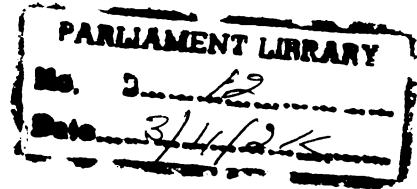


# LOK SABHA DEBATES

## (English Version)

**Third Session**  
**(Thirteenth Lok Sabha)**



*(Vol. IV contains Nos. 1 to 10)*

**LOK SABHA SECRETARIAT**  
**NEW DELHI**

*Price : Rs. 50.00*

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# LOK SABHA DEBATES

## LOK SABHA

Thursday, February 24, 2000/Phalgun 5, 1921 (Saka)

*(The Lok Sabha met at Two Minutes past  
Eleven of the Clock)*

[MR. SPEAKER in the Chair]

...(Interruptions)

MR. SPEAKER: Q. No. 1.

...(Interruptions)

MR. SPEAKER: Not in the Question Hour. Please take your seats.

...(Interruptions)

[Translation]

MR. SPEAKER: Please, you sit down.

...(Interruptions)

[English]

MR. SPEAKER: I am appealing to you not to raise it in the Question Hour. You may raise it in the 'Zero Hour'.

[Translation]

MR. SPEAKER : Please you sit down first.

...(Interruptions)

[English]

MR. SPEAKER: I have already disallowed your notice. I will allow you to raise it in the 'Zero Hour'.

...(Interruptions)

[Translation]

DR. RAGHUVANSH PRASAD SINGH (Vaishali): We should save our country.

MR. SPEAKER: Raghuvanshji, please sit down.

...(Interruptions)

MR. SPEAKER: Shri Buta Singhji, please you also sit down. Please sit down first.

...(Interruptions)

[English]

MR. SPEAKER: Please understand that yesterday itself, we had decided that the Question Hour should not be suspended or cancelled. So, you may raise it in the 'Zero Hour'.

...(Interruptions)

SHRI MADHAVRAO SCINDIA (Guna): Sir, I have given a notice for suspension of Question Hour. I have also given a notice for Adjournment Motion on a matter of grave concern to all those who believe in secular and pluralistic India. Therefore, I would like to know the fate of my notice for Adjournment Motion. My notice is also concerned with suspension of Question Hour. I would like to know from you what happened to about my notices. What is your decision on my notice for suspension of Question Hour?... (Interruptions)

MR. SPEAKER: Please sit down. Kindly understand that I am on my legs.

...(Interruptions)

[Translation]

MR. SPEAKER: Shri Raghuvanshji please sit down, Shri Buta Singhji you also sit down.

...(Interruptions)

[English]

MR. SPEAKER: What is this? Please take your seat. Please understand that the Moroccan Parliamentary Delegation is seated in the Special Box. Let me say one thing.

...(Interruptions)

MR. SPEAKER: There is a reference to be made about the Delegation. Please take your seat. You can speak after this.

...(Interruptions)

11.06 hrs.

WELCOME TO HIS EXCELLENCY MR.  
ABDERRAHMANE YOUSOUFI, PRIME  
MINISTER AND PARLIAMENTARY  
DELEGATION OF THE KINGDOM  
OF MOROCCO

[English]

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

On my own behalf and on behalf of the hon. Members of the House, I have great pleasure in welcoming His Excellency Mr. Abderrahmane Youssoufi, the Prime Minister of the Kingdom of Morocco who is on a State visit to India from 21 to 24 February, 2000 and accompanying distinguished Parliamentarians.

His Excellency the Prime Minister and the distinguished Parliamentarians are now seated in the Special Box. We hope that they had a happy and fruitful stay in India. Through them, we convey our greetings and best wishes to His Majesty the King and the friendly people of the Kingdom of Morocco.

[English]

MR. SPEAKER: Q. No. 1—Dr. Sanjay Paswan.

...(Interruptions)

SHRI SONTOSH MOHAN DEV (Silchar): There should be no Question Hour today...(Interruptions)

SHRI MADHAVRAO SCINDIA (Guna): Mr. Speaker, Sir, I have given notice of an Adjournment Motion. What is your ruling?

MR. SPEAKER: I have already disallowed that notice. I will allow all of you to speak during the Zero Hour.

...(Interruptions)

MR. SPEAKER: In the Leaders' Meeting yesterday, we had decided that there should not be any disruption of the Question Hour. Even for the presentation of the Budget, you had not allowed that to be done during the Question Hour.

...(Interruptions)

SHRI MADHAVRAO SCINDIA: I have already given notice for the suspension of the Question Hour also...(Interruptions)

MR. SPEAKER: This should not go on the record.

...(Interruptions)\*

MR. SPEAKER: Hon. Members, please understand that this is the Budget Session. It is also a very lengthy Session. You have got a number of opportunities to

discuss important matters. I will allow you during the Zero Hour and not in the Question Hour. Please understand this.

...(Interruptions)

MR. SPEAKER: Please cooperate with the Chair. During the Zero Hour, I will allow you.

...(Interruptions)

MR. SPEAKER: Please cooperate with the Chair. I will allow you in the Zero Hour.

...(Interruptions)

MR. SPEAKER: Please take your seats.

...(Interruptions)

MR. SPEAKER: Please go to your seats. This is not good. I will accommodate you.

...(Interruptions)

11.11 hrs.

*At this stage, Shri Avtar Singh Bhadana and some other hon. Members came and stood on the floor near the Table.*

MR. SPEAKER: This is not good. Please go to your seats. This is not proper. I am appealing to you to please go to your seats.

...(Interruptions)

MR. SPEAKER: The notices have already been disallowed.

...(Interruptions)

## WRITTEN ANSWERS TO QUESTIONS

[Translation]

### Paying Guest Scheme

\*1. DR. SANJAY PASWAN: Will the Minister of TOURISM be pleased to state:

(a) whether the Government have launched a Paying Guest Scheme for providing better lodging facilities to foreign and domestic tourists at cheaper rates and

\* Not recorded.

providing an opportunity to foreign tourists to acquaint themselves with the lifestyle, culture, tradition of India and Indian cuisine;

(b) if so, the full details of the scheme; and

(c) the States in which the Government propose to introduce the said Scheme?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRI ANANTH KUMAR): (a) and (b) Yes, Sir. The Union Ministry of Tourism in 1991 introduced the Paying Guest Accommodation Scheme for providing better lodging facilities to foreign & domestic tourists. The scheme was subsequently transferred to the State Governments in 1995. The Main objectives of the Scheme are given below:

- To provide affordable & hygienic accommodation facilities.
- To offer visiting foreign tourists an opportunity to stay with an Indian family, experience the Indian way of life, discover rich culture, relish exotic cuisine and to take back memories of an enchanting land.

Guidelines for Paying Guest Accommodation Scheme circulated to all the State Governments & Union Territories is given in enclosed Statement.

(c) The scheme is available to all the States/Union Territories.

#### **Statement**

##### *Guidelines for the Paying Guest Accommodation Scheme*

1. The objective of the scheme is to provide affordable and hygienic accommodation facility both for the domestic and international tourists at important tourist centres in the country. Thus it would help in supplementing the availability of existing accommodation. This is a voluntary scheme.

2. The concept offers visiting foreign tourists an opportunity to stay with an Indian family, experience the Indian (local) way of life, discover a rich culture, relish exotic cuisine and take back home memories of an enchanting land.

