammu & Kashmir go to various cities of Karnatka for appearing in Engineering, medical and various other examinations. Many many thanks.

DR. RAGHUVANSH PRASAD SINGH : Mr. Chairman, Sir, much can not be said in supplementary demands, I would like to point out to only a few things in order to remind the House of some facts. It is being claimed here that 1 crore people travel on trains and 1 crore and 10 lakh ton of freight is carried by the Railway everyday on an average. All are aware that Vaishali is the mother of democracy and the city had the first even republic of the world, the "Lichhavi Republic". Lord Mahavira had once observed that the rule of law prevailed there. It is also the birth place of Lord Mahavira. Vaishali has repeatedly been designated as Buddhist circuit. It has been demanded time and again that Vaishali should be connected with Railways. The then Railway Minister had also laid the foundation stone for it on 17th February, 1999. But now the survey is being conducted. It is said that.

[English]

Where there is no will, there is survey and where there is will, there is Railway.

[Translation]

It is a formula. More than two years have since passed. Whether you intend to connect Vaishali with Railways? Nitishji had also said that he will make a wholehearted effort to bring Vaishali on the Railway map. He had said that Bihar is facing a major crisis. If we do not do so then it will bring a lot of defame to us. It will give a bad name to them because the Railway Minister whether presented the Railway Budget hails from Bihar. We do not know whether or not any weightage is given to the opinion of the Railway Minister?

Hon. Minister of Railways who used to make tall claims regarding linking Vaishali to Railway, should clarify the situation. Buddhists pilgrims and the tourists from all over the world flank Vaishali. There was an issue of the conversion of Sitamarhi-Narkatiaganj line into broad-gauge. All these matters are lying pending. There is no rail linkage between Muzzafarpur to Sitamarhi. There was one hon. Transport Minister. There are no transport facilities in hazipur, Muzzafarpur and Sitamarhi ...*(Interruptions)*. The National Highway Authority had taken up construction at these places.

[Dr. Raghuvansh Prasad Singh]

The State Government is doing nothing in this regard on the pretext that this matter is not under their jurisdiction, now National Highways Authority is enjoying its own share of profit. While travelling from Muzzafarpur to Sitamarhi, one finds that he has reached a place totally devoid of facilities. He can not return back even if he wishes. There is no other mode of transport there. All the people there are of the opinion that the city should be linked with the railway. I do not know what hindrance is there in doing so? The foundation stone for constructing railway bridge at Patna was laid on February or March 1997, i.e. more than two years back but what is its present status? Nitishji used to say that the foundation stone of this project was laid without getting the project approved. It is being rumoured that the model of this bridge is being prepared in Pune but these things only mislead the masses. The people ask why was not a bridge constructed once its foundation stone had been laid? ...*(Interruptions)* The road from Hazipur to Muzzafarpur is the life line of North Bihar. There are two railway crossings in Hazipur, one at Ikehari and other at Dighi. Due to the absence of an overbridge, traffic remains disrupted for several hours together there. The vehicles remain jamlogged there, at 1 kilometre stretch of the road. Hence an overbridge should be constructed there.

The labourers of Bihar migrate to Calcutta, Delhi and Punjab to earn their livelihood. When they come back with their earning, they face a lot of problems in getting ticket reservation for journey. Railway T.T.E. also proves a nuisance to them. On one or the other pretext he tries to extract money from them. This tendency should also be curbed. As far as security in railways is concerned, sometimes back the Gaisal rail tragedy took place, so in view of such incidents, stern security measures should be taken so that the life and property of railway passengers could be provided protection.

Mr. Chairman, thank you for giving me time to speak.

[English]

SHRI V. VETRISLVAN (KRISHNAGIRI) : Respected Chairman, Sir, my dear senior Members, and new Members, I express my sincere thanks for giving me the opportunity to make the maiden speech in this august House. On this occasion, I am thrilled and overjoyed to be here as a Member of Parliament, because our NDA has been given a clear mandate by the people of this country. All the credit goes to the leader of the NDA, the hon. Prime Minister, Shri Atal Bihari Vajpayee-ji and to my leader Dr. Kalaignar, who have worked tirelessly for the victory of the NDA in Tamil Nadu. I also express my sincere thanks to the people of my constituency Krishnagiri for having given me the opportunity to serve them as their Member of Parliament.

Sir, I am very happy to be a Member of this august

House where our unparalleled, great leader of Dravidian renaissance, Arignar Anna has made history in the annals of Indian Parliamentary democracy. I assure, Sir, as a disciplined soldier of my DMK party, I will stand committed to democracy, secularism and socialism.

Following the footsteps of our great leader Anna, Dr. Kalaignar and the hon. Union Minister of Industries and Commerce, Anna Murasoli Maran are shouldering the onerous responsibilities for which Anna stood. We always uphold the democratic spirit of Indian Constitution.

On behalf of DMK party, I support the Supplementary Demands for Grants, Railways.

Now, I would like to say a few words for the consideration of our hon. Railway Minister Miss Mamata Banerjee.

Let me straightaway come to my constituency and later to my State Tamil Nadu.

After the preliminary engineering-cum-traffic survey of Hosur-Jolarpettai, the new broadgauge line is on. I would request the hon. Railway Minister about the things to be done in my constituency, Krishnagiri. My constituency consists of six segments, of which Burgur is one segment. I think Burgur, is a famous place in our constituency. The former Chief Minister Ms. Jallalitha contested from this segment and was defeated. That is why, Burgur is famous. The other five segments of my constituency are, Krishnagiri, Palacodu, Hosur, Tali, Cauveripatnam. There are about 15 lakh voters living in my constituency. Therefore, I request the hon. Railway Minister that the long dream of our people to have a new line from Jolarpettai via Krishnagiri to Hosur should be made true. This is hardly 100 kilometres line. This should be expedited, and the work of laying of line should be started as early as possible. This line goes via Krishnagiri, which is my constituency.

My area contains today a lot of granite reserves. Our granite units are producing a huge amount of granite which are being exported also, whereby we are also earning a considerable amount of foreign exchange.

Granite is emerging as important as diamond exports. So, a number of business people come to or go from Krishnagiri, either from Chennai or to Chennai or from Bangalore or to Bangalore, or from Hosur or to Hosur. Therefore, the work of laying this broad gauge line should be done as early as possible.

Previously, the Tirunelveli-Madras train was going via Jolarpettai and Tiruppattur. Although the train is running now between Tirunelveli and Madras, it is not running via Jolarpettai and Tiruppattur. so, I request the hon. Railway Minister to restore this train. This will facilitate the people of

my Constituency and other business people going to Chennai.

My Constituency, because of granite, is gradually turning into an industrial belt. Therefore, a railway link to Krishnagiri either from Jolarpettai or from Tiruppattur will go a long way in attracting new entrepreneurs to this area. It will also provide cheap transport facility to the poor people of my constituency. Further it will also enable the movement of raw materials and furnished goods in this area.

Further there are four railway crossings on the busiest national highways in my Constituency. One is national highway 46. This is from Madras to Bangalore. Another one is national highway 7 from Kanyakumari to Kashmir. These two national highways go through my constituency. They are at Pachalkuppam, Vaniampadi and Pachur, the most important places of level crossings. Due to the frequent traffic jam, there is a need for constructing overbridges at all these railway crossings. They are on the national highways. I take this opportunity to request the Railway Minister to address the Ministry of Surface Transport for carrying out overbridge construction at these four busiest crossings. Fortunately, the Railway Minister and the Surface Transport Minister, both of them are here. I request them to fulfil my ambition and the ambition of the people of my Constituency.

MR. CHAIRMAN : Don't make your speech so elaborate. If you have some important points, you can give them to the hon. Minister.

SHRI V. VETRISLVAN : This is my maiden speech. I will conclude within a short time.

Further, the platform of Jolarpettai Railway Station does not have a roof over its head. So, proper roofing should be constructed. In view of the industrial business, we need computerised reservation facility at this station. There is no TV on the platforms. So, sufficient number of TV sets should be made available to the Jolarpettai Railway Station for the convenience of the passengers. At the Jolarpettai Railway Station, there is no facility to accommodate VIPs like Chief Minister, Minister, MPs and MLAs. The existing retiring room is not adequate. So, necessary arrangement should be made so that accommodation is available for at least four VIPs at a time to stay whenever they travel via Jolarpettai.

In long train journeys, sufficient security arrangements should be made for the travelling public. I understand in the train if any accident happens, the reason for the same can be ascertained immediately. For that, as in flights a black box is kept.

In the same way, certain devices should be installed in the trains. The ICF is a renowned coach-building factory which is fetching a huge amount of foreign exchange. It has

got global contracts and we are getting orders for building coaches from all over the globe. I would request the hon. Minister to modernize the factory and expand it to suit global needs with regard to coach-building.

The Golden Rock Workshop is a renowned and prestigious workshop of the Southern Railway. It has got a historical background.

MR. CHAIRMAN : Please conclude now.

SHRI V. VETRISLVAN : Since this is the discussion on the Supplementary Demands for Grants of the Ministry of Railways, I have not made all the demands. I have touched only upon the oft-repeated demands of the people of Tamil Nadu. I hope, the young and energetic Minister of Railways, with her motherly attitude, generosity and broad-mindedness, will take suitable action to meet our demands.

With these words, I thank the House for the patient hearing. I conclude my speech now.

Long live Tamil ! Long live Dr. Kalaignar !!

[Translation]

SHRI SATYAVRAT CHATURVEDI (KHAJURAHU) : Mr Chairman, Sir, while expressing views on Demands for Supplementary, Grants of Railways, it is quite natural to recall that an aware, conscious strong-willed woman having tough fighting spirit who at present is holding the portfolio of Minister for Railways, once used to sit on this side as a Member. I am confident that as Minister of Railways she will definitely be able to provide good leadership and will carry out reforms in the working of Department of Railways. When I studied these Demands for Supplementary Grants, I found that these demands have been presented before the House for appointment of watchmen at Railway crossings, to install reservation system based on Internet, to increase passengers facilities at 48 railway stations, restoration of railway property damage in cyclone in Orissa to provide medical facilities to cyclone affected people and to provide security to the passengers. It is quite obvious that nobody could raise objection on such demands and all of us would like that the House should give approval to the demands made by Department of Railways.

Mr. Chairman, Sir, there are many other demands which have been raised by other hon'ble Members and in view of those I feel that in view of the economic condition of the Railways, the Department of Railways is unable to meet these expectations. Therefore, through you I would like to tell particularly to Mamataji that you should remember it and it is my firm opinion that rights are not given as alms. Strong will, and sincere efforts are required to secure rights. I am confident that on the basis of these points you would be able to fight for these demands in the Cabinet Meeting.

[Shri Satyavrat Chaturvedi]

Mr. Chairman, Sir, I support all these demands, but I would like to draw the attention of Mamataji towards Madhya Pradesh. She had mentioned in her speech that the amount spent by the Railway Department during last years in Madhya Pradesh is negligible or nominal. The amount has not been spent there according to the need, I would like to talk about my constituency, Khajuraho, which is a world famous tourist spot. The foundation stone for rail line from Lalitpur to Singrauli was laid on 20 September, 1998. The foundation stone was laid not by an ordinary man, but by the hon'ble Prime Minister, Shri Atal Bihari Vajpayee. Mr. Chairman, Sir, at that time foundation stone was laid in the presence of the then Minister of Railways, Shri Nitish Kumar and the then and present Union Minister, Uma Bharati, and it was said in the public meeting that during the next 5-7 years, the scheme of Rs. 925 crore would be completed on priority basis. I would like to draw the attention of the Minister of Railways towards the fact that last year's budget was passed without discussion due to circumstantial reasons. In that budget, the provision of only Rs. one crore was made for this scheme of Rs. 925 crore to 950 crore. I am afraid that if provision continues to be made this way only, then probably after 1000 years, our 10th or 15th generation would be able to get the benefit of this line.

SHRI MADHAVRAO SCINDIA (GUNA) : In The millennium.

SHRI SATYAVRAT CHATURVEDI : If the provision of funds is continued to be made in this way, probably millennium may also pass.

Mr. Chairman, Sir, I would like to make the submission only because if this was a political stunt to draw the people's attention towards their party during election, then I do not have to say anything in particular, but this will blemish the reputation of the Prime Minister. If this rail line is not taken seriously, it will put a question mark on the Prime Minister's credibility and therefore, I would like to say that the credibility of the Prime Minister of this country should not be affected. Our political differences should not figure into this, as this is a separate issue.

Mr. Chairman, Sir, I agree with the points mentioned by the Railway Department in regard to making provisions for the security of the passengers. Mamataji you should formulate a comprehensive plan in this regard and on behalf of Railway Department should make demand to constitute a special force. I was reading in today's newspaper only, you might also have read it, the news is published in today's newspaper that G.R.P. personnels have robbed the passengers of their belongings and cash. It is being done by those people, who have been assigned the duty to protect the passengers. All this has been happening because Railway Department is not having control over them. If

Mamataji, would have been controlling them then definitely they would not have dared to take such liberty. Therefore, I would request you to take initiative in this direction.

Mr. Chairman, Sir, "Tulsi Express" which runs from Allahabad to Mumbai passes through my constituency. It runs only three days a week. If it is made a daily train and arrangements are made to give it a stoppage at Nibadi station, it will benefit the passengers of Bundelkhand region. Similarly, "Qutab Express", which is known as "Mahakaushal Express" runs between Nizamuddin and Jabalpur. There is railway station named Harpalpur on this line where passengers from and to Khajuraho change train. There is no reservation quota for A.C. class there. Now you can well imagine, that the place where foreigners visit in large numbers, is not having any reservation facility for A.C. class. Therefore, attention should be given in this regard and proper arrangement for it should be made.

Mr. Chairman, Sir, the hon'ble Minister has prepared the list of model stations - I do not have any objection to it. This time you have not included stations falling in my parliamentary constituency - I do not have any objection in this regard also. You may include them next time, at the time of introduction of bill in the budget session, but you should increase facilities at Harpalpur and Bibadi railway stations. You spend crores of rupees on the maintenance of big stations, I do not have any objection in this regard, but you should spend at least some lakhs of rupees on these stations because there also passengers board the trains and alight.

In the end, Mr. Chairman, Sir, due to the time constraint I would not like to speak much, but I would definitely like to say that Mamataji should make a provision for adequate funds for Lalitpur-Singrauli rail line which is proposed to pass through Khajuraho and the foundation stone of which was laid by the Prime Minister, and this rail line should be laid within a definite time frame. Therefore, it is essential that Khajuraho which has been declared as world heritage should be linked with railway. It will help in the development of industry in that area and the transportation facility will also increase.

Earlier you used to fight for this. When struggled, you understood the agony of the Member. If the hon'ble Minister of Railways understands my position, then she should get this job done in my constituency. That is all I want to say.

SHRI RAGHUNATH JHA (GOPALGANJ) : Mr. Chairman, Sir, I rise to support the demands for Supplementary Grants presented in the House. I would like to thank you for giving me an opportunity to speak. The hon'ble Minister is running the department in dynamic way. I hail from Bihar and the State of Bihar have been providing

leadership to the country. But the State of Bihar is backward. If we compare Bihar with other States we shall find that in the case of Railways, Bihar has not been given its due share. I would like to congratulate two former Ministers of Railways Shri Ram Vilas Paswan and Shri Nitish Kumar who have done the job of laying new railway lines and gauge conversion in the backward areas of Bihar. These projects were approved in the budget. But I would like to say that these works are pending for quite sometime now. The points mentioned by Raghuvansh Babu are historical facts. Till date, nothing has been done on that line. The Ganga divide the State of Bihar in two parts. There is only one rail bridge over Ganga in Bihar which is situated at Mokama. Two years ago, the then hon'ble Prime Minister Shri Deve Gowda had laid the foundation stone of railway bridge to link Patna with areas across Ganga. The foundation stone of that bridge was laid after completion of survey work but the work is being badly delayed. We, the people of Bihar want that this work should be accomplished as soon as possible. You have given approval for gauge conversion from Jainagar, Darbhanga, Sitamarhi to Narkatiyaganj and you have made provisions for it in the budget.

Then comes the issue of laying new rail line in Sitamarhi and Muzaffarpur. We have been told that funds have been allocated for it, but why the acquisition of land has not been made for that rail line. We demand that work in this regard should be started by acquiring land at the earliest. Shri Ram Vilas Paswan and Shri Nitish Kumar had made public announcement to carry out survey of rail line to link Sheohar, Sitamarhi and Motihari. The Railway Department officials have also supervised the survey work over there. We would like to request Mamataji and Digvijay to link Sheohar, Sitamarhi and Motihari with railway line.

As mentioned by Shri Prabhunath Singhji that gauge conversion should be done of the railway line from Chhapara to Captanganj via Kathave. There is a proposal to lay broad gauge railway line over there because that place is having metre-gauge railway line. The people of that area are facing difficulties. Kathave is a historic place, it is the place of Goddess Durga. Every year lakhs of people from every corner of the country visit that place to worship the Goddess. The station over there is in bad shape. That station should be developed because Gopalganj is the district headquarter. It is a very small station and gives an appearance of a village station. We demand to develop that station.