Important aspects of the scheme are:

- The accommodation unit should be located in a suitable locality and easily accessible from the Railway Station/Airport etc.
- The house owner should be a resident of the house and maintain good standard of hygiene. Minimum of two rooms should be retained for personal use.
- The rooms should be of suitable size with attached bathrooms and should have proper lighting, ventilation and suitable furniture and other facilities.
- The Paying Guest accommodation can have a maximum of five rooms (ten beds only).
- Paying Guest Accommodation should be classified into two categories depending upon the type of facilities and services provided.
- The scheme should be on bed and breakfast basis and charges levied accordingly. The type of breakfast should be defined. As regards charges, these should be displayed and the visitor informed in advance so as to avoid unnecessary dispute.
- The scheme being voluntary, however such units need to be registered with complete details with the State Tourism Department/local tourist offices as the case may be. In case of cooperative group housing societies, no objection should be obtained before getting the premises registered as paying guest accommodation.
- The registrants of P.G.A. units are required to provide at least three references out of which one should be of a Govt. Gazetted Officer.
- The State Tourism Department would ensure that the units are located in properties/buildings which are sanctioned as per the building by-laws of the particular area and are not in unauthorised structures.
- Necessary entries should be made in the registers for the guests staying in the units. In case of foreign tourist passport details also needs to be obtained in Form CI and submitted to the concerned authorities.

3. In order to make the scheme more viable/popular, following concessions/incentives may be considered by the State Governments/local administration:

- Provision of soft loans/subsidies for renovation of the property which is 2/3rd of the capital cost with a maximum ceiling of rupees one lakh.
- State Govts. may provide complete details of such units to the Deptt. of Tourism, Govt. of India so as to give necessary publicity through their Overseas offices.
- State Govts. should ensure that Commercial tariffs are not charged from the owners of such units by the concerned authorities for electricity/water use etc.
- The units should not come under the purview of the local taxes such as sales tax, luxury tax etc. since the units are required to provide the facility of only bed and breakfast and is not a commercial activity.
- The State Tourism Deptt. may devise their own inspection arrangements to ensure necessary standards for the upkeep of the units.
- Need to evolve a training programme for the owners of these units especially in the areas of housekeeping and catering. National Council of Hotel Management and Catering may assist the State Govts. in this regard.
- House tax should be charged by the local authorities as if the premises was being used for personal occupancy.
- The State Home/Health Departments should ensure that genuine parties are not harassed by the police/health authorities etc.

4. Department of Tourism could take up the following issues with the concerned Central Departments/Agencies:

- To write to the State Governments/local bodies not to charge commercial rates for power/water/building/taxes etc. (Power Department, Urban Development/Housing etc.).
- To exempt the profits from income tax for 5 years (CBDT/Ministry of Finance).
- To give priority for gas/telephone connection (Ministry of Petroleum/Department of Tourism).

### **Paying Guest Accommodation**

#### **CATEGORY-A**

1. Location and type of locality
2. Provision of the following in the room:
  - Television
  - Carpet
  - Cupboard
  - Telephone
3. Quality of Crockery/Cutlery
4. Quality of Furniture
5. Hot and cold running water
6. Access to the rooms
7. Provision of Air Conditioning

#### **CATEGORY-B**

Units not conforming to the above criteria may be categorised under this category.

*[English]*

### **Privatisation of International Airports**

- \*2. SHRI S.D.N.R. WADIYAR:  
SHRI SURESH KURUP:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government have a proposal to privatise some selected International airports;

(b) if so, the details thereof; and

(c) the circumstances which led to the decision to privatise these airports?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) to (c) It has been decided to restructure the airports of Airports Authority of India as and when found suitable through long-term lease. At present, the existing airports at Delhi, Mumbai, Chennai and Calcutta are being taken up for this exercise.

The purpose of restructuring of airports is as under:

- (i) to improve the managerial efficiency;
- (ii) to bring the standards of services/facilities at par with the international standards; and
- (iii) to attract investments from private sector for (i) and (ii) above.

[Translation]

#### Irregularities in Distribution of Houses under IAY

\*3. SHRI BABBAN RAJBHAR: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether irregularities have been found in the distribution of houses under Indira Awaas Yojana in Gram Panchayats;

(b) if so, whether the eligible persons are not getting houses and rich persons are getting such houses by giving bribe to officers/employees;

(c) if so, whether the Government propose to conduct any inquiry against guilty employees and provide the houses to eligible persons; and

(d) if so, the time by which it is likely to be conducted?

THE MINISTER OF RURAL DEVELOPMENT (SHRI SUNDAR LAL PATWA): (a) Yes, Sir. In some cases irregularities have been noticed.

(b) The irregularities noticed in some cases include matters of this nature.

(c) and (d) As and when irregularities come to notice, the Ministry of Rural Development immediately takes up the matter with the concerned State Government for appropriate action.

[English]

#### Hijacking of Indian Airlines Aeroplane from Kathmandu

\*4. SHRI RAMANAIDU DAGGUBATI:  
SHRI P.S. GADHAVI:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether an Indian Airlines plane was hijacked to Kandhar by terrorists on December 24-25, 1999 from Kathmandu, Nepal;

(b) if so, the details thereof along with the nationality and motive of hijackers, the damages caused to the passengers on board, and the loss of property suffered by the nation;

(c) whether any Inquiry Committee has been set up by the Government to probe as to how the armed terrorists could board the plane;

(d) if so, the details of the findings;

(e) the concrete steps taken/being taken to check such incidents in the future and punish the hijackers as per the international law;

(f) whether efforts are being made to get some agreements executed with the Government of Nepal for the security and safety of passengers of Indian aeroplanes; and

(g) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) and (b) Yes, Sir. The Indian Airlines flight IC-814 was hijacked on 24.12.1999 en route from Kathmandu to Delhi when the plane was in Indian airspace. After intermediate halts at Amritsar and Lahore on 24.12.99 and Al-Minad (UAE) on 25.12.99, the aircraft finally landed at Kandhar on 25.12.99. The aircraft continued to be parked at Kandhar Airport until the termination of the hijacking in the evening of 31.12.1999. All the passengers were released by the five hijackers found to be Pakistani nationals, in exchange for 3 terrorists who were under custody in the Indian prisons namely:

1. Maulana Masood Azhar
2. Ahemd Umar Sayed Sheikh
3. Mustaq Ahmed Zargar

One passenger Shri Rupen Katyal was killed and another passenger Shri Satnam Singh was seriously injured during the incident.

(c) No Inquiry Committee has been set up by the Government. However, CBI would be looking into this aspect during their investigation.

(d) Does not arise.

(e) The following measures have been taken for safety of air passengers:—

- (i) Deployment of Central Industrial Security Force (CISF) personnel in place of the State Police for security duties at the domestic operational airports in a phased manner. The CISF has already taken over the security duties at Jaipur, Guwahati, Vadodara and Port Blair airports.
- (ii) Frisking of passengers and hand baggage at the time of entry into sterile area has been tightened. Ladder point secondary frisking has been introduced.
- (iii) Strict control on access to the airports is being ensured by comprehensive review of photo-identity cards to restrict the number of pass holders and banning of entry of the visitors upto 28.2.2000.
- (iv) Deployment of sky marshals on some identified routes of Indian Airlines and Air India as an added safety precaution.
- (v) Raising of the perimeter wall to the prescribed height at all the operational airports.
- (vi) Replacement of old X-Ray machines and installation of new colour X-ray machines wherever necessary so as to ensure that atleast 2 X-Ray machines are available at every point.
- (vii) Modernisation and upgradation of security related technological set up at the airports is being done in a phased manner.

The Government of India has formally asked Pakistan to hand over the hijackers to India for judicial process.

(f) and (g) His Majesty's Government of Nepal have assured the Government of India that they are taking the necessary action to strengthen security at the Tribhuvan International Airport in Kathmandu and our decision on the resumption of Indian Airlines flights to Kathmandu would be taken keeping all these factors in mind.