It has been said that security arrangements should be provided in railways. I would like to tell you that the problems of security in railways is created by security personnel themselves. There is nothing to hide about theft, pick-pocketing or robbery in trains. I would like to tell you especially about Bihar that Railway police has contributed a lot to such incidents. All such incidents take place within

their knowledge. We want that the Government should take strong measures to control it. We hope that you will pay attention to farflung Adivasi areas from Doodhar to Dumka, hilly areas and Hazaribagh rail line. Similarly, Ordnance factory is being set up in Rajgir. There is a metre gauge railway line there, the work to convert it into broad gauge has not yet begun. I would like to say that all these works should be taken up by the Ministry of Railways. With these words, I conclude my speech.

[English]

SHRI AJOY CHAKRABORTY (BASIRHAT) : Mr. Chairman, Sir, the Railway is the symbol of national integration. It carries bogies from the different parts of the country. It carries bogies from South to North and from East to West. I think for proper, effective and efficient functioning of the Railways, more budgetary financial assistance should be provided to the Railways. The Railways is not only the commercial institution but it is the welfare and social organisation also.

It appeared in the different newspapers that our hon. Railway Minister demanded more financial assistance for the Railways. We support that demand. It is not possible for the Railways to meet all the demands which have been advanced by the hon. Members including myself.

Sir, safety and security is the paramount problem of the Railways. More budgetary assistance should be provided for the safety and security of the Railways. Another problem is the signalling. The old signalling system should be changed and modern signalling system should be introduced to avoid accidents. It is also the main task of the Railways to save the commuters as also the Railways from accidents. We cannot forget the tragic accident of Gaisal. Another problem is of Railway tracks. These tracks were laid during the British regime. Therefore, most of the tracks need to be changed. The tracks should be renewed and changed. Then, the condition of Railway compartments is very much pathetic. The toilets are not in good condition and there is no lighting system. The windows of the trains are broken and it is very much difficult for the commuters to travel during winter season.

Now, I want to draw the attention of the Minister of Railways as well as the Minister of State for Railways to the punctuality of the trains. The earlier Railway Minister assured the House that they would try to improve the punctuality of the trains. But the trains are not running on time, barring the old trains. Even the Rajdhani Express is running two hours to three hours late. Same is the case with Shatabdi Express.

Sir, I would like to draw the attention of the hon. Minister to the condition of the Metro Rail of Calcutta. That is the pride of our country and we are proud of our Metro Rail in Calcutta. But people are now afraid to travel in the Metro Rail because fire takes place almost everyday in the Metro Rail. So, I urge upon the firebrand hon. Railway Minister to

[Shri Ajoy Chakraborty]

look into it so that the passengers of the Metro Rail could be saved from the fire.

Now, I want to draw the attention of this House to the two projects of West Bengal, namely, Degah-Tumluk and Eklakhi-Balurghat. It appeared in the newspaper that the hon. Railway Minister accused the West Bengal Government that it is not taking steps to acquire land. But I have enquired into the matter and I found that excepting two kilometers. All the lands have been acquired by the West Bengal Government. But where is the financial arrangement for completion of the work?

Same is the case with Eklakhi-Balurghat.

Sir, North Bengal in our State is the most backward and remote area. The North-east is the backward region of our country. In the regime of the United Front Government, the then Railway Minister Shri Ram Vilas Paswan declared some packages and took some measures for the development of the North-eastern region in so far as railway is concerned. I urge upon the present hon. Railway Minister to look into the matter, to take recourse to that matter and take up some projects for the development of the North-east in so far as railway is concerned, so that those people can come to the mainstream of our country.

Before Kumari Mamata Banerjee became the hon. Railway Minister, in the Twelfth Lok Sabha, she had submitted a package called Bengal Package. She is very famous for that package. I would like to remind the hon. Railway Minister to remember some of the projects which were incorporated in that Bengal Package and take certain positive measures and suitable recourse, so that those projects are implemented and executed as early as possible.

Lastly, I wish success for the hon. Railway Minister as well as the hon. Minister of States for Railways.

[Translation]

SHRI GIRDHARI LAL BHARGAVA (JAIPUR) : Hon'ble Mr. Chairman, Sir, I am making my submission with great expectations from the present Minister of Railways, Kumari Mamataji that she will definitely accept my request and help in removing the problems facing Rajasthan.

My first point is that Hon'ble Deve Gowda ji had laid a foundation stone for setting up a zonal office in Jaipur city in October, 1996. He merely laid the foundation stone, but the zonal office has still not been set up in Jaipur city. This is my foremost demand and I hope that Mamataji will accept my request and make arrangements for setting up zonal office in Jaipur city at the earliest and thus the promise made by former Prime Minister will also be fulfilled.

Secondly, I would like to submit that Bandikui-Agra track had not been converted into broad gauge line. Kalmadi ji has inaugurated this work. I am not aware as to which work was inaugurated. Navinji inaugurated it and which work was inaugurated is not known. Rajesh ji had gone there to address the gathering and I was also present there. At that time, it was said that the paucity of funds will not be allowed to come in the way, however the work of conversion of Bandikui-Agra track is at a standstill today. One cannot reach Jaipur directly from Agra. A diversion of 150 kms via Swai Madhopur has to be taken to each Agra. I believe that the Bandikui-Agra project will also be revived. The Department of Railways is incurring losses due to this. If that track is completed, the Department of Railways can earn revenue. The Department is incurring losses of 60 lakh rupees daily due to non-completion of Agra-Bandikui track.

I have one more minor demand. Durgapur is a sub-station of Jaipur itself, hence a stoppage of trains bound for Howrah, Bangalore, Indore and Mumbai is required to be provided there. This station is a part of Jaipur itself. It is not far away from there. It is located at a distance of 15 kilometers from Jaipur and is a part of Jaipur. Similarly, the trains from Jaipur to Jammu Tawi, Jodhpur to Delhi, Delhi-Ahmedabad Mail, Ahmedabad-Delhi Ashram Express trains should have a stoppage at Gandhinagar station. The train passes by their locality, still the passengers have to go to Jaipur Railway Station to catch the train and while coming back to their residence from Jaipur railway station, they have to spend 200 rupees towards fare for autorickshaw or taxi, even when it is a part of Jaipur itself. The trains halt at Delhi and the neighbouring areas and other stations as well but the trains do not halt at Durgapur which is close to Jaipur and from where these trains used to originate, which is a matter of regret. I would like to submit to the hon'ble Minister that though I am bound by the conventions of my party, the people from my neighbouring area are very agitated and are ready to launch an agitation and then it will be very difficult to restrain them.

Hence stoppage should be provided to trains at Durgapur and Gandhinagar stations. More funds should be allocated for the development of Jaipur station. No train leaves from Jaipur city to Delhi after six in the morning till night. You should reconsider the decision of discontinuing some of the trains. The people of Jaipur city have a demand that a train should be introduced from Jaipur to Haridwar. Trains should be also be introduced from Jaipur to Chandigarh, Guwahati, Trivendrum (Kerala). When there is a train from Jodhpur to Haridwar, why a train cannot be introduced from Jaipur to Haridwar. Hence this train should also be introduced.

17.46 hrs.

(DR. RAGHUVANSH PRASAD SINGH in the Chair)

Narayana Station has a meter gauge line. That place is the holy land of Dau Dayal Ji Maharaj. A stoppage to Delhi bound trains should be provided there. This is also an industrial area. Labourers travel to and from Kishangarh and they will be benefited by it. An Intercity Express train should be run between Ajmer and Kota via Jaipur which may leave Ajmer at 6 a.m. and reach Kota via Jaipur. The same train may leave Kota at 3 p.m. and reach Ajmer at 10 p.m. Shri Rasa Singh has also made a similar demand. This train should have a stoppage at Kishangarh, Narayana, Phulera, Hassanpur and it should be routed via Chaksu and Swaimadhapur. There is a need to introduce a shuttle train between Jaipur and Phulera. 807 Dn. which leaves at 8.00 p.m. should be extended upto Ajmer. A train should be introduced from Delhi to Ajmer. Khairiyal station is the major station of Alwar. A stoppage to trains should be provided there. When the hon'ble Minister of Railways visited Mangalore alongwith of the Prime Minister, Shri Atal Bihari Vajpayee, she had stated that a train would be introduced from Jaipur to Mangalore via Ajmer. I think that the above mentioned train has not been introduced as yet. When I met Mamataji, she gave me an assurance in this respect which should be fulfilled.

The population of Jaipur city has increased manifold. A ring Railway project was formulated and expenditure of lakhs of rupees has been increased thereupon and the map is ready. I demand that the said project should commence at the earliest. A shuttle train should be run between Bandikui and Ringus which would benefit the milkmen coming to Jaipur and they would be able to sell milk easily. The Railway tracks removed from Todarai Singh Nagar should be laid again. Five industrial areas fall enroute from Delhi to Jaipur. If a railway track is laid, the entrepreneurs of these areas will get the facility of goods train to transport their wares. The work of construction of three bridges at Malviya Nagar, Bhopalpura and Jhotwara has been going on for quite some time now. This work cannot be completed without the help of the Department of Railways. Due to this, the people of Jaipur city are facing a lot of inconvenience. The bridges should also have been constructed at Mansarovar, Khatipura, Civil lines as well as Dadi Ka Phatak. You might recall that a bus had collided with a train there and many children were killed. I had raised the issue in the Parliament also. At that time, a suggestion was made to deploy a watchman and also provide cellular phone facility at unmanned level crossings.

Gangapur station falls on Mumbai - Delhi rail route. There are 1200 houses and a training institute in this area and an electric locoshed is located here as well, hence a stoppage to trains should be provided there to avail of this facility. Similarly, the work relating to the new rail route sanctioned from Dausa to Ganganagar should be started at the earliest. Work should be started taking Gangapur station

as a central point so that the employees and the officers may utilise the facilities available there.

Important trains remain stationed at various stations of Rajasthan for eight to ten hours. You should take it into consideration. Mamataji is a very kind and considerate lady. The work related to Agra-Bandikui railway line should be got completed. The people of Durgapur and Gandhinagar are agitated, hence a stoppage to trains should be provided there.

[English]

SHRI S. AJAYA KUMAR (OTTAPALAM) : Mr. Chairman, Sir, Railways is the synonym for national integration in the whole country. It should not be let to be taken over by the traders who sell the nation into the hands of the multinational elements for greed and thirst for money. In this context, let me tell you that the development of the Indian Railways has to begin keeping in mind the most difficult commuters of this country and a provision has to be made in this regard in our General Budget.

Sir, the establishment of a Zonal Office in Kerala for the Indian Railways is very important in this direction that can be taken up by the Railway Minister who comes from the West Bengal which has also suffered due to discriminatory policies of the Central Governments of this country myriad number of times. The laws framed by the British authorities should not hold its way in independent India. This has been pathetically forgotten by the champions of *Swadeshi* in the present Government.

I demand resolution to various problems crippling railway development in my home State Kerala. Doubling work from Shoranur to Mangalapuram and construction of 15 overbridges in this sector should be immediately undertaken for easing of hardship being faced by the passengers of both railways and roadways. This means that completion of the projects taken up by the Centre has to be speeded up. More than that, the Centre has to take up completion of the work of overbridges in Wadakkancherry and Ottapalam-Mayannur and include them in the agenda of the Railway Ministry.

The electrification work in the Ernakulam-Thiruvananthapuram section also should be taken up by the Centre, given the fact that the State Government has promised long ago that it would provide electricity for the implementation of this work. Above all, I would request the hon. Railway Minister, Kumari Banerjee to please include Kuttipuram-Guruvayoor subline in the list in her hand for immediate implementation. I would also request the hon. Railway Minister to help materialise the completion of the Tellicherry-Mysore line for the benefit of hundreds of thousands of commuters in the Malabar area of my State.

Sir, I hope that the hon. Minister is aware of the

[Shri S. Ajaya Kumar]

demands that we have been raising with regard to the extension of the train routes. Specifically, we would demand extension of the Kurla-Coimbatore Express route to Shorannur Junction. I would also like to draw the attention of the hon. Minister towards a very serious matter. There was a direct reserve coach from Coimbatore to Thiruvananthapuram for the last 20 years. That was FN1/513/6348, but recently this service has been cancelled. Actually, it was very convenient for the people, especially for the ailing and women. So, I would request the hon. Minister to take necessary steps to restore this service. Again, I would request the Centre to start Railway related industries in Shorannur which comes under my constituency and has all the infrastructure for such a venture.

I conclude my speech hoping that the hon. Minister would take into account my reasonable suggestions.

SHRI P.S. GADHAVI (KUTCH) : Mr. Chairman, Sir, I rise to support the Supplementary Demands for Railways put forth by the hon. Railway Minister.

Sir, there is a long-standing demand for an additional Railway Zone in Gujarat. When 55 per cent of the total route kilometers of Western Railway pass through the State of Gujarat and when Western Railway has most of its earning and traffic from Gujarat, it is of paramount importance that an additional Railway Zone be created with headquarters at Ahmedabad or Gandhinagar.

In these Supplementary Demands, the hon. Minister of Railways has selected about 67 model stations for upgradation. I would request the hon. Minister to include Bhuj railway station in it because the broad-gauge railway line is to be completed by March, 2000. I also earnestly request the hon. Minister to come and inaugurate this long broad gauge railway line at Bhuj.

The Kandla Port is situated near Gandhidham railway station. That port is a very important port for the whole northern India. It is also very important for the Capital. Our long-outstanding demand at Gandhidham railway station is for augmentation of terminal facility. If terminal facility is augmented there, many long-route trains can come there. So, my request is for extension of Howrah-Ahmedabad train to Gandhidham, and Cochin train to Ahmedabad. There will be no additional cost. The only thing is that Kandla Port can be connected with Calcutta and Cochin Ports. So, if these trains are extended and additional terminal facilities are made available there, then this could happen.

Bhuj Railway line is to be connected by broad-gauge. As you know, Kutch is on the western end of the country. It is situated near the Pakistani border. In that area, the potentiality of development is abundant for its rich mineral wealth. The Bhuj line to be connected with broad-gauge which is going to be completed by March.

But one thing is lacking there. The pit line facility has not been provided. Due to lack of pit line facility, all long-route trains cannot come. So, my request is that a provision requires to be made for the pit line at Bhuj station.

Now, I talk about the frequency of trains between Gandhidham and Delhi. In the last Budget, it was said that they are going to make a provision. In a week, two trains are running on an experimental basis. But these trains have not yet been made regular. So, my request is that these trains require to be made regular and frequency between Delhi and Gandhidham requires to be increased. These trains also require to be connected Hardwar. It could be Hardwar via Delhi, Gandhidham and Kutch. Then, it will be most useful for the people of Kutch.

Gauge conversion work between Palanpur and Samkhiyali will be very important from our national point of view because it can connect the Capital directly to Kandla. The whole of north India would be connected with Kandla by broad-gauge if a section of Palanpur-Samkhiyali is made Broad-gauge. The Kandla Port Trust has come forward to be a partner in joint venture. So, the Railways will not have to bear more burden on this conversion work. The only thing is that this requires to be expedited.

Similarly, the gauge conversion is going on between Maitya-Miyana and Wankaner. It also requires to be speeded up. Then, Kandla Port can be connected with the whole of Saurashtra.

Some time back, I requested the Minister of Railways for better use of the unused land and surplus land at Bhuj. According to a letter given to me by the Railways, there is surplus land extent of 16 hectares. At the market price, it would fetch not less than Rs. 2.50 crore to Rs. 3 crore per hectare. So, I would re-request the Railways to make use of this land. Otherwise, all this land will be encroached upon. My humble request is that the surplus land can be made use of.

Our long-outstanding demand for one extra Superfast train between Mumbai and Gandhidham is there. The Railways are running about 170 trains every year. When they are running so many trains, it should be made biweekly or triweekly train regularly. The Railways have not to incur any more expenditure. They are already running the trains. The only thing requires to be done is that the train is to be run 'daily'.

The gauge conversion between Naliya and Bhuj is very important from the Defence point of view.

18.00 hrs.

Our Air Force headquarters is situated in Naliya.

Whenever any emergency comes, at that time Naliya Air Force requires to be connected with the capital and that work requires to be expedited.

There is long-standing demand for having export promotion facility at Kandla and Bhuj.

These are all my few suggestions which may kindly be considered.

[Translation]

SHRI JOACHIM BAXLA (ALIPURDUARS) : Hon'ble Chairman, Sir, I thank you for giving me an opportunity to speak on Supplementary Demands for grants of Railways. Sir, through you I would like to draw the attention of the hon'ble Minister of Railways Ms. Mamata Banerjee to the proposals pertaining to Cooch Bihar, Jalpaiguri and Darjeeling region of West Bengal. I would like to refer the project cleared by the then Government. The proposal to convert the meter gauge line from New Jalpaiguri to New Bongaigaon via Alipurduars junction and Siliguri be passed as early as possible. Sir, through you I would request the hon'ble Minister of Railways to do the needful in this regard.

Second thing which I want to say is that the funds allocated for gauge conversion be made available as early as possible so that gauge conversion work of this rail line could be accelerated and work could be started on this early.

Thirdly, there is a demand since long that the people of Assam, Bengal, Jalpaiguri, Coochbihar, Gwadhra....

MR. CHAIRMAN : There are several hon'ble members to speak, therefore, is it the sense of the house to extend the time of the House upto 8 o'clock.

SEVERAL HON'BLE MEMBERS : Yes, Sir.

SHRI JOACHIM BAXLA : The people of these districts are demanding that a new rail line should be constructed from New Mainaguri to Jogighopa via Changrabandha, Bastighat and Toofanganj. If a new train is introduced on this section, rail service would be made available for the people of backward areas of Coochbihar and Jalpaiguri. Therefore, I would like to request the hon'ble Minister that orders have been issued for conducting survey for this line and we shall be very happy if construction of this new rail line is taken up as early as possible.

Besides this, I would like to say one thing that Eklakhi Balurghat project is being mentioned in every budget but I do not know as to why so much time is being taken to start construction work on this project.

Sir, through you, I would like to ask the Minister of

Railways that by what time the construction of Eklakhi Balurghat project will be completed. Some trains have been cancelled due to Kargil conflict. I would like to request through you that these trains should be restored.

Efforts should be made to improve the condition of the Teesta-Tursha which is in bad shape.

Sunderban is a backward region and for which some proposals have been submitted and on which orders have been issued to conduct survey. The proposal regarding double line from Sonarpur to Kaniing, Baruipur to Laxmikantpur be approved as early as possible. Sir, through you, I would also like to request the hon'ble Minister of Railways to start work early on the Saldah-Kaniing rail which is proposed to be constructed upto Sonakhali.

The historical train which ply in Darjeeling should be modernised. The steam engine of this train should be changed by a diesel engine so that more tourists could visit Darjeeling and Jalpaiguri. It is very pleasant sight to see the lush green tea gardens. Arrangements should be made to attract more and more tourists to that region. Efforts should be made to improve the train service. With these few words, I thank you and conclude my points.

[English]

SHRI K.P. SINGH DEO (DHENKANAL) : Sir, first of all I would like to congratulate the hon. Minister for the first Demands in this Parliament. Secondly, I would like to compliment her through this debate on Supplementary Demands because she has shown concern for the safety and security of the passengers, the travelling public, system improvement, amenities and the services. Sir, I would also like to compliment her for the concern she has shown to the cyclone-affected area of Orissa where 10 stations, all falling in the Cyclone-affected belt, are being taken up for development into model stations, including Dhenkanal which is my home-town. I am extremely grateful for that. Then, she has also tried to do rehabilitation of these cyclone-affected assets and I give her full marks for that. I would like to compliment the Railways in the cyclone-affected area. They did a magnificent job by moving 18,000 tones of relief materials. How did they move it? They moved it by a new line which was the Cuttack-Sambalpur railway line because that was the only line which was operational as the Cuttack Howrah-Madras railway line was breached near Soro. In the last Budget, Shri Nitish Kumar, your distinguished predecessor, had announced that the Hirakud Express which goes up from Nizamuddin to Sambalpur would be extended to Cuttack and Bhubaneswar via Angul and Dhenkanal. Although for eight months, it has been in the time-table, the train has not been extended. I hope the hon. Minister will see to it that it is extended and it should be a daily one. At the moment, it is thrice a week to Sambalpur.

[Shri K.P. Singh Deo]

Sir, nine State Governments have adopted nine districts which are the worst affected districts in the entire coastal belt of Orissa due to this super cyclone which is a national calamity but we have not been able to call it a national calamity. But there are two districts which have been left out. One is Angul and another is Dhenkanal. Since Shri Nitish Kumar who is heading another Ministry has asked his Public Sector Undertaking to adopt certain areas, and Shri George Fernandes, the Defence Minister, has also asked the Defence PSUs to adopt certain areas, the Railways being the largest Public Sector in the world, could very kindly adopt these 15 or 16 Panchayats of Angul and Dhenkanal districts which are bordering the old Cuttack district, in which case the psyche, the sentiment of the people in rebuilding and reconstruction does not pose a problem.

When we are discussing the issue of cyclone, I had occasion to mention here that during the 1967 cyclone which was one of the very severe cyclones, hon. Shri Surendra Nath Diwedi and my senior colleague, Shri P.K. Deo, at that time had demanded the Cuttack-Paradip rail link which would give gainful employment to the affected areas. And, that is how, the Cuttack-Paradip rail link came up. So, I had suggested Angul to Paradip railway line via Budhapark, Kamakhya Nagar, Bhuban, Sukinda Road which earns the highest Internal Rate of Revenue (IRR) of the Railways in the whole world, coming to 29.83 per cent.

In fact, the former Minister of Railways, Shri Ram Vilas Paswan has laid the foundation stone. The preliminary survey is over, but while the final location survey is going on, there was no budgetary allocation last year. So, when the budgetary allocations are made during the Railway Budget in the month of February, I will request the hon. Minister to consider this request.

Sir, I have one more point and that is about the Angul-Gopalpur line. Gopalpur is a port which has been damaged in the cyclone. So, if Angul-Paradip line as well as Angul-Gopalpur line via Hindol-Narsinghpur is taken up, then gainful employment plus rehabilitation of the cyclone affected people can take place.

Sir, with these few words, I thank you very much for giving me an opportunity to speak.

SHRI CHADA SURESH REDDY (HANAMKONDA) : Mr. Chairman, Sir, thank you very much for giving me an opportunity to participate in the discussion.

I appeal to the hon. Minister of Railways kindly to take personal interest and pass orders to the General Manager, South-Central Railway, to take interest in getting the new lines in the backward Telengana region of Andhra Pradesh cleared and executed as early as possible. Incidentally, the Chief Administrative Officer, who is next to the General

Manager, South Central Railway has not been given any power to execute any job on behalf of South-Central Railway. Then, what is the use of posting such an officer there?

I would, therefore, appeal that a person with clean record may be posted as Chief Administrative Officer and powers given to him to execute minor jobs for new railway lines/new railway projects in the backward region of Telengana so that the region is developed and saved from the clutches of naxalites who are active in that region because of lack of communication and railway facilities.

Sir, I am sorry to point out that in view of vigilance interference, no tangible progress has been made in the works undertaken by South-Central Railway during the last two years. The sanctioned allocation of the fund of almost Rs. 200 crore in 1998-99 and Rs. 100 crore in 1999-2000 lapsed as it could not be utilised on account of non-finalisation due to various reasons primarily interference of the auditors of the vigilance department. The projects suffered in this regard are Peddapalli-Karimnagar, Munirabad new line, Munirabad-Mehboob Nagar, Macherla-Nalgonda and Mudikhed-Adilabad sections. These works are all interrupted in phases.

However, I am grateful to the hon. Minister of Railways for taking interest in the railway work of South-Central Railways. She has already agreed to a number of our proposals. We would be extremely grateful if she takes up work of the development of Telengana railway projects at a sputnik speed so that the region is saved from the clutches of the naxalite movement.

SHRI AMAR ROY PRADHAN (COOCHBEWAR) : Sir, this is a supplementary Budget, yet I am lending my full support to the Supplementary Demands for Grants with the hope that ultimately the hon. Minister of Railways will do good to the North Bengal and the North-Eastern Region in her regular Budget when it comes up in the month of February.

Sir, in support of this Budget, definitely at page 14, I welcome the decision for the safety as well as security of rail passengers.

As far as item number two, namely, New Jalpaiguri-Bongaigaon-Guwahati-Mobile communication, Northeast Frontier Railway is concerned, these facilities should be extended up to Barsoi.

We have got the experience of Gaisal. Between Jalpaiguri and Barsoi, there is the Kishanganj-Gaisal sector. So, I think it should be done.

Sir, we all should be happy that according to the list of her heritage items that have been announced by the UNO and the UNESCO, in India, there are only nine items which

are the heritage items and the Darjeeling Himalayan Railway is one of them. We all should be proud of that. But this Railway is in a very dilapidated condition. In this supplementary Budget, there are about 48 railway stations which are proposed to be upgraded as model stations. I have no grievance that there is not a single station from West Bengal, but at this juncture, when the Darjeeling railway line has been announced as the heritage items, the Darjeeling railway station should also be taken up in this year. This is my second request to the hon. Railway Minister.

Now let me come to the other points. There is a long-standing demand for a new railway line from New Maynaguri to Jogigopa via Changrabandha, Coach Behar, Boxirhat, Dhubri, Bilasipara and then to Jogigopa because of the fact that this part is the most neglected one and in this area there are only two railway link lines. One is metre-gauge and other is broad-gauge. Even these also have not been doubled. It is a fact that there is not a single double line, there is no electrification, nothing of the sort. It is the most neglected railway line on the railway map of India. But one thing the hon. Minister knows that one has to cross this North Bengal island, otherwise one cannot go to the North-Eastern region. When it is so, then why are the Railways not giving it adequate importance? The North-Eastern region cannot be improved without improving the condition of the railways in the North Bengal. So, at this stage, this is my request that another railway line should be provided in this region. For this, the line survey has already been completed. Now it is for the Railway Minister to do it because it will be a third railway line. We are not asking for doubling the line or for electrification. Just to save the North-Eastern region, we would like to place before you this demand of the local people.

My next demand is that there should be a stoppage of the Rajdhani Express and the Saraighat Express at New Cooch Behar. These are the only two trains which are moving as superfast trains in that region. Dr. Sengupta is here. He was once the D.M. of Cooch Behar. He knows what is the importance of Cooch Behar. But there is no stoppage of these two superfast trains at Cooch Behar. So, I request you to provide for the stoppage of these two trains at New Cooch Behar.

There should be a shuttle train between New Jalpaiguri and New Cooch Behar at least twice in a day.

The North Bengal Express is running three days a week. It should be run daily.

I hope, in the next Railway Budget, the North Bengal and the North-Eastern region, which are the most neglected and backward regions, will get priority. With these words, I thank you, Sir.

[Translation]

SHRI RAM PRASAD SINGH (ARRAH) : Hon'ble Chairman, Sir, I am grateful to you for giving me an opportunity to speak. I support the supplementary Demands for grants pertaining to railways. Railways need funds for its betterment, development, punctuality, reliability and efficient operation and it should be provided to railways. But I would like to request the hon'ble Minister of Railways that these funds should be utilised properly. The base of the railway is dependability but these days that dependability is eroding gradually. We are unable to assure the railway passengers that they will reach to their destinations safely. We are unable to assure the people that the goods being sent by them through railway will reach destinations safely.

Hon'ble Chairman, Sir, after this I would like to say something about catering. On the one hand we are increasing fare and on the other hand the quality of catering is deteriorating. Hon'ble Minister you have also been the Chairman of the Standing Committee on Railways. You have provided funds to railways several times and you have yourself experienced the need of funds required by railways. I am very happy that an experienced and dynamic leader like you is at the helm of affairs of the Ministry of Railways. Poor people have many hopes and expectations from you. The Indian Railways is the largest railway of the world. The number of passengers using railways as mode of transportation is maximum in our country barring one or two country of the world. The railway is an inexpensive and easy mode of transport. But the rail lines which have been laid years ago after gauge conversion are not being changed due to which incidents of accidents are increasing which are affecting the punctuality of trains. Trains are not reaching in time. Therefore, I would like that the hon'ble Minister of Railways should pay attention towards this.

I want to say that there have been so many Ministers in the Central Government from Bihar but they were so generous that they did not take care of their own State. I hail from your neighboring State Bihar. The amount of rupees ten crores provided for Arrah-Sasaram light railways by the former Minister of Railways hon'ble Shri Ram Vilas Paswanji and Shri Nitish Kumarji is a very meagre. This rail line is 90 kilometer long.

You will be surprised to know that Shri Ram Lakhan Babu laid the foundation stone of it, Ram Vilasji, K.C. Lankaji and Nitishji too laid its foundation stone but nothing has come out of it even after laying down the foundation stone by so many Ministers. Not even the survey work is being completed. The land which should have been acquired for it... (Interruptions)

SHRI BRAHMA NAND MANDAL (MONGHYR) : Foundation stone for one project has been laid for four times.

SHRI RAM PRASAD SINGH : It is astonishing that the foundation stone was laid four times. I am not lying. The hon. Minister can get this fact verified. The foundation stone was laid once from Arrah and thrice from Sasaram. But the people are aware of your style of functioning. You will fulfil whatever you say. The credibility of the Ministers and the Railways Department is being eroded due to the fact that the foundation stone has been laid so many times. You must try to improve this situation.

Mr. Chairman, now, I want to say something about my constituency. I have been elected from Arrah. Arrah is a very old city and it was also a junction of Arrah Sasaram railway line. The station there was constructed many years back and it has not been renovated once. It is a matter of regret that though in Buxar which is a sub-division of Arrah, in Dehri, in Sasaram the computerisation has taken place but it has not been done in Arrah. I would like that the condition of the station should be improved after computerising it.

Mr. Chairman, I would like that the station should be computerised and its condition should be improved. As you have written about upgrading the station. I would like to request you that Arrah which is the birthplace of the great freedom fighter Kunwar Singh and has a university after his name, a famous trade centre of Bhojpur, a pilgrimage for the Jains, has many beautiful temples, its station should be provided the facility for computerised reservation and its condition improved.

Mr. Chairman, Sir, one more thing which I would like to say is that the Railway Protection force, I do not say with any malafide intention, extort the money from poor people. I myself have seen that at the Mughalsarai Railway Station, sometimes I ride from Patna railway station, the personnels of R.P.F. misbehave and threaten the poor people and the labourers and even snatch their tickets. They are poor labourers who have neither money nor the courage to report the matter to the police. The people from well to do section of the society travel ticketless and the railway staff never check them for they have the hands of powerfulls over their heads. They are the sons and daughters of the influential persons of the society, therefore, they are allowed to get scotfree and we are not working with humanitarian and judicious approach and in the welfare of the poorer section of the society.

Minister Madam, it is being expected that you will fulfil the needs of the public. I would like to thank you for whatever you have achieved in this short span of time and keeping that in view I am sure that you will certainly pay attention towards Arrah.

[English]

SHRI SHRINIVAS PATIL (KARAD) : Sir, I appreciate

the gesture of the hon. Chairman for giving me the opportunity to speak. I would draw kind attention of hon. Railway Minister to some of the problems. I will not take much time of the august House. I come from Karad which is near Pune. We are hearing for the last so many years that Pune-Miraj section of the South-Central Railway headquarters will be detached from Hubli and it will come under Pune only. But in the last so many years, there has been no progress. As such, we are waiting for the movement that it is detached from Hubli and comes under Pune.

My second request would be that Pune, Satara, Kolhapur and Sangli districts are the centres of cooperative movement. There are so many sugar factories. Floriculture, horticulture milk and spinning mills are there in much more numbers and as such, there is too much of traffic-human as well as goods. At Koyana, there is a centre for hydro-electricity generation which provides electricity to the whole of Maharashtra. Therefore, I seek the kind attention of the Railway Minister to have Pune-Miraj-Kolhapur broad-gauge line electrified so that there is speedy traffic. I am sure that it will be commercially viable also if a study is done by the experts. I am sure the Kolhapur, Sangli, Satara and Pune districts will definitely be benefited in having this project electrified.

As on today, there is one computerised reservation centre at Miraj and one at Pune as people, especially the people of Satara and Karad have to go about 60 kilometers in South or about 80 kilometers in North to have computerised reservation. So, I seek the kind attention of the authorities over there to start at Karad and Satara computerised reservation centres. The second platform at Karad is very much needed because there are about 30 sugar factories nearby Karad, but there is only one platform and that is too low in height. So, I would request the kind attention of the authorities, specially the construction authorities in the Railways, to increase the height of the platform for the convenience of the traffic. At the same time, opposite to the existing low-level platforms, one new platform should be constructed, and both the platform be connected by railway over-bridge.

From Nagpur to Pune, and Kolhapur, there is only one train, that is, Maharashtra Express. It is a very slow train. So, one express train may be started from Kolhapur to Nagpur because it will connect Vidarbha totally, part of Marathwada, and the Southern parts of Maharashtra up to Kolhapur and further in Ratnagiri district by road.

In my constituency the manned gates are very few and less in number. From sunrise to sunset, there is a man at the gate, but after sunset, there is nobody. So serious patients have to wait for going to the cities for treatment till the morning as there is no other loop line.

In my area, there are lift irrigation societies for lifting

water from the river and they have to provide water to the dry areas. In-between there is a railway line. The railway authorities are not allowing the water pipeline to cross the railway line. So, wherever there is a possibility of coordination, the sugar factories are coming forward. They are ready to cooperate.

They are ready to contribute, they are ready to give money to the railway construction authorities so that the construction of the pipeline which carries water beyond the railway station can be completed. This would also result in increase in the area under horticulture and sugarcane cultivation.

I also request the Railway Minister to take up some renovation work at Karad Railway Station, which is the birth place and *Karma bhoomi* of late Y.B. Chavan, former Deputy Prime Minister of India. It is the only central place for the surrounding four districts where there is too much traffic, both goods as well as passenger traffic. Therefore, I request the hon. Minister to look into these problems. Thank you very much.