#### **Pakistani attacks on Indian positions**

\*5. SHRI MADHAVRAO SCINDIA:  
SHRI RAMJIVAN SINGH:

Will the Minister of DEFENCE be pleased to state:

(a) whether the Pakistani Forces attacked Indian positions across the Line of Control on January 22, 2000;

(b) if so, the details thereof along with other border violations committed by Pakistani Army on Indo-Pak Borders during the last three months, date-wise and place-wise;

(c) the details of casualties and other losses suffered on both sides, incident-wise; and

(d) the reaction of the Government thereto and the remedial steps taken to prevent recurrence of such incidents?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) to (d) On 22nd January, 2000 at 0500 hours Pakistan Army attempted to capture one of our posts in the Akhnoor Sector. The attack was preceded by mortar and small arms fire. On troops deployed along the Line of Control in the sector repulsed the attack. 17 Pak soldiers were killed and 05 or 06 wounded. Five bodies including that of a Pakistan Army officer and 11 weapons were recovered from the place of the incident. The bodies were handed over to Pakistan on 27th January, 2000 at Chakla Post at the request of the Pakistan authorities.

In another incident the Pakistan army laid an ambush against our telephone line repair Party on 15th February, 2000 at 2145 hours on our side of the LOC in the Bimber Gali sector of Rajouri in J&K. In this action four Indian soldiers were killed and other personal weapons were taken by the Pakistanis. The Pakistan casualties are not known. Three bodies were recovered on our side of the LOC.

In the last three months, in addition to the attempts mentioned above, Pakistan had made two similar attempts. On 9th November, 1999 an attempt to capture one of our posts in the Uri/Rampur sector was foiled. 17 Pakistani soldiers were killed. Four Pakistani weapons were also recovered. Our casualties were three killed and nine wounded. On 31st December, 1999 Pakistani soldiers attempted to capture a post in the Northern Glacier Sub Sector in Siachen. The attack was repulsed. There were no casualties to our troops. The Pakistan casualties are not known.

All developments on the border are constantly monitored and appropriate measures continue to be taken to frustrate any attempt at misadventure on the part of our adversaries. The issue has also been taken up through diplomatic channels and the periodic conversation that our Director General Military Operations has with his Pakistani counterpart.

[*Translation*]**Foodgrains Scams**

\*6. SHRI MANSINH PATEL:  
SHRIMATI RANEE NARAH:

Will the Minister of CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the Government have received Inquiry Committee's report that probed sugar and wheat scams;

(b) if so, the main recommendations made by the Inquiry Committee and action taken against those held responsible; and

(c) the preventive measures considered to check such frauds in future?

THE MINISTER OF CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI SHANTA KUMAR): (a) As

regards sugar, it is presumed that the reference is to the situation arising out of shortage situation in availability of sugar in the sugar season 1993-94. The Gian Prakash Committee, which was appointed to ascertain the facts and fix the responsibility for lapses, if any, submitted its Report.

As regards wheat, there was no Inquiry Committee.

(b) and (c) The main recommendations of the Gian Prakash Committee and action taken thereon are given in enclosed Statement. The Committee held that the then Food Minister was entirely responsible for the sugar crisis and that the State Trading Corporation (STC) cannot escape the responsibility of not acting in time and aggravating the psychology of shortage in the sugar crisis and pushing up prices. The preventive measures taken to avoid shortage in the availability of sugar are included in the action taken on the recommendations of the Gian Prakash Committee is given in enclosed Statement.

**Statement**

*Main recommendations made in the Report of Preliminary Administrative Enquiry by Gian Prakash and and the Action taken thereon*

Recommendation	Action Taken
1	2
(i) An integrated policy on sweeteners — sugar, gur and khandsari should be prepared	The High Powered Committee on Sugar Industry (Mahajan Committee) has submitted its report, which takes an overview on an integrated policy on sweeteners. Some recommendations of the Mahajan Committee have been accepted.
(ii) Buffer stock of sugar should be maintained on a permanent basis so as to tackle with ease shortage of sugar at any time.	Buffer stock of 10 lakh tonnes were created out of 1995-96 sugar production.
(iii) Scientific, forecasting and estimation methods should be used.	A study has been entrusted to the Indian Sugarcane Research Institute, Lucknow. The report of the study has been received.
(iv) Committee of Secretaries be set up to monitor future sugar shortage.	There is a High Powered Price Monitoring Board (HPPMB) under the Chairmanship of the Cabinet Secretary, which reviews on weekly basis the availability, prices and need for augmenting availability of essential commodities including sugar.

1	2
(v) Important decisions to be brought to the notice of PM and referred CCP/CCEA wherever required under Rules.	This is being done whenever the need arises.
(vi) There should be close monitoring of international commodity markets.	This is being done.
(vii) There should be a common Ministry with Civil Supplies and Food and separate Departments.	There is a common Ministry <i>i.e.</i> the Ministry of Consumer Affairs & Public Distribution, with the Department of Sugar & Edible Oils as a separate Department under it.
(viii) A code should be evolved to sort-out differences and resolve conflicts between Secretaries.	Through deliberations in the High Powered Price Monitoring Board (HPPMB), the differences and conflicts between concerned Ministries/Departments are sought to be resolved.
(ix) Import and distribution of raw sugar through PDS should be examined.	The policy in this regard is reviewed as and when necessary. During 1998-99 and 1999-2000 sugar seasons due to high levels of domestic production, the availability of domestic sugar for PDS has been satisfactory.
(x) Import of sugar on OGL with zero duty should be reviewed only if it adversely affects domestic production.	This policy has been reviewed and considering the adequate stocks of domestic sugar, the import duty has been to 60% along with the continuance of the countervailing duty of Rs. 850 per tonne, with effect from 9.2.2000. The Government has also decided to continuously monitor the international prices of sugar with a view to regulating imports, keeping in view the interests of the domestic industry as also the consumers.

#### **Surplus Foodgrains in F.C.I. Godowns**

\*7. SHRI NAWAL KISHORE RAI:  
SHRI ARUN KUMAR:

Will the Minister of CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) the estimated quantum of surplus wheat and rice to be available in the Government godowns by the end of March, 2000;

(b) whether the economic burden on the Government has increased due to the said surplus storage of foodgrains;

(c) if so, the additional economic burden estimated on this account during the financial year 1999-2000; and

(d) the reasons for storage of such a huge quantum of foodgrains and the measures being taken to tackle this situation?



THE MINISTER OF CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI SHANTA KUMAR): (a) The quantum of surplus wheat and rice estimated to be available in the Government godowns/FCI at the end of March, 2000 is likely to be 93.14 lakh tonnes and 38.71 lakh tonnes respectively.

(b) and (c) The additional monetary burden on account of excess stocks during 1999-2000 is estimated at Rs. 843 crores approximately.

(d) In the operation of the Minimum Support Price (MSP) mechanism, foodgrains of Fair Average Quality (FAQ) offered by farmers for sale have to be purchased to ensure that there is no distress sale by them and they are assured of at least the Government announced Minimum Support Price (MSP). This being the nature and objective of the scheme, it is not possible to control the quantum of procurement.

[English]

#### **Aversion of Mid-Air Crash**

\*8. SHRI SURESH RAMRAO JADHAV:  
SHRI SULTAN SALAHUDDIN OWAISI:

Will the Minister of DEFENCE be pleased to state:

(a) whether attention of the Government has been drawn to the Press report published in 'The Hindustan Times' New Delhi dated February 3, 2000 under the caption "Mid-air Crash averted on R-Day";

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

(c) the precautionary steps taken by the Government to avoid chances of such incidents in future; and

(d) the outcome of the enquiry held, if any, and the follow-up action taken thereon?

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

(b) to (d) On 26th January 2000, as part of the Republic Day Parade flypast, a formation of three TU-142 M aircraft of Navy was required to follow a composite IL-76, AN-32 and Dornier aircraft formation. Both formations were to fly together with the TU aircraft formation trailing 32 seconds behind the IL-76 formation. However, as informed by Navy, due to constraints of manovering such large aircraft in formation, the Naval aircraft formation took off from its launch base in Arakonam (in Tamil Nadu) and arrived at the orbit point

of departure (over Jhajjar in Haryana) a fraction of a minute early. In order to offset the effect of leaving early, the TU formation reduced speed to the minimum acceptable limit. But this itself was not found adequate and therefore the TU formation correctly gained height to create vertical separation between the two formations. Though the two formations were in close proximity of each other, both were well aware of air situation and at no stage was there a danger of a mid-air collision. Suitable assistance was also provided to the two formations on the Radio-Telephone (RT) by Flypast control to control the situation.

Formation flypast involve movement of a large number of aircraft in close proximity and is always conducted in good visibility. Rules for formation flypasts are well laid out. As aircraft in formation flypast through traversal of a similar course observe height separation, the risk of accidents particularly due to relative speed between them, is extremely low. To further ensure safety, visual contact is always maintained while keeping vertical/lateral separation. Measures are taken to abort the flypast if visual contact cannot be maintained or if there is likelihood of compromise of flight safety. However, as a precautionary measure, the Captain of the TU-142 lead aircraft has been thoroughly briefed.

Since flight safety was not compromised and adequate action to ensure safety had been taken, a full fledged inquiry was not considered necessary. However, investigations revealed that since the TU-142 formation was about one minute early to set out from its departure point, it had to gain height to create vertical separation between it and the IL-76 formation. Necessary fine-tuning would be done in the composition and planning of flypasts in future to cater for such contingencies.

#### **Opening of New Kargil like Fronts by Pakistan**

\*9. SHRI VILAS MUTTEMWAR:  
SHRI RATTAN LAL KATARIA:

Will the Minister of DEFENCE be pleased to state:

(a) the details of new developments noticed on Indo-Pak borders in the recent past;

(b) whether the Pakistani Military Planners are reported to have directed big mercenary groups to cut off Jammu-Srinagar and Jammu-Poonch highways in a bid to isolate troops stationed on the Line of Control;

(c) whether the Government are also aware of the media reports regarding Pakistani intention of opening new Kargil like fronts; and

(d) if so, the steps taken to meet the threat posed by Pakistan?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) to (d) Government are aware of certain readjustments and reinforcements of Pakistani troops on the Line of Control and in the Sir Creek area. Movement of certain reserve formations from their permanent locations has also been reported. While active support and sponsorship of terrorism by Pakistan continues, there are no specific reports to corroborate the directions referred to in part (b) of the question.

The Government are aware of Media reports regarding the Pakistani intention of opening new Kargil like fronts. Our troops have been alerted and are vigilant to effectively counter any such Pakistani threat. Additional troops have been inducted into J&K and are kept ready to react to any misadventure, Pakistan may undertake along the Border in J&K. Similar action has been undertaken along the rest of the border including the Rann of Kutch in Gujarat.

[Translation]

#### Phasing out of Old Fleet

\*10. SHRI HARIBHAI CHAUDHARY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether many aircraft with the national airlines are quite old;

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

(c) the steps being taken by the Government to deal with this situation and the difficulties being faced by the Government in the timely replacement of old aircraft?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) and (b) Air India has a fleet of 26 aircraft whose average age is as under:

Type of Aircraft	No. of aircraft	Average Age (Years)
B747-200	7	23.1
B747-300	2	11.3
B747-400	6	05.2
A300B4	3	17.5
A310-300	8	12.7
<b>Total Fleet</b>	<b>26</b>	<b>14.2</b>

Indian Airlines has a fleet of 54 aircraft whose average age is as under:

Type of Aircraft	No. of aircraft	Average Age (Years)
A300	9*	20.6
A320	30	08.6
B737	12	18.6
DO-228	3	14.2
<b>Total Fleet</b>	<b>54</b>	<b>13.1</b>

\*Excludes 2 A300B4 aircraft on dry lease presently 16.8 years and 13.8 years old. Three years lease period started in May/June 1998.

(c) Expansion/renewal of fleet by the two airlines is a continuing exercise and depends on various factors, the more important ones being the resources of the airlines, traffic requirements, suitability of the aircraft type and viability of operations of various sectors/routes.

[English]

#### Rotting of Rice in F.C.I. Godowns

\*11. SHRI RAMSAGAR RAWAT:  
SHRI PRABHUNATH SINGH:

Will the Minister of CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether attention of the Government has been drawn to the news-items captioned "21000 tonnes of rice rot in one FCI godown" and "Rice was not rotting, say godown officials" appearing in the *Indian Express* and *Newsline* dated 15th and 16th December, 1999 respectively;

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

(c) the reaction of the Government thereto?

THE MINISTER OF CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI SHANTA KUMAR): (a) Yes, Sir.

(b) About 21,000 MT of 'D' Category rice has been lying in the Loni Depot of the Central Warehousing Corporation (CWC) since 1991-92 which could not be liquidated due to its poor quality at the time of receipt from Punjab and labour problem at the Depot. The stocks have been downgraded to 'D' Category due to prolonged storage inspite of adoption of all possible preservation measures by the CWC.

(c) The matter about the accumulation and non disposal of such huge quantity of rice stock by the Food Corporation of India (FCI) has been investigated by a senior officer of the Department of Public Distribution. Instructions have been issued for fixing the responsibility against the officers in FCI who have been found guilty and also for early disposal of stocks.

#### **NSG Commandos on Flights**

\*12. SHRI M.V. CHANDRASHEKHARA MURTHY:  
SHRI K. YERRANNAIDU:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether in view of the recent Hijacking of IC-814 plane, the Government have decided to deploy National Security Guards (NSG) commandos on flights;

(b) if so, the air routes on which NSG commandos have been deployed or likely to be deployed;

(c) whether the security at various airports has been strengthened;

(d) if so, the details thereof;

(e) whether the Government have discussed with other countries to ensure proper safety of flights;

(f) if so, the details thereof;

(g) whether there is proposal to create a specialised security force; and

(h) if so, the salient features thereof?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) and (b) Yes, Sir. Armed Sky Marshals (NSG Commandos) have been deployed on certain identified routes which cannot be disclosed due to security implications.

(c), (d), (g) and (h) The following measures have been taken to strengthen security at airports in the country:—

(i) Deployment of Central Industrial Security Forces (CISF) personnel in place of the State Police for security duties at all operational domestic airports in the first phase. The CISF has already taken over the security duties at Jaipur, Guwahati, Vadodara and Port Blair airports.

(ii) Frisking of passengers and hand baggage at the time of entry into sterile area has been tightened. Ladder point secondary frisking has been introduced.

(iii) Strict control on access to the airports is being ensured by comprehensive review of photo-identity cards to restrict the number of pass holders and banning of entry of the visitors upto 28.2.2000.

(iv) Raising of the perimeter wall to the prescribed height at all the operational airports.

(v) Replacement of old X-Ray machines and installation of new colour X-Ray machines wherever necessary so as to ensure that atleast 2 X-Ray machines are available at every point.

(vi) Modernisation and upgradation of security related technological set up of the airports is being done in a phased manner.

(e) and (f) The countries where Indian Airlines and Air India flights are being operated have been directed to ensure proper safety of these flights.

#### **Land Reforms**

\*13. SHRI P.D. ELANGO VAN: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) the achievements made in the country with regard to land reforms, State-wise;

(b) whether there is any plan to distribute lands to the landless people belonging to SC/ST and OBC in various States;

(c) if so, the details of the land distributed during each of the last three years, State-wise;

(d) whether the Government have any monitoring body to supervise and guide the land reform works done by the State Governments; and

(e) if so, the details thereof?

THE MINISTER OF RURAL DEVELOPMENT (SHRI SUNDAR LAL PATWA): (a) to (c) The State-wise achievement of major land reforms measures, such as the implementation of ceiling laws, distribution of Govt. wasteland, distribution of Bhoodan land, number of tenants conferred ownership rights or rights protected and area accrued to them, tribal land alienated and restored, and

consolidation of land holdings are given in the enclosed Statements I to VI.