[Translation]

SHRI BRAHMA NAND MANDAL (MONGHYR) : Mr. Speaker, Sir, thank you very much for giving me time to speak. I rise to support the supplementary demands of grants for the year 1999-2000. But I would like to draw the attention of the madam Minister towards two more things. Firstly, I would like to say something about my constituency Monghyr. For the constriction of rail-cum-road bridge over Ganga river a provision of Rs. 600 crore was made in the budget of 1997-98 and Rs. 2 crore were sanctioned out of the budget of 1998-99 to carry out the survey. Survey work was completed. Railway Department and Railway Board have probably assigned the job of model testing and designing to Roorkee Institute of Engineering. The work was going on at rapid pace there but it has slowed down in the past 6 to 7 months. Why has this happened, I am not aware of the reasons for it. I would like to request her to pay attention towards this.

Monghyr rail line was laid by the Britishers 145 years ago. At that time too, Britishers wanted that factory only at Jamalpur. Rail facilities is available on both the sides of river Ganga, hence a bridge should be constructed over it but this bridge has not been constructed even after independence. A continuous struggle has been going on for this bridge. The Britishers were aware as how to take advantage of the railway and expand it, where to invest their money and where not but I am very sorry to say that we are not able to do so.

I would like to say that the work of doubling only 17 kilometers stretch of rail line is pending between Kajara to

Keol. The doubling of rail line between Jamalpur to Kajara, of main rail line from Keol to New Delhi and Hawrah to Keol has already been done then why the doubling of only 17 kilometer stretch of rail line has not taken place? One feel surprised to listen the rationale behind this delay. It is said that most of the freight carriage and passenger traffic takes place between Jamalpur to Kajra and then Kajra is neither a city nor a metropolitan city, every thing comes to an end after going to Keol from there. All these kind of arguments are given by the department.

Recently orders are issued for conducting survey in this regard but nothing is being done there. I would like to make a submission that this work should be taken up at the earliest.

Secondly, just now my colleagues were saying that Railway should be provided funds but from where we would get that. Railway earns revenue by transportation of goods, passenger fare and the funds provided by the Government of India. I would like to say to the hon'ble Minister that around 5 lakh hawkers are operating in trains from eastern part to northern part of the country. They serve passengers. You are unable to check them then how the ever increasing population would be checked. They are operating there with help of someone. They are earning their livelihood...*(Interruptions)* I am raising a very important issue. Please allow me to speak for five minutes...*(Interruptions)* I am raising all these issues so that attention could be paid towards these in the forthcoming budget in March...*(Interruptions)*

MR. CHAIRMAN : Please conclude now. Discussion on this subject has concluded.

SHRI BRAHMA NAND MANDAL(MONGHYR) : I am concluding. Each hawker has to bribe Rs. 30 to Rs.100 to someone or the other for operating there. Railways can earn Rs. 360 crore if this amount is calculated at the rate of Rs. 20 per day. They are prepared to pay, who is pocketing that money. Such things also create problems for Railways. The issue of G.R.P. was being discussed here. The Union Government pays 50 per cent expenditure of GRP and rest is paid by the State Government. You can save even that 50 per cent. The issue of F.I.R. and maintaining law and order by State Government is raised here. You can solve that. A meeting of Chief Ministers and hon'ble Prime Minister should be convened to discuss the issue for making a statutory amendment. The 50 per cent funds given by the Union Government for GRP is wasted. The funds spent on amenities of passengers is also usurped by GRP and does not provide any help to passengers. You can save that money and increase the income of Railways by collecting Rs. 360 crore annually from hawkers....*(Interruptions)*

MR. CHAIRMAN : You can give the remaining information in writing. Now please conclude.

SHRI BRAHMA NAND MANDAL : I am concluding now. It will also help in controlling crime in Railway. Several incidents like, theft and chain puling could be stopped by providing passes to the limited number of hawkers because then you would be able to identify them and get information from them.

The most important point is that about 5 lakh persons, who earn their livelihood through Railways are being exploited. I can say that every sensitive person will complaint against the behaviour of GRP. They extort money from hawkers, beat them and put them behind bars and leave them only after taking bribe. These hawkers have no other means to earn their livelihood so they again have to go to the same railway stations to earn their livelihood. Attention is not being paid towards their condition and they are compelled to commit such crimes. I would like to make an appeal that through this proposal not only revenue of Railway is increased and incidents of crime are curtailed but it will also help in providing justice to the people of weaker section engaged in this industry. I hope that you will consider these points. With these words I thank you for allowing me to speak.

SHRI DHARM RAJ SINGH PATEL (PHULPUR) : Mr. Chairman, Sir, through you I would like to say to hon'ble Minister of Railways that generally there are only two or three general bogies in a train and people face a lot of difficulties in boarding the train. They are compelled to travel like cattle in these bogies due to heavy rush. I request you that the number of general bogies should be increased to 5 to 7 so that people could travel in trains comfortably.

My second submission is regarding reservation in railways. Some people get their tickets but their berth is not confirmed. They face lot of difficulties at the time of boarding trains. They do not get the full amount paid by them. Some arrangements should be made for them.

Thirdly, I would like to raise the issue regarding Allahabad. I come from Allahabad. It is a religious city and a city of intellectuals. Several Prime Ministers of our country belonged to Allahabad but this city yet lacks railway facilities. It seems that all our Prime Ministers who belonged to this constituency believed in socialist ideology and worked for welfare of whole the country and not favoured Allahabad like other Prime Ministers. I, therefore, request the hon'ble Minister of Railway to provide proper railway facilities for Allahabad. There is only one train from Allahabad to Delhi and a large number of people from Jaunpur, Pratapgarh, Rewa, Fatehpur, Banda districts surrounding Allahabad travel to Delhi. There is only one train i.e. pryagraj Express which starts at 9.30 and reaches here at 6 o'clock in the morning. People of this area try to travel by this train. It is the biggest train of India and I have heard that Pryagraj Express is the biggest train of Asia. Another train should be introduced from Allahabad to Delhi so that people of this area could use another train for travelling to Delhi.

Sir, now I would like to make a submission regarding Phulpur constituency. Phulpur was constituency of Pt. Jawaharlal Nehru, the first Prime Minister of the country. There is a railway line in Phulpur town and due to heavy traffic often traffic jam occurs there. I request the hon'ble Minister of Railways that a rail overbridge should be constructed for convenience of the commuters. If phulpur station is renovated and proper arrangements are made there, then people of neighbouring districts would be able to travel to Mumbai and other places from Phulpur itself. On behalf of people of my constituency I would request the hon'ble Minister of Railways to provide stoppage for Mumbai bound trains at this station.

With these words I conclude.

SARDAR BUTA SINGH (JALORE) : Mr. Chairman, Sir, I will not make a lengthy speech, rather I will resume my seat after raising only five issues.

First of all I would like to congratulate the hon'ble Minister of Railways for giving priority to safety and security. She has given an opportunity to Members of Parliament to spend some amount from our discretionary grant for level railway crossings. I have submitted to her that survey has been conducted in my area. Now all the railway level crossings in my constituency will be constructed as per your scheme by spending money from my discretionary fund. Secondly, I have a request regarding the last para of the last demand in which you have mentioned to develop 48 stations as model stations. I congratulate you for this. However, Ajmer Sharief should top the list of model stations as devotees of Khwaja Moinuddin Chishti Garib Nawaz visit here from all parts of the world. This station should be developed as model station. I would be grateful to you if one more station is added in this list ...*(Interruptions)* More facilities should be provided there.

My third point is that there are large number of SC and ST employees in the Railways. I want to submit that today a big rally was held in Delhi.

[English]

Nearly half a million people had come from all over the country to protest against the interference in the implementation of reservation policy.

[Translation]

My request is that you need not say anything to anyone in this regard. You are empowered to fill the backlog, you need not issue any order in this regard.

In the end, I would like to submit one more point that my constituency lies on the mainstream of western Rajasthan. A project regarding the broad gauge conversion of

Jodhpur, Pali, Barmer, Jaisalmer, Jalore and Sirahi railway line which was to pass from Jodhpur to Ahmedabad via Samdari, Bhilari and Jalore was approved a long back. All the Railway Ministers had approved it but funds were not made available for it. My submission is that the already approved work to connect the whole of Western Rajasthan with Andhra Pradesh, Karnataka, Tamil Nadu and Mumbai should be started as early as possible. I would like to make one more request. I have come to know that Safai Karamcharis are being provided on contract basis at many railway stations. By doing so, they are being duped. It affects their career. Contractor pays them a very meagre amount although they have been working there for 20 years. My request is that this system should be scrapped. I congratulate you for promoting sports. Railways encourage our sports and sports persons the most. My request is that more attention should be paid to them. Railway had played a major role during Kargil war. Railways helped to a great extent in the transit of goods and other materials for our brave soldiers. I would like to thank all the railway officials right from the Chairman, Railway Board to peon for accomplishing this task. I would like to say that we won this war with the help of railways.

DR. RAMKRISHNA KUSMARIA (DAMOH) : Mr. Chairman, Sir, I support the demands for grants presented in the House. I would like to draw the attention of the hon'ble Minister towards some important issues relating to my area. First of all I would like to draw the attention towards those facilities which are not being provided to the people of my area anymore though earlier they were getting these facilities. There was a railway godown in Damoh in my area which was used for booking the goods of nearby areas but now it has been closed down. On enquiring the matter I was told that as it was not earning the income upto rupees five lakhs, that is why it was closed down. However, the fact is that wagons are not being made available here rather they are sent to Katni and other places. I want this facility to be revived.

Earlier, we had the facility to travel from Katni to Gujarat. One bogie was available which used to be attached with other bogies in Bhopal. However, at present there is no train to go to Gujarat. Rajkot Express remains stationed at Bhopal station for 15-20 hrs. People of this area will get facility if this train is extended upto Katni and Jabalpur. It will provide to and for train facility to the Gujarati people living in Beena, Damoh, Sagar and Katni. Earlier reservation facility was available for Mahamaya Express but now that facility has been withdrawn. Reservation facility for Sambhalpur down is not available at Damoh which causes inconvenience to the people of our area. Moreover, some trains ply only for 3 days or 4 days a week. Sambhalpur Express and Kshipra Express should be converted into daily trains which would solve the problem of the people of this area.

Now I would like to mention about the stoppages of one or two important trains which will not cost any extra financial burden on the Government. Only giving stoppage to train will give the facility to the people. Mahamaya and Sambhalpur Express trains should be provided stoppage at Patharia for the convenience of the people living there. Habibganj - Nizamuddin Express train running from Bhopal and another train running from Karnataka should be given stoppage at Beena. An additional platform should be constructed at Beena. Last year the hon'ble Prime Minister laid the foundation stone for laying Lalitpur-Singrauli railway line. If the work starts on this railway line in full swing, the promise made to the people of backward area of Bundelkhand will turn into a reality. A survey for laying railway line between Jabalpur and Panna via Damoh, Hata Simira and Amanganj has been approved but the progress of this work is very slow. I request to complete this task as early as possible so that the same could be included in the ensuing budget. It will help in removing the backwardness of Bundelkhand.

With these words, I would like to make one more point. Pune-Itarsi Passenger train should be provided stoppage in this area. It would benefit the people of this area.

SHRI HARIBHAU SHANKAR MAHALE (MALEGAON): Mr. Speaker, Sir, I support the supplementary demands for grants presented by the hon'ble Minister. It is not a supplementary budget but I would like to draw the attention of the hon'ble Minister towards some problems being faced by my constituency.

Nasik is an industrial city. It is a place for pilgrimage also. Fairs are also organised there. A mint press is also operating there. In spite of all this, long distance trains do not have stoppage here. Three special trains have been introduced for Poona but not a single train has been provided for Nasik. I request the hon'ble Minister to provide atleast two trains for this area. Earlier four A.C. coaches of Punjab Mail were having the reservation facility but now that facility has been withdrawn. I request you that this facility should be restored. Nasik is famous for grapes also. However, adequate railway facilities are not available here. Through you, I would like to request the Railway Minister to reintroduce this facility.

Secondly, an approval was given to construct a railway bridge in Nandgaon Shaher, but the work has not been started there till now. In Manmad, Malegaon, Dhunia and Nandana areas, the work regarding the survey for railway lines have been completed. The survey work has been conducted from Poona to Nasik also. Emphasis should be given to lay this railway line immediately. It is like a mini budget, please try to fulfil these requirements at the time of presenting the supplementary budget in the House.

[Shri Haribhau Shankar Mahale]

With these words, I thank you for providing me an opportunity to speak.

SHRI SANSUMA KHUNGGUR BWISWMUTHIARY : Mr. Chairman, Sir, I thank you for giving me an opportunity to speak. I am not going to make a lengthy speech. I would like to raise the problems being faced by the people of Bodoland and Arunachal Pradesh in respect of railway services. Shri Nitish Kumar was the Railway Minister during the regime of previous Government. We have given him a memorandum. One of our demand included in that memorandum was accepted and as a result thereof an arrangement has been made to provide a stoppage of Rajdhani Express at Kokrajhar. Now our Didi Ms. Mamata Banerjee has become the Minister of Railways. We are requesting her to accept some of our other demands.

Trivendrum Express, Dadar Express, Guwahati Chennai Express, Lohit Express, Bangalore Express, Sarai-ghat Express, etc. are not having any stoppage in my area. All the trains which run from East to West do not have any stoppage in my area. All these trains should be given stoppage here.

[English]

It is great discrimination. So, through your honour, I would like to strongly appeal and urge upon the hon. Minister of Railways to take concrete action pain to stop all these trains at Kokrajhar Railway Station to. This has been a very very sentimental matter for the people of Bodoland.

[Translation]

They will get the opportunity to get in to the train only when this stoppage is provided here.

[English]

This does not mean that the people of that area will use the train service without purchasing tickets. So all these trains should have a stoppage there immediately.

[Translation]

Sir, there is one more point of worry. People of our country worship Lord Krishna. The most loving thing to Lord Krishna is his 'Bansuri' which is known as 'shipung' in Bodo language. The same name was given to the train running between Guwahati and Fakiragram which has now been discontinued. It should be restored.

[English]

Why has this local train been stopped? This is my question. It has been a sentimental matter for the Bodo people. This train should be allowed to run again between Fakiragram and Guwahati.

[Translation]

I have to raise one more serious issue.

[English]

Dhubri is the Western most bordering district of Assam and is adjacent to West Bengal and Bangladesh.

[Translation]

The train running between Dhubri and Guwahati which was stopped earlier should be allowed to run again. Not a single train stops there, therefore, this should be restarted. North-East Express and Kamroop Express trains should halt at Barbeta road station and Bizani railway station. Avadh-Assam Express and North-East Express trains should be given stoppage at Fakiragram Railway junction. Kamroop Express train and North-East Express trains should also have a stoppage at Gosaingaon Hat railway station. A local train from N.G.P. to Guwahati should also be introduced to facilitate the large population of this area. A superfast train with the name of Bodoland Arunachal Express should be introduced from Murkhongselek to New Delhi.

[English]

This is required for the benefit of the people of Arunachal Pradesh, for the benefit of the people of Bodoland and for the benefit of the Bhutan Kingdom.

[Translation]

The metergauge line between Murkhongselek and Rangia should be converted in Broad-gauge. An overbridge is required to be constructed on Gosaingaon Hat, Fakiragram junction, Bongaigaon town, railway crossing of 31 C National highway in Chhaparkantha, Kokrajhar town, Bizani town, Barpeta road town, railway crossing at 31 C National highway near Pathshala, railway crossing of Tangia, Goreswar railway station, tongla, udalguri and Rata railway stations, and railway crossing at Baihata near Saraihat bridge because in the absence of overbridge many accidents are being taken place in these areas. Therefore, I request the Railway Minister to get constructed a railway overbridge in these areas.

19.00 hrs.

The frequency of Rajdhani Express should be increased. It should run for six days in a week. In all the trains running from North-East to Delhi.

[English]

ethnic tribal food of better quality should be provided.

[Translation]

For our tribal people. The railway force has encroached the waiting room at Kokrajhar railway station. At present no waiting room is available there for the people. No one else expect Mamataji can get vacated the waiting room from their possession....(Interruptions)

[English]

Shri Prafulla Kumar Mahanta is not the Railway Minister. It is you who is the Railway Minister. It is the duty of the Government of India to ensure regular running of the trains on the NF Railway. The Assam Government has been taking crores and crores of money in the name of security related expenditure from the Government of India. This is my duty to bring it to your notice and it is your duty to ensure that action is taken for ensuring safety and security measures for getting trains run punctually.

[Translation]

You have to setup a rail-coach manufacturing factory at Bongaingaon. Besides 80 per cent of the class-III and class IV posts will have to be reserved for our youths.

[English]

Eighty per cent reservation in jobs of Grade-III and Grade-IV categories of employment in NF Railway should be kept reserved for the youth of the North-Eastern Region.

I would like to appeal very earnestly to the hon. Railway Minister to take some concrete steps regarding policy measures and action plans to get all the things done which I have just now mentioned. Thank you.

[Translation]

SHRI MOHAN RAWALE (MUMBAI SOUTH CENTRAL): First of all I would like to congratulate Mamata Deedi for taking over the charge as Railway Minister. S/Sh. Dasmunsi and Buta Singhji too had raised the issue of sports. I had met Mamataji on 17th November and had said that Kho-Kho is played throughout India and recruitment should also be done in railways on the basis of Kho-Kho too. I have been fighting for this cause for the last 8 years. This suggestion was accepted by the previous Minister. Recruitment has not been taking place for the last two years. But today itself I have got a letter from Mamata Deedi in which it is written.

[English]

"The Railways are free to recruit Kho-Kho players depending on their recruitment. As a minimum of 12 players are required to form a full team, the formation of kho-kho teams on the Indian Railways may take some more time."

[Translation]

I am grateful that you took the step in this direction very early but you must also direct them to make recruitment also. This game is played throughout the country. I would like to congratulate you again for your decision. I would like to say one more thing. On 13th October, 1993, tragedy took

place in a train exclusively for women in Mumbai city. One bogie of the train had caught fire and more than 37 women had died due to jumping out from the burning bogie. But no compensation has been paid to any of the families of the deceased. First of all, ladies special train had been started in Mumbai. We had met the then Railway Minister Shri Jaffer Sharief Saheb and also the then Prime Minister Shri Narsimha Rao ji and had raised this issue before them.

KUMARI MAMATA BANERJEE : You might not have made any complaint?

SHRI MOHAN RAWALE : Shri Ram Naikji himself had complained.

KUMARI MAMATA BANERJEE : You please give it in writing to me.

SHRI MOHAN RAWALE : About Bandra, you have written that your department is going to spend more than three lakhs rupees on it. There is a harbour line in our area. The worst train of India runs there. You can get the matter investigated. More than 60 lakhs passengers travel through sub-urban trains. It causes a lot of problems. The booking window at the railway station always remains closed and no staff is normally available there. If the staff is available, only then that window opens otherwise it remains closed. There are lot of complaints in this regard. Many accidents take place at Shivari station. If the rail bridge is constructed on the gate number seven then the accidents can be avoided. Many a people have lost their lives in the accidents. There is a need to construct a bridge at Chinnapugli. Dela road in my constituency. You should get it completed at the earliest. People have to take a long route to reach their destination. I have been asking for the construction of Mahalakshmi railway bridge for the last seven years. You come along with me to Mumbai. Those who are of the opinion that trains are running smoothly in Mumbai, I would like to tell them as to what is the condition of trains there. There are no proper arrangement for lights, fans and sanitation in trains. If someone is having some kind of disease, others are also likely to be affected with it. Even the windows of the bogies are broken. My constituency has a majority of factory and mill workers. During the elections, an issue of recruiting apprentices in railways was raised. The Chairman, Railway Board had also given us a lot of co-operation. Earlier Shri Ravindran and after him Shri Aggarwal ji was the Chairman of the Railway Board. With the co-operation of those two, seven hundred fifty people were recruited in Railways. 7-8 years before, it was directed that some people should be given apprenticeship in Mahalakshmi Printing Press but till now they have not been kept as apprentices. We had launched an agitation in this regard. After that the people who did not get jobs for the last 8 to 10 years, got the jobs in railways. Recently 103 people were about to be recruited. But the

[Shri Mohan Rawale]

rules were violated to serve that purpose. It is a serious matter. Name of the candidates should have been asked from the employment exchange. But the employment exchange does not exist there. I had met the additional G.M. of the employment exchange. He said that the Employment exchange has been sending the names of the candidates for the last five years but it is not in existence for the last five years. What is being done by the Railways?

MR. CHIRMAN : You must write a letter in this regard.

SHRI MOHAN RAWALE : It is a serious matter. Gujaratis in Gujarat. Bengali in Bengal, Malayali in Kerala and Tamils in Tamilnadu should get priority. There was a clause in the recruitment rules that the candidates can write their answers in examination in regional languages. When the answer was written in Marathi, no priority was given to the candidates. Call letters were sent to the candidates at the care of addresses. They have violated the rules.

Mr. Chairman, Sir, the last issue which I want to raise is that the Marathi people have been subjected to injustice and the parameters fixed for recruitment have also been violated. Inquiry should be held in all these matters. Five thousand workers in Parel Workshop had gone on a tool down strike. This caused a lot of problems for these workers and their two days wages were deducted from their salary. I would like to urge the Railway Minister to regularise their two day's salary. Alongwith it, Marathi language too should be given priority. Priority should be given to the Marathi languages which is a regional language in Maharashtra as the other states languages are being given in respective states like Malayalam in Kerala and Bangla in Bengal.

Mr. Chairman, lastly one more thing I would like to say to the Railway Minister that a directive should be issued to the General Manager of that area to call a meeting of the employees there and if the stand of the employees is justified then this matter should be resolved once for all. The same thing is being said by us for the last 7 years. I thank you for giving me the time to speak.

[English]

PROF. A.K. PREMAJAM (BADAGARA) : Respected Mr. Chairman, Sir, I thank you very much for this opportunity. At the very outset, I would like to say that this is the last of the supplementary Demands for Grants for Railways of this century as well as the millennium and we are just going to the new millennium.

My first request to the hon. Minister is to convene a Conference of Kerala MPs to discuss the problems as also to discuss the projects which should be envisaged for Kerala in the coming General Railway Budget. I am sure the authorities must be preparing the General Budget for

Railways. Though the Railways' revenue from Kerala is very high as compared to many other States, we are still getting a very step-motherly treatment from the Railway authorities. Shri Sridharan, the architect of Konkan Railway is, in fact, a contribution of Kerala to the Indian Railways. But what is the contribution of the Indian Railways to the State of Kerala? The Railways are earning a lot of foreign exchange for the Central Government exchequer. In this connection, I would like to be very brief and just point out a few important points which are related to my State as well as my constituency.

In erstwhile Malabar region where in my Badagara constituency falls, there are nine RoBs and the Kerala State has made a very firm commitment in respect of these RoBs and has provided funds in the last budget. So, I think from the Railways and also from the Ministry of Surface Transport, the initiatives should come forth and steps should be taken complete these RoBs.

I have mentioned the Konkan project. When the Konkan project was envisaged, we all were very happy and we contributed our might to get it implemented in anticipation that the Konkan Railway would open up many avenues of progress as far as Kerala is concerned. But in fact, we are thoroughly disappointed because doubling has not taken place at the speed which we anticipated it to take place. A very limited funds had so far been given. I urge upon the hon. Minister to have a new vision for the new millennium for the Indian Railways and give equal funds to the different States of India because Indian Railways is actually the nerve system of the country as far as national integration is concerned.

Badagara is a very important growing city which is in the heart of my constituency. There are Malayalees from that constituency in different parts of the country who are also adding to the revenue of the Railways. But, Gandhidham Express and Rajkot Express are not halting at Badagara. There are several passengers who have to go either kannur or Kozhikode which is a very tedious and strenuous journey for persons with families travelling from the Badagara region. I would request that this should be examined and some positive steps must be taken to have halting for these two Express trains which carry a large number of Malayalees to Gujarat as well as Rajasthan.

Now we are talking about the new information technology in the new millennium. One important station in my constituency is Tellicherry which has been started in 1904. We are at the end of this century. That means this station is about one century old. On my persistence some computers are just recently installed there. But they are not being operated because they say that there is shortage of staff. What is the purpose in installing computers if there is no one to operate them? This is a very pitiable situation in

my constituency. This is a century old station. Now some new buildings are coming up. When this is being done, computerisation is absolutely necessary in these days. Here also travellers have to go either to Kannur or Calicut to get reservation. This is a very pitiable condition at the end of this millennium. We always say that we are entering the new millennium which is supposed to be of high information technology and information network. So, I appeal to the Minister through you to see that this point is examined and some positive measure is taken.

While our respected comrade Shri A.K. Gopalan was here as an opposition leader, he had actually envisaged for Kerala a very important line, namely Tellicherry-Mysore railway line. It is now decades old. Some survey has been taken up. As a Member of the Twelfth Lok Sabha I appealed that this should be taken up and again now I am appealing that this has to be taken up because it opens up new revenue for the Railways and it opens up new projects for the Tourism Department and it connects two important States, namely Karnataka and Kerala.

I also request that a new division should be opened either at Tellicherry or Kannur as far as North Malabar is concerned. About the safety measures I very sincerely congratulate the Railway Minister, Kumari Mamata Banerjee for taking a great account of the safety side of the Railways, that is, manning the unmanned level crossings. It is seen in the Supplementary Demands for Grants that fifty unmanned level crossings in Southern Railways will be manned. This is the project.

19.18 hrs.

(MR. DEPUTY-SPEAKER *in the Chair*)

But through you I appeal that some equitable distribution should be given to Kerala also. Southern Railway should not restrict itself to a particular State. There should be some equitable distribution in respect of Kerala also.

Regarding Class III and Class IV employees, there are a number of problems. No new recruitment has taken place in these services for quite sometime. So, this has caused a lot of difficulties as far as the service side of the Railway is concerned, which is both commercial and service oriented. But the service side is being neglected more and more over years. So, I appeal that recruitment in the Class III and Class IV services should take place, so that we can improve the service conditions of the Railways.

Lastly, very many dilapidated, good for nothing bogies are being pushed to Kerala.

Whenever a new train is started or when old trains are running, very old and dilapidated coaches are being given

to Kerala. I wish that I could take our Railway Minister to our side and show for herself in what bad conditions these coaches are. I would request that this also may be given importance while the new Railway Budget is being prepared.

With these words, I conclude. I thank you for giving me this opportunity.

[*Translation*]

SHRI MANIKRAO HODLYA GAVIT (NANDURBAR) : Mr. Chairman, Sir, through you, I would like to congratulate hon'ble Minister of Railways for presenting Supplementary Demands for Grants (Railways) in the House. Due to shortage of time, I will not go in detail but would like to speak only about my constituency. My constituency is Nandurbar, which comes under Adivasi and backward area of Maharashtra.

Mr. Chairman, Sir, Surat-Bhuswal rail line comes under Western Railway. This is a single line. Since year 1981, I have been continuously demanding that it should be converted into a double line. At present the electrification work on this line is going on at a very slow pace. I would like to demand that it should be completed in a definite time limit. Nandurbar railway junction is on Surat-Bhuswal rail line, where there is only one railway gate and 18 up and down passenger trains run on this line. In addition to it 14 goods trains run on this line. Nandurbar is a district headquarter. The people of Shahda, Akrani Akklura and Taloda tehsils visit Nandurbar very frequently. They include Handicapped, injured, very ill and pregnant women. At the time of passing of every train, the railway crossing remains closed for more than 15 minutes. 32 trains pass in 24 hours. Therefore, it is very essential to construct an overbridge over Nandurbar railway station. Therefore, I demand from the Minister of Railway to construct an overbridge over there at the earliest.

Mr. Chariman, Sir, it is regretful that a sanction of converting Surat Bhuswal single line into double line is not being given. The survey of the line is about to complete. I would like to request the hon'ble Minister of Railways that in the next budget the sanction to convert this single line into double line should be granted. The net income (balance sheet) of Ukai Songarh on Surat-Bhuswal railway line is at least Rs.155 to 160 crore. On this very line, the Railways earn a monthly revenue of Rs.500 to 600 crore from coal of Dhanuroad TPH and iron and coal of Sabarmati and Vanakbori. It means this line gives a handsome income. This rail line is not incurring loss. The hon'ble Minister should also keep in mind that this line passes through tribal areas of Gujarat and Maharashtra.

Madam, day before yesterday, I handed over a letter to you. The five trains named Tapti-Ganga 9045-9046 up and down, Surat-Patna 9047-9048 up and down, Navjeevan

[Shri Manikrao Hodlya Gavit]

Express 6045-6046 up and down, Okhapuri 8401-8402 up and down and Ahmedabad-Puri 8403-8404 up and down run on Surat-Bhuswal railway line. I demand from the hon'ble Minister that an arrangement for a stoppage of these passenger trains should be made at two stations of Nawapur and Dhondaicha of my parliamentary constituency. The distance between this Nawapur railway station and Surat is 108 km. and from Dhondaicha railway station to Surat is 200 kilometers. Therefore, I would like to make a humble request, there is a Nandurbar railway junction at Surat-Bhuswal rail line from where 18 passenger trains and 14 goods trains in total 32 trains pass.

Mr. Deputy Speaker, Sir, I would like to submit that people are facing great inconvenience, I am aware that to construct an overbridge half the money is provided by Railway and the remaining half is given by the State Government but being a tribal area, the Railway Department have to allocate 100% funds for the construction of this overbridge. Only then this overbridge could be constructed, otherwise this overbridge can not be constructed and the people of that area will continue to face inconvenience.

Mr. Deputy Speaker, Sir, as I have said that Nandurbar being the district headquarter, the people from four Tehsils visit this place, sick, injured and pregnant women face heavy inconvenience in the absence of an overbridge. Therefore, I would request the hon'ble Minister of Railways to make provision for this overbridge in the next budget.

DR. M.P. JAISWAL (BETTIAH) : Mr. Deputy Speaker, Sir, I rise to speak in support of the Demands for Supplementary Grants of Railways for the year 2000. I express my gratitude to Mamataji and would like to congratulate her for being an efficient Minister and working tirelessly for the cause of Railways. I would like it to bring to her notice that during the last budget announcement for introducing the new trains was made but since then a year is going to be completed but so far only one train has been introduced and that too has started running from 25th November. The train which was announced to be started from the month of February, started in February itself. Mohandas Karamchand Gandhi had visited my district Champaran and he undertook Satyagrah under his original name and only after this movement, he was bestowed the title of Mahatma Gandhi by Shri Rabindranath Tagore. I had urged Mamataji to name the train which runs between Raxaul and Delhi as 'Satyagrah Express' on that basis and she took prompt action in this regard and when it started to run from 25th November, the name plate of the train was carrying the name 'Satyagrah Express' and I would like to thank and express my gratitude to Mamataji for naming this train as Satyagrah Express after the Satyagrah movement launched by Mahatma Gandhi in Champaran. The second train is 'Janseva Express' which

was scheduled to run between Amritsar and Darbhanga via Narkatiaganj. It too was announced during the previous budget. The number of this train is 5211 and 5212 but till date this Janseva Express has not been introduced.

Mr. Deputy Speaker, Sir, the officials of the Railways especially the Members (Traffic) perhaps are not paying any attention as to how to implement the announcements made by the Ministers. It is my allegation against these officers that they are not paying any heed to the announcements made by the Ministers and despite the provisions having been made in the budget, and are trying to run the administration on British lines. If the orders of Ministers are not implemented then we will be forced to oppose them. Till date that train has not started to run. I would like to urge all the three Ministers who are present to start the train 5211-5212 and this month now that the budget has been presented.

Mr. Deputy Speaker, Sir, there is a train which runs from Gorakhpur to Mumbai via Avadh. The number of this train is 5063 and 5064. This train remains stationed in the yard at Gorakhpur for 30 hours. It is my submission that this train should be extended upto Muzaffarpur in order to provide facility to the people of our area, it will also open a route for our people to Agra, Kota, Ratlam, Vadodra and Mumbai. As this train has a halt of thirty hours there hence it should be extended upto Muzaffarpur. There is another train called Chouri Choura Express which runs from Kanpur to Gorakhpur and reaches Gorakhpur at 6 o'clock in the morning and starts from there at 10 o'clock in the night. This train also remains stationed for 16 hours in the yard.

MR. DEPUTY SPEAKER : Jaiswalji, these are the supplementary demands, not the full budget.

DR. M.P. JAISWAL : I am concluding in two minutes. Chouri-Choura Express should be extended upto Raxaul. Raxaul is the gateway to Nepal and is a route to reach Kathmandu which is a famous pilgrim place for the worship of lord Pashupatinath. This train goes to Banaras (Vishwanath Dham) and also to Prayagraj. That train will link all these pilgrimage centres. If the Chouri-Choura Express is extended upto Raxaul, I would surely express my gratitude to the hon. Minister.

In the Demands of Supplementary Grants, renovation of railway stations has been mentioned. On page No.17 the name of the district Champaran which is my district is also mentioned. There is no railway station at present but here it is mentioned that it will be upgraded as a model station. When there does not exist any station by the name of Champaran, then will you convert all the railway stations of Champaran into model stations?

MR. DEPUTY SPEAKER : Now, you conclude.

DR. M.P. JAISWAL : It's headquarter is at Bettiah...*(Interruptions)* I would insist that there is no station by the name of Champaran. Bettiah and Motihari both fall in Champaran...*(Interruptions)* Both are district headquarters...*(Interruptions)* One is the headquarter of East Champaran and the other is the headquarter of West Champaran.. *(Interruptions)*

MR. DEPUTY SPEAKER : He will clear all confusions. Now you conclude.