(d) and (e) Land Reforms programmes are being monitored and reviewed from time to time at various fora including Conferences of Revenue Secretaries, Revenue Ministers and Chief Ministers of States/UTs. The decisions/consensus arrived at in such Conferences are forwarded to the States/UTs for appropriate action.

The monitoring of the programme is also affected through Quarterly Progress Reports from States, Video Conferencing and visits to States by senior officers of the Ministry.

**Statement I**

*State-wise Details of Implementation of Ceiling Laws (September, 1999)*

(Area in acres)

Sl. No.	States/UTs	Area Distributed to individuals	Total No. of beneficiaries	SC		ST		Others	
				No. of beneficiaries	Area	No. of beneficiaries	Area	No. of beneficiaries	Area
1	2	3	4	5	6	7	8	9	10
1.	Andhra Pradesh	580007	533590	225644	230285	83400	120933	224550	228790
2.	Assam	483951	444997	43720	46063	42361	58985	358916	378903
3.	Bihar	308549	380161	234532	181791	43004	39937	102625	86821
4.	Gujarat	116658	32016	14828	83948	13121	29272	4067	24822
5.	Haryana	101615	29109	12910	45035	NR	NR	16204	56700
6.	Himachal Pradesh	4374	6365	3896	2714	332	249	2137	1411
7.	Jammu & Kashmir	450000	450000	NR	NR	NR	NR	450000	450000
8.	Karnataka	119484	32560	19675	72655	1164	3966	11809	43022

1	2	3	4	5	6	7	8	9	10
9.	Kerala	65957	154161	66535	15997	7629	5200	79997	34760
10.	Madhya Pradesh	188563	73870	21793	49752	27906	74093	24171	64717
11.	Maharashtra	652606	141366	40660	161820	29348	100163	65678	264078
12.	Manipur	1682	1258	96	128	72	97	1090	1457
13.	Orissa	155864	137711	47367	49520	50833	65252	39553	41115
14.	Punjab	104199	28570	11351	44247	NR	NR	17219	59952
15.	Rajasthan	460064	80678	29155	143603	11441	49786	40082	266675
16.	Tamil Nadu	172954	137533	62160	66170	204	274	75169	106510
17.	Tripura	1598	1424	256	217	359	448	809	933
18.	Uttar Pradesh	257895	292838	200008	179970	699	1195	92792	77216
19.	West Bengal	1034273	2501533	925127	355449	494776	217531	1081630	464711
20.	D&N Haveli	6851	3353	30	53	3321	6795	2	3
21.	Delhi	394	654	495	277	NR	NR	159	117
22.	Pondicherry	1046	1427	840	628	NR	NR	587	418
Total:		5268584	5465174	1961078	1730322	809970	774176	2689246	2653131

NR - Not reported by the State Government.

**Statement II***Distribution of Government Wastelands as on September, 1999*

Sl. No.	Name of State/UT	Area Distributed in Lakh Acres
1	2	3
1.	Andhra Pradesh	42.02
2.	Assam	5.89
3.	Bihar	13.21
4.	Gujarat	13.81
5.	Haryana	0.00
6.	Himachal Pradesh	0.17
7.	Karnataka	13.72
8.	Kerala	4.57
9.	Madhya Pradesh	0.79
10.	Maharashtra	10.23

1	2	3
11.	Manipur	0.32
12.	Punjab	1.10
13.	Orissa	7.26
14.	Tamil Nadu	2.07
15.	Tripura	1.32
16.	Uttar Pradesh	24.89
17.	West Bengal	4.32
18.	Goa	0.05
19.	Mizoram	0.74
20.	Rajasthan	0.93
21.	Delhi	0.06
Total		147.47

**Statement III***Distribution of Bhoodan Land (upto September, 1999)*

(Area in lakh acres)

S.No.	States	Area		
		Donated	Distributed	Balance
1	2	3	4	5
1.	Andhra Pradesh	2.52	1.10	1.42
2.	Assam	0.01	0.01	Nil

1	2	3	4	5
3.	Bihar	21.18	7.23	13.95
4.	Gujarat	0.34	0.27	0.07
5.	Haryana	0.02	0.02	Nil
6.	Himachal Pradesh	Neg.	Neg.	Neg.
7.	J&K	Neg.	Neg.	Neg.
8.	Karnataka	0.11	0.05	0.06
9.	Kerala	0.02	0.02	Nil
10.	Madhya Pradesh	1.72	1.41	0.31
11.	Maharashtra	1.04	0.27	0.77
12.	Orissa	6.39	5.80	0.59
13.	Punjab	0.05	0.01	0.04 <sup>⊗</sup>
14.	Rajasthan	1.15	1.14	0.01
15.	Tamil Nadu	0.24	0.21	0.03
16.	Uttar Pradesh	4.37	4.21	0.16
17.	West Bengal	Neg.	Neg.	Neg.
Total:		39.16	21.75	17.41

⊗ Area not taken possession.

**Statement IV***Number of Tenant Conferred Ownership rights (or Rights Protected) and Area Accrued to them*

Sl. No.	States	No. of Tenants (In lakhs)	Area Accrued (lakh acres)
1	2	3	4
1.	Andhra Pradesh	1.07	5.95
2.	Arunachal Pradesh	System not prevalent	
3.	Assam	29.08	31.75
4.	Bihar	NR	NR
5.	Gujarat	12.76	25.92
6.	Goa	NR	NR
7.	Haryana	Tenancy not prevalent	
8.	Himachal Pradesh	4.01	NR
9.	Jammu and Kashmir	6.10	NR
10.	Karnataka	6.05	26.32
11.	Kerala	28.42	14.50
12.	Madhya Pradesh	Tenancy not prevalent	
13.	Maharashtra	14.92	42.90
14.	Manipur	NR	NR
15.	Meghalaya	Nil	Nil
16.	Mizoram	Nil	Nil



1	2	3	4
17.	Nagaland	NR	NR
18.	Orissa	1.65	0.98
19.	Punjab	NR	NR
20.	Rajasthan	0.18	NR
21.	Sikkim	NR	NR
22.	Tamil Nadu	4.98	6.95
23.	Tripura	0.14	0.39
24.	Uttar Pradesh	NR	NR
25.	West Bengal	14.60	NR
<i>Union Territories</i>			
26.	A.N. Islands	Nil	Nil
27.	Chandigarh	NR	NR
28.	D&N Haveli	0.26	0.64
29.	Delhi	NR	NR
30.	Daman and Diu	NR	NR
31.	Lakshadweep	Neg.	Neg.
32.	Pondicherry	Neg.	Neg.
All India:		124.22	156.30

NR-Not reported.

**Statement V****Statement Showing Areas of Tribal Land Alienated and Restored**

(As on November, 1999)

(Area in acres)

Sl. No.	State	No. of cases filed in the Court	Area	Cases Disposed of by the Court	Area	Cases Rejected	Area	Cases Decided in favour of Tribals	Area	Cases in which land was restored to Tribals	Area	Cases Pending in Court	Area
1	2	3	4	5	6	7	8	9	10	11	12	13	14
				(7+9)	(8+10)							(3-5)	(4-6)
1.	Andhra Pradesh	65875	287776	58212	256452	31737	150227	26475	106225	23383	94312	7663	31324
2.	Assam	2042	4211	50	19	—	—	50	19	50	19	1992	4192
3.	Bihar	86291	104893	76518	95151	31884	49730	44634	45421	44634	45421	9773	9742
4.	Gujarat	47926	140324	40400	120691	119	497	40281	120194	39503	118259	7526	19633
5.	Karnataka	42582	130373	38521	115021	16687	47159	21834	67862	21834	67862	4061	15352
6.	Madhya Pradesh	53806	158398	29596	87123	29596	97123	NR	NR	NR	NR	24210	61275
7.	Maharashtra	45634	NR	44624	*99486	24681	NR	19943	99486	19943	99486	1010	NR
8.	Orissa	1431	1712	594	816	152	204	442	612	212	455	837	896
9.	Rajasthan	651	2300	240	774	53	187	187	587	187	587	411	1526
10.	Tripura	28926	25295	28888	25274	20084	18366	8804	6908	8551	6732	38	21
<b>Total:</b>		375164	855282	317643	810807	154993	363493	162650	447314	158297	433133	57521	**143961

\*\*Figures at  
\*Inclusive

**Statement VI***Consolidation of Land Holdings - State-wise*

(Area in lakh acres)

S.No.	States/UTs	Area Consolidated
1.	Andhra Pradesh	8.18*
2.	Bihar	96.05*
3.	Gujarat	69.88
4.	Haryana	104.38
5.	Himachal Pradesh	29.91
6.	Jammu & Kashmir	1.37*
7.	Karnataka	26.76#
8.	Madhya Pradesh	95.53
9.	Maharashtra	526.50\$
10.	Orissa	26.74
11.	Punjab	103.74
12.	Rajasthan	42.30@
13.	Uttar Pradesh	481.63
14.	Delhi	2.33
Total:		1615.30

\*Scheme has been discontinued (w.e.f. July, 92 in Bihar).