DR. M.P. JAISWAL : I had submitted to the Railway Minister that all the honest and sincere people in the Railway Recruitment Board during the reign of Shri Nitish ji have been removed from their posts and the Government and railway officials have been appointed as Chairman and members. I would request the hon. Minister to remove them as they are adding to fraud and scandals. At the same time I would request that only the efficient, honest people should be appointed as Chairman, Railway Recruitment Board and the railway officials should be removed from these posts..*(Interruptions)*

[English]

SHRI PRIYA RANJAN DASMUNSI (RAIGANJ) : Wrong people are placed and those wrong people should be removed. That is what he has said.

[Translation]

DR. M.P. JAISWAL : One more thing, I would like to say is that the simultaneous construction of railway line and road bridge was to take place in Bagh Chhitaunipur. The railway line became operational in 1996 but till date road bridge has not been constructed there. The tender for the construction of this road bridge was given to IRCON, a concern of the railways. IRCON has not completed the construction till date. I would like to submit to pass a order to IRCON for the construction of the road bridge at the earliest. Similarly the Kochin Express which runs upto Gorakhpur, should be extended upto Raxaul. When Shri Ram Vilas Paswanji was the Minister, he had promised to start that train.

MR. DEPUTY SPEAKER : You have spoken for six minutes.. *(Interruptions)* It is not the Railway Budget.

DR. M.P. JAISWAL : I would like to say that this train should be extended upto Raxaul.

Mr. Deputy Speaker, Sir, I have spoken for three minutes only. I express my gratitude to you.

MR. DEPUTY SPEAKER : You started speaking at 19.25 hrs. and now it is 19.32 hrs.

DR. M.P. JAISWAL : I would also like to convey to the hon. Minister that you have not provided the facility of

computerised reservation there.. *(Interruptions)* She should make provision for computerised reservation there from her own quota.

[English]

SHRI A.C. JOS (TRICHUR) : Mr. Deputy Speaker, Sir, I thank you for having given me this opportunity. Through you, Sir I have to congratulate my sister, Kumari Mamata Banerjee. She was our erstwhile colleague in our party. Even now, her heart is with us. She is now presiding over one of the largest enterprises in the world. Last year, she had the additional advantage of looking into the whole department of the Railways as Chairperson of the Standing Committee on Railways.

Now, I would like to point out one general thing to her. The Standing Committee submitted its Report last year. On page 103, it is mentioned in that Report about the land property belonging to the Railways as under :

"On the issue of augmentation of resources in the railways, one of the most important sources can be optimum utilisation of the railway lands. Huge quantities of land are owned by the railways. Proper land management can fetch huge resources for the railways to invest in development projects which are so much starved of resources."

I would request the Minister to form a separate authority in the Railways itself to utilise this land either by selling it or by utilising it for more remunerative purposes.

During Shri Jafar Shari'f's time, you had identified that you have got land. But that land has not been utilised till date. I would request the Minister of Railways to have a separate mechanism by which that land can be utilised and additional revenue can be earned by the Railways.

As you know, Kerala is the most populous State. Every fifth man from Kerala is out of Kerala. They are everywhere—from Coimbatore to Kashmir or from Coimbatore to Punjab. You can see Keralites everywhere. They all travel by trains. One additional thing is that they all pay to the Railways. They buy tickets and travel. In most of the other places, the people do not pay for tickets.

The investments made by the Railways when compared to the utilisation of the Railway by the Kerala people is absolutely minimal. It is a criminal neglect that is being meted out to Kerala. That is what my colleague, Prof. Premajam has mentioned.

I would request the hon. Minister, through you, Sir, to take the statistics of the revenue earned by all the States, relatively compared with its population and the percentage. I can very confidently mention here that Kerala contributes more than what any other State contributes to it.

[Shri A.C. Jos]

Sir, I would make a request to the Railway Minister, through you, Sir, that Kerala should get proper consideration from the Railways. The Railways started one hundred years back in Kerala but it is remaining standstill except one or two railway lines which have been added. The Konkan Railway has come up to Mangalore but doubling work has not been done. I am thankful to Shri Nitish Kumar for having provided some money for this purpose. Now, the doubling work has to be speeded up and it should be completed. Then only, the people of Kerala will be enjoying the benefit of the Konkan Railway.

My constituency is Trichur. The electrification work from Trichur to Cochin is almost complete. I understand that it can be commissioned by March. My request to the hon. Minister, through you, Sir, is that an electric train can be started from Trichur to Ernakulam — it can be one or two trips — because it is a central part of Kerala. It is a highly and densely populated part. Trichur is the cultural Capital of Kerala. Cochin is the business Capital of Kerala. So, one or two trips of the electric train from Trichur to Ernakulam will ease the road traffic. It will be highly economical to the Railways as well as to the nation.

Madam, you are aware about the situation in Kerala. In the next Budget you should announce about the two, three trips of electric train. It is only 80 kms. It can be covered within one-and a-half hours to two hours. A lot of women are travelling. They are going to office. So, the most beneficial people will be women and poor persons.

Secondly, everybody has repeatedly said about it and we have been craving for a Zone for Kerala. I am told that Kerala is the only State where the Railway Zone is not in existence. I do not know as to what is the difficulty in having that. We should have a Zone for Kerala. The Chief Engineer's Office is not in Kerala. Anybody whether he is a contractor or a common man, for any work, he has to travel to Chennai to meet the Chief Engineer. I do not understand as to why the Chief Engineer's Office cannot be provided in Kerala. I am told that the Railways, once upon a time, declared that the Chief Engineer's Office would be stationed there but the person who was posted at that time could not leave Chennai because he was not interested. So, the post itself was shifted to Chennai. My request to the Railway Authorities today is to provide at least the Chief Engineer's Office for Kerala. We have also been craving and demanding for a Zonal Office but nobody is heading to it. The same is the case with the Chief Engineer's Office also.

Now, I come to cleaning of the railway coaches. Partially it may be our defect also. The supervision work of cleaning of the railway coaches is so bad that most of the coaches, which are used on the previous day, are running on the next day. So, contractors can be employed for cleaning

of the railway coaches and it has to be supervised by the Railways.

Another thing which has been mentioned here about the railway coaches is that they are all in a dilapidated condition. The Coach Factory supplies new coaches only to North India. When it comes to South from the North India, most of the seats will not be there. The condition of the toilets is absolutely bad....(Interruptions)

SHRI PRIYA RANJAN DASMUNSI : You are getting at least something. East is not getting anything. It is zero. North and South are getting it....(Interruptions)

SHRI A.C. JOS : We are not getting anything in the South. So, at least for the sake of it, to show that new coaches are built in India, and there are new coaches available with the Railways, you send some new coaches to Kerala. The people of Kerala have not seen a new coach till date. So, that can be given. My friend has mentioned about a train from Gorakhpur up to Cochin which was declared in the Budget. That has not been implemented. So, I would request you, Madam, that it should be implemented, as it is. Thank you.

.....(Interruptions)

MR. DEPUTY-SPEAKER : That is why, you have not included Lakshdweep!

[Translation]

SHRI KIRIT SOMAIYA (MUMBAI NORTH-EAST) : Hon. Chairman, Sir, I would like to draw the attention of the hon. Minister towards demands No. 15 of the supplementary demands.

I welcome the mention which she has made about the enhancement of facilities at the Bandra terminal and also the scheme evolved by the Railway to improve the condition of terminal. This renovation of Bandra terminal is included in the M.U.T.P.-11 of Mumbai Railway Development Corporation with an estimated cost of rupee 6000 crore. The announcement of constituting Mumbai Railway Development Corporation was made by the N.D.A. Government. Its inauguration has been laid but its implementation is yet to start. Its Managing Director and Chairman were to be appointed before the elections. The entire procedure about the implementation of the scheme has been completed. 49 per cent of its equity was to be contributed by Maharashtra Government and the rest 51 per cent was to be contributed by the centre. Provision in this regard has also been made by the Maharashtra Government. I would like to submit only this much before the hon. Minister that formation of Mumbai Railway Development Board should be completed early and it should start at the earliest. The work relating to the laying of the two additional railway lines at Kurla-Thane section.

These sections of Central Railway has started. This project should be completed early by making additional provision in the budget.

My last suggestion is about the provision of use of funds under the M.P. LADS for the railway level crossings. I have adopted 10 sub-urban stations for renovation in my Constituency. Some Social organisations including my own N.G.O. donate for this cause.

[English]

For beautification, cleanliness and providing passenger amenities and facilities.

[Translation]

This is the concept behind it. We have completed this work at Mulund Railway station by spending 12 lakh rupees I have submitted a proposal involving Rs.1 crore from M.P. fund for the renovation of 10 stations which will require an expenditure of 10 lakhs each but the department has rejected it by saying that.

[English]

You cannot utilize M.P.L.A.D. fund to provide passenger amenities and facilities to the passenger in the Railway station.

[Translation]

I would like to submit to the hon. Minister that you should make such a provision that a M.P. should be empowered to use his M.P.L.A.D fund for providing passenger amenities on the same lines as you have approved the utilisation of fund for the unmanned crossings.

[English]

SHRI K.H. MUNIYAPPA (KOLAR) : Hon. Deputy Speaker, Sir, I will not take more time. Since our people have asked me to speak in Kannada, I will speak in Kannada.

* Mr. Deputy Speaker, Sir, thank you very much for giving me an opportunity to speak on the supplementary demands for grants pertaining to Railway Ministry, 1999-2000.

First of all I would like to congratulate the Hon. Minister of Railways, Miss Mamata Banerjee for her hard work and speedy decisions. The Government of India has a revolutionary Railway Minister. I wish her and Shri Bangaru Laxman, the Hon'ble Minister of State for Railways, all the best in their future endeavour.

MR. DEPUTY SPEAKER : Please stick to your constituency only.

SHRI K.H. MUNIYAPPA : O.K. Sir, the routes of Kurta Express and Island Express have been changed two years ago. I have sent many representations to the Railway Ministry. But so far no action has been taken by the Ministry. Now, in the new route Bangarpet has been avoided. This is a serious lapse on the part of the Railways. Bangarpet is a very large railway junction and it is a very important centre in the State of Karnataka. Employees of BGML, BEL, businessmen, traders and many farmers are mainly depending upon these two trains. They have to reach many important centres like Kanyakumari, Trivendrum, Cochin, etc. in Kerala State and Tamil Nadu. Lalbagh Express was stopped at Kuppam at the request of Shri Chandrababu Naidu, the Chief Minister of Andhra Pradesh. It is O.K. But it should stop at Bangarpet also as many people are very eager to utilise the facility of this train.

It is unfortunate that these trains are not touching this railway junction despite our repeated requests. I therefore urge upon Mamatajee to change the route of these two trains without any further loss of time. The original route of Island Express and Kurta Express should be retained.

Sir, Rajdhani Express runs only thrice a week between Bangalore and New Delhi. There is a long pending demand from the people of Karnataka to make this rail to run all the 7 days of a week. It must be made a daily train with immediate effect.

Yelahanka-Bangarpet narrow gauge railway line is almost 100 years old. Shri Jaffer Sharief, the then Railway Minister gave clearance for gauge conversion in the year 1994-95. The distance is only 147 kms. Half of the work has already been completed. About 75 crores of rupees have been spent already. This investment will go waste if you do not complete this gauge conversion work.

Two Governments have come and gone but unfortunately this work has not been completed till today. I have raised this issue in the august House at least half a dozen times. This route links south with north and eastern parts of our country. About 1/3 of Karnataka's mango production is from Kolar district. Other fruits, vegetables like potato, tomato, etc., have to go to different places like Nagpur, Tirupati, Mumbai, Chennai, Assam, Delhi, etc. In fact some fruits and vegetables are to be exported to countries like Singapur, Hong kong, etc. All these activities will get great impetus if this gauge conversion work is completed at the earliest.

I humbly request the Hon. Minister to allocate more funds for Bangarpet-Yelahanka conversion work, doubling of railway line between Bangalore and Jolarpet.

In my constituency there is a 50 years old dilapidated Pudukula railway station and it should be reopened

*Translation of the speech originally delivered in Kannada.

[Shri K.H. Muniyappa]

immediately. There is urgent need to set up a couple of railway level gates in my constituency.

Sir, I thank you for allowing me to speak with these words, I conclude my speech.

SHRI BIKRAM KESHARI DEO (KALAHANDI) : Mr. Deputy Speaker, Sir, I thank you for giving me this opportunity to speak.

Sir, I would like to apologize that when my name was called, I was not here because I was not in my seat, I had to go out.

Sir, I whole-heartedly support the Supplementary Demands for Grants which have been placed by the hon. Minister, Mamata Banerjee. Besides, I come from an area where the railways has not seen light of the day. I come from KVK District of Orissa which is one of the most backward districts of the country and to go to see a railway engine, a man has to travel nearly 400 kilometers.

Sir, hundred years have passed since the inception of the railways and benefits of the railways have not been enjoyed by the people of Orissa.

Kumari Mamata Banerjee comes from the neighbouring State of West Bengal and she clearly knows that Orissa has been completely neglected in the field of railways. If you see the railway map of Orissa today, you will see that the Central Orissa is completely devoid of any railway network. Therefore, I hope that under her ministership when the main budget is brought before this House, adequate funds will be provided for the same. Also, I would like to thank the previous Railway Minister, Shri Nitish Kumar, who had given an allocation to the tune of Rs.200 and odd crores to Orissa in the Twelfth Lok Sabha, which Orissa had never got previously.

Secondly, I would like to stress upon the East Coast Zone Railway. This Zone was created but till today the control of Garden Reach still persists and powers are not given completely to the newly created East Coast Zone Railway in Orissa. Today, you will see that the Division which are under the East Coast Zone Railway are the Khurda Division, the Waltair Divisions and the Sambalpur Division. The Waltair Division does not want to join the East Coast Railway Zone. They want to be with the South-Central Railway. Therefore, a new Division should be created by taking the area of Raigara, which is on the border of the Waltair Division. Then only this Zone can be activated. Today, the Railway land between Raigara, Sambalpur and Raipur virtually has become no man's land. There are no officers posted. All the works on that railway line are pending and the progress of the doubling work and various other activities in these three Divisions is in very slow.

I know, Sir, that you will ask me to hurry up, but it is very difficult to do so. If you give me another five minutes, I shall be able to highlight the problems of my constituency.

MR. DEPUTY SPEAKER : Shri Deo, these are Supplementary Demands. Let us wait for her full budget. Now you just point out some of the problems of your constituency and conclude.

SHRI BIKRAM KESHARI DEO : Sir, one of the main problems which are troubling my constituency is with regard to Samata Express. It is running only thrice a week. I would like the hon. Minister to make it daily.

Then there is a demand for a road-cum-rail bridge.

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION TECHNOLOGY (SHRI PRAMOD MAHAJAN) : Samata Express can be given by the Minister from the Samata Party! ...(*Interruptions*)

SHRI PRIYA RANJAN DASMUNSI (RAIGANJ) : Do you want the Samata Express to become a J.D. Express!

MR. DEPUTY SPEAKER : Any way, I am interested that you conclude now.

SHRI BIKRAM KESHARI DEO : Therefore, Sir, the bridge between Lanjigadh Road and Titlagarh, which is part of doubling project, Rs.113 crore are being spent, may be made into a rail-cum-road bridge so that people between Kesinga Town and Titlagarh can commute and it can develop as a good industrial centre.

Besides, it has been seen that the Government of Shri Atal Bihari Vajpayee has taken all steps to improve the KBK districts. We see various programmes going on there but the Railway Department's programme in this area is not felt. The demands for this Lanjigadh to Junagarh railway line is still pending and we require adequate funds for that. It is learnt that about Rs.10 crore had been sanctioned last time, but I am very sorry to say that the Sambalpur Division is completely inactive in executing this project. The Money is lying there, the land has been acquired. We have given 665 acres of land – but no progress is being made. Therefore, I request the hon. Minister to kindly take a note of it so that this work can be progressed.

Besides, a further survey from Junagarh to K.K. line is very important. The survey work for this project was started in 1965. So, I request the hon. Minister to kindly provide adequate funds for the same because if this railway line is developed, it will open up a vast expanse of mining area, which is the second largest Bauxite deposit of the world. Which is one of the second largest bauxites deposits are: in the world. This bauxite zone can be opened up if this railway line is joined with K.K. line which comes from Bailadila to Visakhapatnam. Therefore, this is a very vital link, and will boost the economy of the area.

If this link is provided, it will also shorten the distance between the South and the East by nearly 450 kilometers and thereby helping the Railways and the country as a whole in materials and men movement.

Lastly I would like to say that there is a train, Hirakud Express, running from Bhubaneswar to Delhi. I request that this train should run from Bhubaneswar-Berhampore-Waltair-Vizag-Kelsinga and then to Delhi so that the Koraput-Bolangir-Kalahandi (K.B.K.) area can be connected properly with Delhi and other industrial towns of the country.

I would like to say a few words about smuggling of Forest Products because of which the environment is also completely damaged. The Railway Protection Force between Titlagarh and Sambhalpur and Khurda divisions is very lax. The entire forest of Kalahandi has been completely stripped. Every day the passenger trains are running as goods train for carrying the firewood and timber, thereby stripping the jungles. Some action should be taken by the Railways to stop this. I know that it does not come within the ambit of the Railway Protection Force and it is a State subject. The R.P.F. Act should be reviewed and should be amended to benefit and save the environment.