#Consolidation of Holding Act, 1966 has been repealed in 1991.

@Scheme discontinued from 1965.

\$Implementation of the scheme stopped w.e.f. 1.4.93.

**Defence Acquisitions from Private Sector**

\*14. SHR AJAY SINGH CHAUTALA: Will the Minister of DEFENCE be pleased to state:

(a) whether attention of the Government has been drawn to the news-item captioned "Private Sector slow in meeting defence needs" which appeared in the *Tribune* dated January 26, 2000;

(b) if so, the details and quantum of hardware equipment imported by the Government during and after the Kargil War; and

(c) the measures taken or proposed to be taken to produce the above mentioned imported equipments in the country?

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

(b) Equipment worth Rs. 2414.00 crore was contracted for import during this period.

(c) Indigenisation is resorted to by obtaining transfer of technology of selected imported equipment taking into consideration the techno-commercial feasibility and by productionising items of similar nature developed by DRDO. As indigenisation progresses, the import of such items progressively decreases.

**Probe into Major Defence Deals**

\*15. SHRI RAM MOHAN GADDE:  
SHRI M.V.V.S. MURTHI:

Will the Minister of DEFENCE be pleased to state:

(a) whether the Government have ordered any probe by the Central Vigilance Commission and the C&AG into all major Defence Deals since 1985-86 till date;

(b) if so, the details thereof and the reasons therefor along with the deals which are to be probed;

(c) whether a special audit for emergency purchase of items for Kargil related operations is also proposed to be conducted; and

(d) if so, the time-frame fixed therefor?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) to (d) (1) Defence Procurement procedures had come up for a Short Duration Discussion in the Rajya Sabha on 23rd December 1999. During the

course of the discussion in the Rajya Sabha, a number of Hon'ble Members of Parliament had highlighted irregularities in many defence procurements. While replying to this discussion, the Raksha Mantri had informed the House that necessary investigations on issues emerging from these discussions would be carried out and the House informed of the findings. Similar allegations of irregularities in various defence deals have also continued to appear in the media and elsewhere.

(2) With a view to ensure absolute probity in defence procurements and in deference to the suggestions made by the Hon'ble Members of Parliament, the Government has since requested the C&AG to carry out a Review/Special Audit of the allegations pertaining to:

- (i) excessively and wrongly bought spares that are reportedly lying as junk in various depots,
- (ii) alleged irregularities in emergency procurements for Kargil operations, and
- (iii) non-transfer of technology, even though contracted and paid for.

(3) For the same reasons, the Government has also requested the Central Vigilance Commission for instituting a probe by the CBI or any other appropriate agency into the following allegations:

- (i) involvement of agents/middlemen in major Defence deals,
- (ii) allegations made during the course of Short Duration Discussion in the Rajya Sabha regarding irregularities in Defence procurements, and
- (iii) allegations made in the writ petition filed by a serving Rear Admiral in the Delhi High Court.

(4) It is not possible to lay down any specific time frame for completion of special Audit/investigations by the C&AG and the CVC respectively.

#### **Outlived Signals**

\*16. SHRI RAGHUNATH JHA: Will the Minister of RAILWAYS be pleased to state:

(a) whether at more than 1500 railway stations, the signalling gear of the signals have outlived their lives;

(b) whether Khanna Committee had recommended to replace these signals;

(c) if so, the reasons for not replacing the signalling gears; and

(d) the number of accidents that have taken place on account of faulty signals in the country during 1997-98, 1998-99 & 1999-2000 so far?

THE MINISTER OF RAILWAYS (KUMARI MAMATA BANERJEE): (a) Yes, Sir, there are over 1500 stations (BG & MG) on Indian Railways where signalling gears have completed their codal life.

(b) The Railway Safety Review Committee (RSRC) 1998 headed by Justice Khanna in their report have recommended programmed replacement of signalling gears on "A" and "C" routes with life above 25 years and on the remaining routes on age-cum-condition basis.

(c) Non-availability of adequate funds has been the main constraint in replacing the overaged signalling gears. However, within the available resources, the signalling gears are being progressively replaced on the railways. Works of replacement of signalling system have been sanctioned at 487 stations and the same are in various stages of completion. Subject to the availability of sufficient funds the replacement of signalling system at the balance stations can be done in coming years.

(d) Accidents on S&T account during 1997-98, 1998-99 & 1999-2000 so far, are 3, 4 and 3 respectively. However none of these accidents are attributed to Signalling gears due for replacement.

[Translation]

#### **Sabotage in Railways**

\*17. SHRI RAMDAS ATHAWALE: Will the Minister of RAILWAYS be pleased to state:

(a) whether attention of the Government has been drawn to the news-item under caption, "Rail Hadason ke peeche Harkut-ul-Ansar" and "Rail Karmcharyon Ko Kharide Jane Ka Bhee Pata Chala" published in the New Delhi Edition of Hindi 'Hindustan' dated 12th January, 2000;

(b) if so, whether the Government have conducted or propose to conduct any probe in this matter;

(c) if so, the details thereof;

(d) whether the Government have any information regarding the railway employees being lured by money in this regard;

(e) if so, the details thereof; and

(f) the steps being taken by the Government in this regard?

THE MINISTER OF RAILWAYS (KUMARI MAMATA BANERJEE): (a) Yes. Sir.

(b) Yes, Sir. The Commissioner for Railway Safety, Northern Circle conducted an enquiry.

(c) The Commissioner of Railway Safety, Northern Circle held that the Collision of 2801 Up Purshottam Express with the rear of 4023 Up Kalindi Express occurred due to Up Starter Signal kept in 'off' position after giving slot for and taking 'off' of Up main line home signal for Purshotam Express eventhough the preceding Kalindi Express had come to a halt and was standing short of advance starter. Shri Gore Lal, Switchman, West Cabin, Firozabad was held primarily responsible for the accident. Shri Gore Lal has since been removed from service.

(d) No, Sir.

(e) Does not arise.

(f) The following steps have been taken.

- (1) Modification of the signalling circuitry is being carried out to minimize chances of human errors in causing accidents.
- (2) Auxiliary warning system for giving advance warning about 'signal at danger' to the driver of the running train has been commissioned on Mumbai suburban sections.
- (3) Railway Board has cleared a pilot project of AWS for Tughlakabad-Mathura section of Central Railway on a trial basis.
- (4) Walkie-Talkie sets have been supplied to Drivers and Guards of all Passenger carrying trains. The same is presently being supplied to Drivers and Guards of goods trains also and the same is likely to be completed by 31st March 2000.
- (5) There has been progressive increase in use of Tie Tamping and ballast cleaning machines for track maintenance.
- (6) For monitoring track geometry and running characteristics of the track, sophisticated track recording cars, oscillograph cars and portable accelerometer are being progressively used.

(7) For detecting rail fractures and weld failure 96 more double rail Ultra Sonic Flaw Detectors are being procured.

(8) Maintenance facilities for coaches and wagons have been modernized and upgraded at many depots.

(9) To prevent case of cold breakage of axles, ROH Depots have been equipped with ultrasonic testing equipment for detection of flaws in the axles.

(10) Whistle boards/speed breakers and road signs have been provided at unmanned level crossings and visibility for drivers has been improved.

(11) Audio-visual publicity campaigns to educate road users on how to make a safe crossing are conducted.

(12) Steps have been taken to prevent inflammable and explosive materials from being carried in passenger trains.

(13) Periodic Safety audit of different divisions by inter-disciplinary teams from Zonal Headquarters has been introduced.

(14) Training facilities for drivers, guards and staff connected with train operation have been modernized including use of simulators for training of drivers.

(15) Refresher courses are regularly organized at specified intervals.

*[English]*

#### **Defence Minister's visit to Japan**

\*18. SHRI G.S. BASAVARAJ:  
SHRI R.L. BHATIA:

Will the Minister of DEFENCE be pleased to state:

(a) whether he has visited Japan recently; and

(b) if so, the details of the issues taken up there and agreement reached, including the signing of the CTBT?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) Yes, Sir. I paid an official visit to Japan during January 11-14, 2000.

(b) Views were exchanged regarding security developments in the region, and discussions held on defence policies and security concerns of both countries. Both sides decided to commence a regular security and defence related dialogue between the defence establishments of India and Japan. Both India and Japan realised that our relationship was far too important and complex to be determined by any single issue. The issue of India signing the CTBT was raised by the Japanese side. I have conveyed that the Indian Government is committed to building a national consensus on this issue and is taking steps towards this end. I also conveyed that a positive international environment would be conducive to this process.

My discussions with Japanese leaders resulted in a better appreciation of India's security concerns. By adding the framework of a new security dimension in our dialogues, the visit helped enlarge Indo-Japanese relationship, giving a more complete character to our bilateral relationship.

#### High Speed Train Corridors

\*19. SHRI NAMDEO HARBAJI DIWATHE:  
SHRI MANIBHAI RAMJIBHAI CHAUDHRI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to establish high speed train corridors in India;

(b) if so, the details thereof;

(c) the State Governments who have shown interest in such high speed network; and

(d) the efforts made to establish such high networks?

THE MINISTER OF RAILWAYS (KUMARI MAMATA BANERJEE): (a) to (d) On 21.1.2000, Ministry of Railways in cooperation with International Union of Railways, Paris organised a seminar to learn from the experiences of countries such as France, Netherlands, Spain and Japan in the area of high speed Rail. Experts from UIC, Japan, France, Spain and United Kingdom participated in this Seminar and shared their experiences with the Indian participants. Representatives of Governments to Tamil Nadu, Gujarat and U.P. also attended this Seminar. A

paper was presented by RITES with regard to the concept of introduction of High Speed trains in the country to cater to the passenger traffic between certain large cities. However, no detailed feasibility studies have been conducted. No commitments have been received from any State Government with regard to high speed trains.

#### Blackmarketing of Kerosene Oil

\*20. SHRI RAMJEE MANJHI: Will the Minister of CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) the number of cases of blackmarketing of kerosene oil that have come to light during 1999 and the action taken thereon;

(b) whether there is a nexus between the civil supplies officials and the kerosene oil dealers; and

(c) if so, the steps taken by the Government to check the blackmarketing of kerosene oil?

THE MINISTER OF CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI SHANTA KUMAR): (a) to (c) As per information received upto 31.1.2000 from various States and Union Territories who are responsible for detecting black-marketing and other irregularities/offences under the Essential Commodities Act, 1955 and taking action thereon, a total of 6457 persons have been arrested in 1,96,939 raids. Value of various essential commodities confiscated is Rs. 2317.91 lakhs. However, information regarding the number of cases of black-marketing of kerosene oil detected during the year 1999 and steps taken to check the same is being collected from the State Governments/Union Territories. Information on nexus, if any, existing between the Civil Supplies officials and kerosene dealers is also being collected.

#### Shortage of Officers in Armed Forces

1. SHRI PAWAN KUMAR BANSAL: Will the Minister of DEFENCE be pleased to state:

(a) whether the Armed Forces are presently short of a large number of Officers;

(b) if so, the details thereof in each of the three Services; and

(c) the steps, if any, taken to remedy the situation?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) to (c) The present shortage of Officers in the three Defence Services is as follows:

Army	13336
Navy	965
Air Force	546

2. An Image Projection Campaign of the Army was launched during 1997-98 with the assistance of a professional advertising agency. The campaign made a positive impact in that the number of eligible youths opting for a career in the army increased. On this consideration, the campaign is continuing. In the case of Navy and Air Force also sustained efforts are being made through publicity in newspapers and other media to attract young people to these Services.

#### **Doubling of Kallarayanpur Junction-Krishnagar Railway Line**

2. SHRI MOINUL HASSAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the survey work for doubling of Kallarayanpur Junction-Krishnagar rail line on the Sealdah-Lalgola section of the Eastern Railway that was taken up in 1997-98 has now been completed;

(b) if not, the time by which it is likely to be completed and the action taken by the Government to complete the survey work expeditiously;

(c) whether the Government propose to take up the survey work for doubling of the remaining part of section *i.e.* from Krishnagar to Lalgola; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) Yes, Sir.

(b) Does not arise.

(c) and (d) A survey for doubling of Krishnagar-Lalgola section has been taken up. Further consideration of the project would be possible once the results of the survey become available.

#### **Operation from International Airport at Trivandrum**

3. SHRI KODIKUNNIL SURESH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government have received any request from the Government of Kerala as well as other organisations to run the Trivandrum International Airport round the clock;

(b) if so, the decision that has been taken in this regard;

(c) whether the Airports Authority of India is facing difficulties in running Trivandrum International Airport round the clock;

(d) if so, the details thereof; and

(e) the steps being taken in this regard?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) Yes, Sir.

(b) No request from any airline has been received by the Airports Authority of India for 24 hours operation at Trivandrum International Airport. Airlines operating through the airport have not made any request for operation of additional flights during night hours except SILKAIR Airline which has requested for night operations between 2155 to 2255 hours for two days in a week. As such, round the clock operations at Trivandrum International Airport is not financially viable.

(c) to (e) No, Sir. Trivandrum Airport has all the facilities for 24 hour operations. Requisite manpower from all agencies will have to be provided when there is demand from airlines for night operations.

#### **Development of Padinharekara Beach**

4. SHRI G.M. BANATWALLA: Will the Minister of TOURISM be pleased to state:

(a) whether the Government propose to develop the Padinharekara beach which close to Ponnai and at the end of the Tipu Sultan Road (District Malappuram, Kerala) as a full-fledged tourist spot and offers a breath taking view of the river Bharathapuzha and Tirur Puzha with the Arabian Sea; and

(b) if so, the steps proposed to be taken in this direction?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRI ANANTH KUMAR): (a) and (b) The development of tourist places is primarily undertaken by the State Governments. However, Ministry of Tourism provides Central financial assistance for Tourism Projects

in consultation with the State Governments every year. No proposal for development of Padinharekara has been prioritised for Central financial assistance.

[Translation]

#### Policy for Airports not in Use

5. SHRI RAJO SINGH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the policy of the Government regarding the airports that are not in use at present in the country;

(b) whether the Government of Bihar has submitted any proposal regarding public use of Patna airport's land; and

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

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) Airports Authority of India has decided to hand over non-operational small airports in the country to State Government on mutually agreed terms & conditions for development and use for civil aviation purpose.

(b) No Sir.

(c) Does not arise.