Lastly I would like to thank the hon. Minister for helping the victims of the super cyclone that devastated Orissa recently. The mishap has badly affected and devastated Orissa. The services provided by the Railways to help the people of Orissa have been great and I thank the hon. Minister Kumari Mamata Banerjee and both the Ministers of State who have taken up the relief work on a war-footing to save the people of Orissa.

With these few words I conclude and thank the hon. Deputy Speaker for giving me the opportunity.

SHRI LAKSHMAN SETH (TAMLUK) : Sir, I am thankful to you for giving me the opportunity. The time is short.

MR. DEPUTY-SPEAKER : Very short.

SHRI LAKSHMAN SETH : I am pinpointing to some important issues which deserve immediate attention of our hon. Minister.

You know that thousands and thousands of hawkers are running their livelihood in the trains, stations and also on platforms. They are being seriously beaten up by the Railway police. Serious harassment is inflicted on them. There are also severe atrocities committed on the hawkers. I would request the hon. Minister to stop these atrocities. I also request the hon. Minister to draw a package of rehabilitation for them because they are maintaining their livelihood by this way. That is why I would request the hon. Minister to look into this matter.

Secondly, there are many unemployed youths running their business in the land of the Railways, though unauthorisedly. However, I would request the hon. Minister to develop commercial complexes on this land so that they can manage their livelihood by doing this business.

Thirdly, there are millions of contract-labourers who are working and in the job of perennial nature. I would request the hon. Minister to give priority to them in the matter of recruitment. When new vacancies arise, they should be given priority. I am not saying that all should be absorbed. But when vacancies arise, they should be given priority in the matter of recruitment because they are working with scanty pittance and they are not given actual wages and other benefits. They are working years after years. It is a very important issue. I am pressing hard with the hon. Minister, through you, on this issue.

Regarding all other important issues, the South-Eastern Railway is getting 60 per cent of its revenue from Haldia which is one of the important industrial centres of our country. But there is only a single line. There is heavy traffic and the traffic is going up. Immediate doubling of this railway line is necessary.

Hon. Minister has introduced one train which is an Intercity Express between Shalimar and Haldia. Because of the single line, the speed of this train is not upto the mark and it will not be viable. Not only that but the revenue will increase much more if this line is doubled. Therefore, I would request the hon. Minister to take up the doubling of the line between Panskura and Haldia to cater to the heavy traffic needs. It will give more revenue to the South-Eastern Railway.

I am thankful and convey my salutation to the hon. Minister for taking up the scheme of upgradation and taking up model stations. Mechada is a very important station. So many express train runs through this station. It is also located in close proximity to Haldia which has emerged as one of the important hub centres in the area.

20.00 hrs.

So, I would request to upgrade the Mechada station as a model station. Last but not least, but most important point is that in my constituency, also in the constituency of hon. Member Dr. Nitish Sengupta, there are thousands and thousands of growers of betel leaves, but they are facing a problem due to non-availability of the PUs, parcel vans. Last time, at the time of Budget, the then Railway Minister announced remanufacture of the parcel vans. So, I would request for remanufacture of the parcel vans so that the growers can get parcel vans there, for transportation of betel leaves.

MR. DEPUTY SPEAKER : Now, the hon. Minister will reply.

SHRI P.C. THOMAS (MUWATTUPUZHA) : Sir, I shall be very brief.

MR. DEPUTY-SPEAKER : You came very late. You can ask any clarification after her reply.

SHRI P.C. THOMAS : Sir, my train happened to be late.

MR. DEPUTY-SPEAKER : Your train is late. You will have to suffer now.

SHRI P.C. THOMAS : Sir, I shall raise only two or three points.

MR. DEPUTY SPEAKER : If you have any clarification, you can seek it after the reply, but not now. This is the punishment for your being late.

SHRI P.C. THOMAS : Sir, it so happened that my vehicle got late. I shall be very short and raise only two points.

MR. DEPUTY SPEAKER : No, please. By this time, she should start. This is eight o'clock. I will call you for clarification, but not now.

Now, the hon. Minister will reply.

[Translation]

THE MINISTER OF RAILWAYS (KUMARI MAMATA BANERJEE) : Sir, Shri Priya Ranjan Dasmunsi from the opposition benches initiated the discussion on supplementary demands for the year 1999-2000... (Interruptions)

[English]

SHRI A.C. JOS (TRICHUR) : Please speak in English.

MR. DEPUTY SPEAKER : Let her speak in Hindi or any language. Now, I will request the hon. Members not to interrupt her. Otherwise, we may have to sit late here.

You take your time. If there is any clarification and if it is necessary, I will allow it.

SHRI A.C. JOS : She may speak in English.

MR. DEPUTY SPEAKER : No, please.

KUMARI MAMATA BANERJEE : Yes, I will do it.

MR. DEPUTY-SPEAKER : You leave it to her. You can go ahead.

[Translation]

KUMARI MAMATA BANERJEE : Sir, I was saying that Shri Priya Ranjan Dasmunsi from the opposition benches

initiated the debate on supplementary demands for which I would like to thank all the members of Parliament.

[English]

We have received good suggestions and so much of constructive criticism also. I think, through this criticism, the Railway will, of course, improve.

Before I say something regarding Railway, I quote the Father of the Nation, Mahatma Gandhiji. He said :

"A customer is the most important visitor on our premises. He is not dependent on us, we are dependent on him. He is not an interruption to work, he is the purpose of it. He is not an outsider in our business, he is a part of it. We are not doing him a favour by serving him, he is doing a favour by giving us an opportunity to do so."

I would like to make this the guiding principle for each of the railway employee and each of the Railway Board member.

[Translation]

Sir, I have took over the charge of Ministry of Railways hardly two months ago. First of all I would like to ensure the safety and security in the Railways. Sir, I also visited the site of Gaisal accident. A demand was made to carry out the funeral there. Accordingly, it was undertaken and last rites were conducted. Dalkhola Kishanganj constituency is adjacent to Gaisal.

[English]

I have seen their pathetic conditions. After that, this was my target and this was the target of our Department and both my Ministers of State for Railways that we have to see first the safety and security of the people. But I am sorry to say that after the Gaisal incident, even before that, the Khanna Committee, which was constituted to look into the safety aspects of the Railways, recommended that Railways, at least, need Rs. 15,000 crore for the safety purposes. In our country, after 50 years of our Independence, you cannot imagine that out of 40,445 level-crossings, 24,313 level-crossings are unmanned and only few are manned. I do not know how the train is running. If we go just like a goods train, we cannot survive.

I agree and I appreciate what the hon. Members of Parliament and the leaders of Opposition parties have said. It is a fact that several projects are pending for the last 20 years.

[Translation]

Have we ever thought as to which is the take of the projects we want to start and for which we have laid the

foundation stones. Supplementary demands are small demands. After this the budget will be presented. I have received so many requests to lay the foundation stones of so many projects. However, I have refused to do so. I will not proceed without planning. There should be a policy decision in this regard. To keep the railway functional first of all the existing railway facilities should be maintained. Passengers make payment for their journey but adequate medical and drinking water facilities are not available at railway stations. One can well notice the condition of the railway tracks. Old railway tracks should be replaced with the new one.

[English]

All the rail tracks are old, all the coaches or the bogies are old, and we do not know how the trains are running. It is a sensitive matter and we are concerned about the safety and the security of the passengers. Out of 40,445 level-crossings, 24,313 level-crossings are unmanned. There are so many places where even the signals are not working. In this connection, the Khanna Commission made certain recommendations. I do not want to blame anybody, and I have regard for all my predecessors.

Immediately after the Gaisal train accident, there was a train accident in Britain. Though the Railways are in the private sector there, the British Government, keeping the passengers safety in view, gave money to the Railways amounting to Rs. 21,000 crore equivalent to our India currency. But I am sorry to say that after the Gaisal accident, we have not received even a single paisa. This type of thing is going on and I feel it is very unfortunate. The situation is very grave. That is why, we started the work on 469 level-crossings. Let us start with these small things.

In any State, people would have been very happy if I had given a new train to them. Instead of giving a new train, I said that we should spend 75 per cent of the money on safety. That is why, we kept this provision for the passenger safety. For this purpose, we have the RPF, but their number is less. Their work is very limited; they only look after the railway property; if anything happens inside a train.

[Translation]

Comman man does not know about what is going on in the department.

[English]

It is the duty of the railways, but they are not providing any security. The RPF cannot lodge an FIR.

[Translation]

The Railway Police actually belong to the State

Governments. I have no objection if anyone speaks against me.

[English]

It is a fact that our attitude should be modern. We have to see the interests of the passengers, and not any individual's interest. We do not want to intervene in the law and order situation in a State.

[Translation]

If a passenger is looted or killed or if someone forcibly occupies the reserved seat, the Railway police fail to do anything. however, we pay 50% to the R.P.F. for the safety and security of the passengers.

[English]

Every year, we pay Rs. 160 crore, which is equal to 50 per cent, to the Railway Police, though they come under the State Government. Before the next Budget, if the leaders call a meeting at their convenience, then I can explain the situation to them. Let us take some policy decisions regarding the safety and the security of the passengers.

Hon. Members of the Parliament deserve such small facilities like small stations, small computer reservation centre, some new lines etc.

[Translation]

When the on going work requiring an amount of Rs.19000 crores is still pending, we are not prepared to undertake the new work regarding laying of new lines. However, number of old railway lines are in bad condition.

[English]

Sir, sometimes the railway lines are not in good condition and also there is no track renewal. There are only old coaches and old wagons. Indian Railways is the second largest railway network in the world. But I do not know whether any priority is attached to the Railways or not.

Sir, I would like to tell the truth here because I would like to take the hon. Members of this House into confidence so that if anything happens, then they should not blame me. I am working overtime and we are trying our best.

Sir, I feel that money is needed. But there has been a severe cut in the Railway Budget. We have a social obligation to fulfil. After the Kargil war, there were contributions from almost every institution of this country for those who have sacrificed their lives for the cause of the country. Similarly, the Railways is a department where we provide services for the social sector — the sports persons travel from one part of the country to the other, they would have to be given

[Kumari Mamata Banerjee]

concessions; the *kisans* to go to attend some rally and the Railways would have to give concessions to them; women organise a function and they would go from one place to another, the Railway would have to give them concessions. The Railways would have to provide for concessions to so many categories of people and apart from all these, the Railways also would have to implement certain desirable projects.

Sir, the Railways need Budgetary support to fulfil its social obligations. What happens if we do not get that? The Railways is not an industry. It is an institution; it is an institution with a traditional outlook.

[Translation]

When a person travels in a passenger train, he may be Hindu, Muslim, Sikh or Christian, he may belong to Gujarat, Haryana, Delhi, Bihar, U.P., Rajasthan or from Bengal — there is no difference as railway is a symbol of unity. We have seen that passengers belong to different parts of the country but railway makes no difference among them as Railways is a symbol of unity. However, the most important aspect in Railways is the safety and security of the passengers.

[English]

Sir, safety never sleeps; the Railways also never sleeps. We provide service for 24 hours. Therefore, we started with this slogan. Out of the 24 heads that are included in this Supplementary Demands for Grants, 15 are devoted towards enhancing the safety of the Railways. In terms money, this accounts for Rs. 141 crore out of the total demand for Rs. 189 crore. Sir, you would appreciate that Rs. 141 crore have been earmarked for enhancement of safety measures in the Railways.

Sir, you would be happy to know after the Gaisal train accident we thought that there should be some system in place so that this type of head on collision of trains is stopped and the passengers get relief. I am happy to announce that to prevent worst accidents due to head on collision of trains we should like to take all necessary steps and, therefore, I have proposed a project for design and development of a Digital Axle Counter which would help in preventing collision.

Sir, in regard to the Konkan Railways, I would like to submit that we have to give money for this line this year and also an account of Rs. 265 crore would have to be given to this project in the next year. Very good work is being done by the Konkan Railways and we are giving them total support. This message should go to the people.

Sir, the Konkan Railway Corporation is organising a live demonstration of Anti-Collision Device (ACD) fitted with locomotives on December 18, 1999 at Mazgaon, Goa. This

Anti-Collision Device is a very important instrument to avoid accidents of train. The demonstration of the device would, *inter-alia* show the following features.

1. In the event of any derailment of wagons in a double line section, which obstructs the second line on which another train approaches, the ACD will bring the speeding train to a complete halt.

2. When there is an operational failure due to which train is moving on wrong line where train is already allowed to go, the ACD will control the speed of the approaching train under 25 per kilometer and the train would be brought to an automatic stop if they are likely to collide.

Thirdly, at an unmanned level crossing that is not properly closed, or at a closed gate, if any road vehicle comes on to the track, the device could be activated by the gate man at the level crossing which will bring the approaching train to a halt. Fourthly, at the unmanned level crossing the device will detect any approaching train from a distance of one or two kilometers by initiating hooter and light.

In the second stage of development the device at the unmanned level crossing will be activated even when any road vehicle is stuck on the track at that crossing. The device also acts as a driver alert device. After every fifteen minutes, the driver gets a signal and if he does not acknowledge it by pressing a button, the device will warn that audio signal is not received and then automatically applies brakes and brings the train to a halt. This is very useful device. Konkan Railway is already using it. We are supporting them now because they are doing very good work. We are trying our best, but ultimately they will stand on their own.

Regarding the unmanned level crossing, if we want to cover all the 24,000 and odd of them we would need an amount of Rs. 200 crore. That is why we requested the Members of Parliament that they should take up the work of at least one level crossing. If they take up the work of one level crossing, the Railways will be prepared to take up the work of another level crossing in their constituency. We have decided that Members of Parliament can help build one level crossing in their constituencies after which the Railway will provide them with another level crossing. By this the constituency will ultimately stand to gain.

Somaiyaji emphasised the need for passenger amenities. Dr. Laxminarayan Pandeya and Shri K.P. Singh Deo also spoke about it. Many of our friends have spoken about it. They were correct when they said that we have to utilise our land for commercial purposes. I appreciate the concern of all Members of Parliament. Sir, after becoming the Minister of Railways I had set up a task force with the representatives

of CII, FICCI, ASSOCHAM and all other Chambers of Commerce as members in it. In this area we want to go in for joint ventures. No employees will be disturbed. I do not want that any employee be disturbed. If we want additional funds we have to mobilise our own resources. How do we do that? To do that, we have to go in for commercial utilisation of land. With that purpose in view I constituted a task force. Our Member (Traffic) is the Chairman of that Task Force. The task force will submit its report within a few days. We will allow joint ventures in the areas of model stations, wagon advertisements, inside stations and trains for passenger amenities and even in track renewals.

Sir, before the end of this millennium, on experimental basis we are starting a project which deals with innovative financing package for funding of gauge conversion project in Gujarat linking Pipavav port with Surendranagar station of Western Railway. An MOU between the port of Pipavav and Indian Railways will be signed to implement this project jointly which will form the basis for getting Governmental approval. We are going through this process because many people are asking us for gauge conversions and laying of new tracks. If we do not have enough money to do all those projects, we have to at least allow people who want to invest their money in those projects. They can invest their money in a joint venture with Railways. That is why we have decided to give this opportunity to the private sector and the public sector for the betterment of the Railways. If our condition is not good, we cannot fulfil the requirements of the people.

Shri Madhav Rao Scindia did a good work when he was the Railway Minister. When I talked with him one day, he pointed out to me that this was a very crucial year for Railways from economic, security and safety point of view. He cautioned me to go about the job in a proper manner and that this is a very risky year. I know, Sir, that this is a rough and tough job. Regarding what Priya-da has said, yes, we stopped all the passes. I have stopped utilising my MOR discretion also in this regard. I have only allowed continuance of two complimentary passes for the Mother Teresa Organisation and two Bharat Scouts and Guides Organisation. That is only a continuation. I gave nothing new.

As far as Upgradation quota is concerned, we have stopped this because we do not want it to be misused.

Regarding super cyclone in orissa, after the super cyclone, all the railway stations have been damaged, and the railways will repair them. We will also repair the stations of three major areas, especially Paradeep, Puri and Khurda areas. Shri K.P. Singh Deo and the other hon. Members had requested to do something for their State. We will definitely take care of all that can be done.

Similarly, for model villages, whatever the hon. Members have suggested to adopt areas, of course, we will try to consider that.

We think, the provision of medical facilities also is a major factor there. We are preparing a plan to send our medical train or medical van which will go from village to village. We will also send our doctors, nurses and sisters to look after the people there.

Regarding security, I have already said that we have to set up our own intelligence branch and network. For the safety and security point of view, we have already started taking training from the Home Ministry. We have found out that there are some vulnerable areas. Sir, you will appreciate that there are some dangerous areas as well as isolated areas. Take the case of Gaisal. It is an isolated area. Similarly take the case of Guwahati. It is dangerous area. My friend from Kokrajhar is not present here. He asked me that they want more trains there. But our point is that how will the trains run punctually there, if in the whole North-East, we cannot run trains in the night? About six month ago, the State Government said that they would not like any train to run in the night time. Now, the law and order situation is very bad in the North-East. Day before yesterday, one engineer from the Railways went for some enquiry but he has been kidnapped. One person has been murdered also. They say 'do not come.' So, if railway people are being stopped to work, it will be very difficult for them to examine and undertake the work there.