[English]

#### Status of Sugar Industry

6. SHRI MOHAN RAWALE: Will the Minister of CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the indigenous sugar industry at present passing through crisis;

(b) if so, the factors responsible for their state of affairs;

(c) the details of production, consumption and import of sugar during each of the last three years; and

(d) the steps taken to safeguard the interests of sugar industry?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI V. SREENIVASA PRASAD): (a) No, Sir.

(b) Does not arise.

(c) The production, consumption and import of sugar during the last three sugar seasons (from 1st October to 30th September) is given below:—

#### Production and consumption of sugar

(In lakh tonnes)

Sugar Season	Production	Consumption*
1996-97	129.05	136.75
1997-98	128.44	139.78
1998-99	155.20	141.45

\*Excludes consumption of imported sugar.

#### Import of sugar

(In tonnes)

Year	Import of Sugar
1996-97	2,131
1997-98	3,46,905
1998-99	8,57,691

(Source DGCI&S Calcutta)

(d) Government has recently taken several steps to safeguard the interest of sugar industry as indicated below:

(i) Government has imposed regulated release mechanism on importers of sugar vide notification dated 22.11.99 read with notification dated 29.12.99.

(ii) Government has imposed levy obligation of 30% on importers of sugar vide notification dated 17.2.2000.

(iii) Government has reduced the levy obligation on domestic producers of sugar from 40% to 30% with effect from 1.1.2000.



- (iv) Government increased the customs duty on imports of sugar from 25% plus 10% surcharge to 40% on 30.12.1999 and it has been further increased to 60% with effect from 9.2.2000 along with continuance of countervailing duty of Rs. 850/- per tonne.

[*Translation*]

#### **Construction of Rail Under Bridge in Satna**

7. SHRI RAMANAND SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) the extent of progress made regarding construction of rail under bridge near Kotwali in Satna town alongwith expenditure incurred thereon so far;

(b) the budgetary provision made therefor during 1999-2000 and the total cost involved therein; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) Work on Railway portion could not be taken up due to non-receipt of approval from State Govt. to the revised estimate submitted in November, 1998.

(b) Rs. 37.53 lakhs have been allotted by Railways during the year 1999-2000. The total cost of the work is Rs. 447.46 lakhs with Railway's share as Rs. 124.72 lakhs and State Govt.'s share as Rs. 322.74 lakhs.

(c) The tentative target for completion of the work has been fixed as Dec. 2000. However, this is subject to the receipt of acceptance of the estimate from State Govt. & starting of work on approaches by them.

#### **Laying of Railway Line in Rajasthan**

8. PROF. RASA SINGH RAWAT: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have received any representations for construction of Ajmer-Pushkar-Merta railway line;

(b) if so, the details thereof;

(c) whether the Government have conducted any survey in this regard;

(d) if so, the findings thereof alongwith the estimated cost thereof; and

(e) the time by which the Government propose to provide rail link to Pushkar?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) and (b) Yes, Sir. Requests have been received from some Members of Parliament.

(c) Yes, Sir.

(d) and (e) The survey report revealed that the cost of 96.57 Kms. long line would be Rs. 208.76 crs. with rate of return of 0.79%. The report is under consideration.

[*English*]

#### **Quota of Essential Commodities to Arunachal Pradesh**

9. SHRI JARBOM GAMLIN: Will the Minister of CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) the present quota of Kerosene, rice, sugar, edible oil etc. fixed under Targetted Public Distribution System for Arunachal Pradesh;

(b) whether the allocation of these items to the State is insufficient; and

(c) if so, the steps taken to increase the existing allocation as demanded by the Government of Arunachal Pradesh?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI SRIRAM CHAUHAN): (a) The monthly quota of rice and wheat fixed for Arunachal Pradesh under the Targetted Public Distribution System (TPDS) as well as the monthly allocations of sugar, kerosene and edible oils are given below:

(figures in Metric Tonnes)

Commodity	quantity
Rice	6560 (BPL-700, APL-5860)
Wheat	600 (BPL-70, APL-530)
Sugar	602
Kerosene	858
Edible Oil (Palmolein)	Nil

(b) As the foodgrains, sugar and kerosene are heavily subsidised there is demand from the States which cannot be met in full always due to the constraints of availability in the Central Pool and subsidy.

The State Government has intimated that there is no demand of Edible Oil under PDS in Arunachal Pradesh. Therefore, no allocation of Edible Oil has been made to Arunachal Pradesh during 1999-2000.

(c) In addition to monthly quota of rice, an additional allocation of 2540 MT of rice per month is also allocated to Arunachal Pradesh.

The levy sugar quota of Arunachal Pradesh till December, 1999 was 366 MTs based on 425 gms. per capita per month at 1991 census. In view of the special requirement of this hill State w.e.f. January, 2000, the per capita monthly norms has been revised from 425 gms. to 700 gmp. at 1991 census and as such its monthly quota works out to 602 MTs.

The Central Government has been giving a 3% increase in allocation of kerosene at national level every year from 1993-94 onwards upto 1998-99. The disparity in per capita availability in different States has been minimised.

#### **Shortage of Railway Quarters**

10. DR. MANDA JAGANNATH: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is acute shortage of Railway quarters for allotment to class III and IV staff of Northern Railway, especially in Delhi;

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

(c) the steps propose to construct more quarters in each year?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) No, Sir.

(b) Does not arise.

(c) The proportion of housed staff compares well with other Government organisations. However, construction of additional quarters is a continuous process which is undertaken by including works in the Annual Works Programmes depending upon the availability of funds and other relative priorities.

#### **Allocation of Funds to Damodar River Railway**

11. SHRI SUNIL KHAN: Will the Minister of RAILWAYS be pleased to state:

(a) the total cost and the funds allocated for Damodar River Railway Project;

(b) the progress made and expenditure incurred thereon so far; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) The anticipated cost of the project is Rs. 100 crore. An amount of Rs. 5 crore was allocated for this project during 1999-2000.

(b) Part-estimate for the project (for execution of work ex. Bankura to Beliature: 20 Km.) has been sanctioned at Rs. 36.07 crore. Tenders for earthwork and minor bridges for this phase of work are now under finalisation.

(c) Work on the entire project will be progressed and completed in the coming years as per the availability of resources.

#### **Thai Fishing Vessel Apprehended by Coast Guard**

12. SHRI A. NARENDRA: Will the Minister of DEFENCE be pleased to state:

(a) whether the Coast Guard has apprehended a Thai Fishing Vessel inside the Indo-Thai international boundary for illegally fishing in India's exclusive economic zone;

(b) if so, the details thereof and the follow-up action taken thereon; and

(c) the efforts being made to prevent such incidents in future?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) and (b) Coast Guard Ship Ganga Devi while on Exclusive Economic Zone (EEZ) patrol apprehended a Thai fishing vessel engaged in illegal fishing inside the Indian EEZ at about 1640 hours on 11.1.2000 in position 45 nautical miles from Keating Point near Carnicobar Islands located in A&N Islands. Its position was 115 nautical miles inside the EEZ. The vessel along with the crew and fish catch has been handed over to the local Police at Port Blair.

(c) The Coast Guard and Navy carry out regular patrol in the maritime zones of India as a matter of routine surveillance. Any suspicious foreign trawlers or vessels found infringing our EEZ are arrested and escorted to the nearest port and handed over to the nearest Police authorities for further necessary action.

**Report from Kerala Government at  
Kannur Airport**

13. SHRI T. GOVINDAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government have received the technical and financial facility report from Kerala Government with regard to start air services from Kannur Airport (Kerala); and

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

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) Yes, Sir.

(b) The present airport policy does not permit the construction of a green field airport within 150 kms. radius of an existing airport. Kannur is only 60 kms. from Calicut. Another airport so close to Calicut is unlikely to be commercially viable and would adversely affect the economics of other airports.

[*Translation*]

**Concessions in fare by Air India**

14. SHRI HARIBHAU SHANKAR MAHALE: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Air India has been facing economic crunch due to heavy concessions being provided by the airlines of Gulf countries;

(b) if so, whether the