Sir, about Kargil Relief, you will be surprised to know that the Railway employees have given more than Rs. 20 crore.

Similarly, about the Super Cyclone also we have decided and we have asked our employees to donate one day salary for the affected people, and they will be doing so. It is a continuous process and we will, of course, give it to the Orissa Government.

About the provision of mobile radio communication, it has been included in the Supplementary Budget that the drivers, guards conductors of all the trains, all the station masters, controllers, GRP and RPF will be provided with this facility because there should not be any communication gap. That is why we have started it.

Sir, because all the Members are waiting to go, I will not take much time of the House. Regarding, Gaisal incident, the Khanna Committee has inquired, and even a Supreme Court judge, Mr. Roy is inquiring into it. But since they said that more investigation should be done, we have given it to the CBI. The CBI is inquiring into the matter and after getting the enquiry completed, we will lay all the details on the table of the House.

[Kumari Mamata Banerjee]

Regarding Model Stations, of course, we have included some stations but there are some stations which have been left out. Now, it is only the Supplementary Demands for Grants that we have been able to do this much. Our proposal is that when the full Railway Budget comes, we will try to see that every important junction, station gets priority. I want to assure the House that for the modernization of junction stations and other stations, we will help them.

Regarding the resource mobilization, I have already said that within a few weeks' time, we will prepare our Resource Mobilization policy.

The Freight Policy is also under process. Although last year, the situation was very bad, but now, this month, the situation is comfortable. We are trying to do our best.

Regarding new line and gauge conversions, I have already said that Rs.90,000 has been given. But we want more. My hon. colleague, Shri Priya Ranjan Dasmunsi asked about our financial performance this year. Well, in earnings, we are performing better than the last year. But still there is a shortfall of about Rs. 150 crore in freight and about Rs. 50 crore in passenger traffic to end of November, 1999.

The post budgetary increase is around Rs.900 crore. There were diesel hike, revision updates, incentives and bonus to staff, increase of kilometres allowance, hike in electricity tariff. But can you imagine, Sir, the Railway is not getting its due of Rs. 1,000 crore approximately from the Badar Pur Power station?

Can you imagine that the railways have to get only Rs.1,000 crore from the Badarpur thermal power station alone? We are pursuing this matter with the power Ministry and we are asking them to give us money. Railway gives dividend to the Government of about Rs.1,900 crore. Railways have to take Rs. 1000 crore from Badarpur thermal power station of power Ministry alone. Even the power tariff rate, we give the maximum. Why? Railway has the social obligation. The House should decide this policy. I leave it to the House that we should get power at least on uniform basis on tariff rate. Why is it 3 times, 4 times or 5 times more somewhere? It is because we are giving it as a social obligation to the people. Because of the Fifth Pay Commission, Railways have to bear Rs. 5,000 crore extra and, that is why, we are having Rs. 180 crore in our funds. But I started austerity measures from the beginning and the House would be happy to know that it is our calculation that within these three or four months, we would be able to save Rs. 735 crore because of these austerity measures.

Shri Sardar Buta Singh has mentioned about SC and ST backlog. Of course, this is moral obligation to fulfil. Somebody raised the point regarding RRBs. We will look into it.

Somebody has mentioned about corruption. We will do whatever we can to eliminate corruption because we do not want to have corrupt people in the railways on account of whom the railways should suffer. I am very rough and tough regarding this because I do not have any vested interest. My interest is to see that railway should run just like a super fast train. It should not run slowly like lethargic goods train. Sometimes money is needed. Sometimes will is also needed. We do not have the will. I am sorry to say that the will is also lacking. We need to boost up our people. As family members of the railway, we have to work together.

Lastly, I want to inform the House of three concessions which we want to give for this millennium. We want to give other things also. I am not prepared to inform the House those things right now. But I will let you know them later on. The poor people want to purchase the ticket. But they are very poor. Sometimes they earn only Rs.100 and sometimes Rs.60. But if they purchase their tickets Rs.100 in a month, they are not able to fulfil their commitment or to go their service. Ticketless travel is an age-old problem. But there are people below the poverty line. I would like to offer them a concession hoping that they buy tickets. This will also create a sense of shame in those who avoid buying tickets even though they can afford it. My scheme will cover people of unrecognised sectors like vegetable vendors, domestic helpers, agricultural labourers and construction workers etc. having a monthly income of not less than Rs.400. For them I intend to offer a monthly ticket of about Rs.15. I think the House will be happy about this concession.

I want to assure one more concession also. There are some good students. They are very good. But they cannot afford to pay train fare to go to their schools or to appear in their examinations. That is why, it is a millennium gift for children. There are a large number of poor children going to schools for whom the expense of travel is a burden. I have decided to offer them a millennium gift of free travel from their home to school. It is up to 10th Class.

This is an international year for citizens. Sometimes we have seen that when the couple travel, if the age of husband is 65 years, he gets the concession, but the wife is 60 years old and she will not get the concession. At present, senior citizen concession is given to those who are about the age of 65 years.

In many cases of couples travelling together, the husband gets the concession but not wife. I have decided to reduce the age limit to 60 in the case of women to be eligible for this concession. Now, this concession will apply to all the women in that age. This is a socially desirable scheme in our country.

SHRI MOHAN RAWALE (MUMBAI SOUTH CENTRAL):
Why do we not make it 55 years of the age?

KUMARI MAMATA BANERJEE : No, the age of sixty years is all right.

For the new millennium, people are expecting something to be done. Of course, I will do something for other States also. We have already planned a few things and we are planning a few more. I now want to announce what we have already planned because the House is in session. I have decided to introduce Weekly Superfast Millennium Express services on the following routes : (i) Sealdah-Ajmer Millennium Express; (ii) Howrah-Dehradun Millennium Express; (iii) Nizamuddin-Coimbatore Millennium Express; (iv) Bi-weekly Darbangha-Amritsir Millennium Express; and (v) Jaipur-Agra Fort Holiday Millennium Express. I have announced these five trains and regarding the demand for other trains, I will have to study them. ...(*Interruptions*)

SHRI P.C. THOMAS (MUVATTUPUZA) : What about a train for Kerala?

KUMARI MAMATA BANERJEE : I have already announced a train for the south.

SHRI P.C. THOMAS : That is the train to Coimbatore. It can be extended up to Kerala. ...(*Interruptions*)

KUMARI MAMATA BANERJEE : I will certainly do something....(*Interruptions*)

MR. DEPUTY SPEAKER : She is prepared to give something to you.

KUMARI MAMATA BANERJEE : I have something on my mind for you. I have announced today only what I have already decided.

SHRI A.C. JOS : Why should that decision stop at Coimbatore?

KUMARI MAMATA BANERJEE : I want to do something for Kerala. Please realise that I want to do something for you. But let us prepare the plan. If we want to start a new train, we have to look at the route, the traffic obtaining there and the work that it involves. That is why I said that I will announce more trains later.

SHRI A.C. JOS : But this train to Coimbatore can be extended up to Kerala.

KUMARI MAMATA BANERJEE : Do you want it to go to Cochin?

SHRI P.C. THOMAS : Yes.

SHRI A.C. JOS : Yes.

KUMARI MAMATA BANERJEE : It is done.

SHRI P.C. THOMAS : Thank you.

SHRI K.P. SINGH DEO (DHENKANAL) : What about the extension of the Nizamuddin-Sambhalpur Express to Bhubaneshwar, which was declared eight months ago? ...(*Interruptions*)

KUMARI MAMATA BANERJEE : Shri Singh Deo, I think, you are asking about the Khurda-Bolangir Express.

SHRI K.P. SINGH DEO : I am asking about the Nizamuddin-Sambhalpur Express to be extended up to Bhubaneshwar via Angul and Dhenkanal.

KUMARI MAMATA BANERJEE : I can assure you that I will look into the matter. I can assure you that I will try my level best to sort out this problem.

SHRI K.P. SINGH DEO : It is already there in the timetable....(*Interruptions*)

KUMARI MAMATA BANERJEE : Sir, let me complete. In order to complete my reply, I will now run on just like a Rajdhani Express train. ...(*Interruptions*)

We intend to give high priority to old pending projects. However even to take up completion of all the old projects within a reasonable time frame, the Railways would annually needs Rs. 2000 crore for new lines and Rs. 1,000 crore for gauge conversions....(*Interruptions*)

MR. DEPUTY SPEAKER : Please allow her to complete.

KUMARI MAMATA BANERJEE : This year, we want your support for the Supplementary Demands because we have to meet the demands that arise out of the Fifth Pay Commission recommendations. Our internal generation of resources is very poor. I am optimistic that with the help of the public sector, the private sector, all our MP friends and other friends from the States, we will be able to mobilize more resources. I am told that it is almost not possible to prepare a comprehensive action plan. So, I need your support for the socially desirable plans of the Railways. If hon. Members want the Railways to reach all over the country, we are prepared to help from our side. We have nothing to lose because that is the demand of the Members of Parliament who are the representatives of the people. The only problem is of money. So, please help us.

With these words, I commend the Supplementary Demands for Grants 1999-2000 for the consideration of the House. ...(*Interruptions*)

Shri Priya Ranjan Dasmunsi and Shri Amar Roy Pradhan raised some points about particular zones like North Bengal, North Eastern Region, etc.

SHRI AMAR ROY PRADHAN (COOCHBEHAR) : Mainly I asked about Darjeeling.

KUMARI MAMATA BANERJEE : Yes, I am telling you. ...*(Interruptions)* The UNESCO has already announced that Darjeeling Train is a 'Heritage Train'.

I am going to North Bengal in the month of January. I can assure you that the points raised by hon. Members about North Bengal will get the top priority because I know that North Bengal is the Gateway to the North-Eastern Region. Let me also examine all the points which were raised by other hon. Members. I can assure you that whatever best we can do we will do.

With these words, I conclude. I thank you very much.

SHRI PRIYA RANJAN DASMUNSI (RAIGANJ) : Mr. Deputy Speaker, Sir, while thanking the hon. Railway Minister I would say that she has brought a very important issue to the attention of the House. She has expressed in her speech, a horrifying situation of safety and security aspects related to track renewal, old bogies, etc. where she demanded our support.

I will address through you, Sir, to the hon. Minister and I hope that the whole House will join me. It is not the simple matter; it is a horrifying tale that she has narrated. It seems anything may happen any moment in the old track renewal process. Therefore, I feel that — with all sincerity on behalf of our party and as the principal Opposition party — this matter should be seriously taken up before the Cabinet by the hon. Prime Minister; and the Finance Minister should come forward along with the Railway Minister to give a comprehensive package, to support the security and safety measures so that in future we are not threatened because of uncertainty of accidents. This is my only point.

MR. DEPUTY-SPEAKER : Shri P.C. Thomas may seek only one clarification. I promised to him that I would give him a chance.

SHRI P.C. THOMAS : I will ask only one clarification. We all applaud the stern steps being taken by the hon. Minister regarding safety of the passengers. I just want to mention that the new millennium is coming and there may be Y2K menace, which is a menace regarding computers in the whole world which includes Indian Railways also. I would like to just mention it and bring it to the notice of the hon. Minister.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH) : The Railways are very safe and there is going to be no problem.

SHRI P.C. THOMAS : Railways have signalling and computer system.

MR. DEPUTY-SPEAKER : He says that the Railways are safe and there is no difficulty.

SHRI P.C. THOMAS : I want to know the steps taken in this regard to fight out the Y2K menace in the Railways which is the largest network in the whole of India.

MR. DEPUTY-SPEAKER : He says that the Railways are safe

SHRI K.H. MUNIYAPPA (KOLAR) : May I know one information from the hon. Minister? Earlier two trains were going through Bangarapet junction; now those two trains have been shifted to Salem line. For the last 35 years, business people, workmen were using it and now they are suffering. There two trains were going up to Kanyakumari and now no train is going on that line. New trains were introduced, but they were also shifted to some other line. I want to have a clarification on this.

MR. DEPUTY-SPEAKER : All right. She will take note and she will reply to you.

KUMARI MAMATA BANERJEE : Sir, I will examine it and I will let him know.

SHRI K.P. SINGH DEO : Sir, I would like to say something which will help the Minister.

Sir, the Standing Committee on Railways of the Eleventh Lok Sabha and the Committee on Railway Finance have recommended that the Planning Commission and the Government of India should pay for the social obligations of the Railways as is being paid in other countries of the world. There is already a unanimous recommendation of the Standing Committee on Railways. As Shri Priya Ranjan Dasmunsi said, we should ask the Government to implement it.

MR. DEPUTY-SPEAKER : All right, it is only a suggestion.

[Translation]

SHRI MOHAN RAWALE (MUMBAI NORTH-CENTRAL) : My colleague Shri Kirit Somaiya mentioned about the announcement of Swatantra Board. That is not being implemented.

[English]

KUMARI MAMATA BANERJEE : My hon. friend has said something about the two trains which have stopped. I will investigate the matter and I will let him know.

Regarding what Shri K.P. Singh Deo said, I am grateful to him. He said that many Committee including the Railway Convention Committee have recommended that the Railways should get the socially desirable part of it; and I am grateful to him. Regarding another point of his, I would inform him that the train that he has mentioned....*(Interruptions)*

SHRI K.P. SINGH DEO : I mentioned about Hirkund, that is, Nizamuddin to Sambhalpur train.

KUMARI MAMATA BANERJEE : It is extended up to Bhubneshwar and it will start from 26th January 2000.

SHRI K.P. SINGH DEO : Thank you very much.

KUMARI MAMATA BANERJEE : The other five trains that I mentioned, would start from the 1st of January, the new millennium. Regarding Mumbai Railway Vikas Corporation, the implementation is starting.

MR. DEPUTY-SPEAKER : No. All those details have already been given.

KUMARI MAMATA BANERJEE : We are starting the implementation also. ...*(Interruptions)*

[Translation]

SHRI MOHAN RAWALE : Madam, the House should be made aware of the concept of joint venture. It would be better if you will tell us about the joint venture. ...*(Interruptions)*

[English]

KUMARI MAMATA BANERJEE : As far as the working of RRB is concerned, we are investigating it. We will take the opinion of all the Political Parties and accept whatever is feasible.

MR. DEPUTY-SPEAKER : I shall now put the Supplementary Demand for Grant (Railways) for 1999-2000 to the vote of the House.

The question is :

"That the respective supplementary sums of exceeding the amounts shown in the third column of the Order Paper be granted to the President of India out of the Consolidated Fund to defray the charges that will come in course of payment during the year ending the 31st day of March, 2000, in respect of the head of Demand entered in the second column thereof against Demand No.16."

Supplementary Demands for Grants (Railways) for 1999-2000 submitted to the vote of the House

| No. of Demand | Name of Demand | Amount of Demand submitted to the Vote of the House |
|---------------|--|---|
| | | Rs. |
| 16 | Assets-Acquisition, Construction and Replacement | |
| | <i>Other Expenditure</i> | |
| | Capital | 5,000 |
| | Railway Funds | 25,000 |
| | Total | 30,000 |

The motion was adopted.

20.41 hrs.

APPROPRIATION (RAILWAYS) NO.4 BILL *

[English]

MR. DEPUTY-SPEAKER : The House will now take up Appropriation (Railways) Bill. THE MINISTER OF RAILWAYS (KUMARI MAMATA BANERJEE): Sir, I beg to move for leave to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1999-2000 for the purposes of Railways.

MR. DEPUTY-SPEAKER : The question is :

"That leave be granted to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1999-2000 for the purposes of Railways."

The motion was adopted.

KUMARI MAMATA BANERJEE : I introduce** the Bill.

MR. DEPUTY-SPEAKER : The Minister may now move that the Bill be taken into consideration.

KUMARI MAMATA BANERJEE : I beg to move:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1999-2000 for the purposes of Railways, be taken into consideration."

MR. DEPUTY-SPEAKER : The question is :

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1999-2000 for the purposes of Railways, be taken into consideration."

The motion was adopted.

MR. DEPUTY-SPEAKER : The House shall now take up clause-by-clause consideration of the bill.

The question is:

"That the clauses 2 and 3 stand part of the Bill."

The motion was adopted.

Clauses 2 and 3 were added to the Bill.

The Schedule was added to the Bill.

Clause 1, the Enacting Formula and the Title were added to the Bill

* Published in the Gazette of India, Extraordinary, Part II Section-2, dated 13.12.99

** Introduced with the recommendation of President.

KUMARI MAMATA BANERJEE : I beg to move :

"That the Bill be passed."

Sir, I am grateful to all the hon. Members who have participated in the debate. This being a *Ramzan* month, we started our war with the hope that—

"Mudai lakh bura chahey to kaya hota hai,
Vahi hota hai jo manjuray khuda hota hai."

MR. DEPUTY-SPEAKER: The question is :

"That the Bill be passed."

The motion was adopted.

MR. DEPUTY-SPEAKER : The House stands adjourned till 11.00 a.m. tomorrow.

20.44 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Tuesday, December 14, 1999/ Aghrayana 23, 1921(Saka).
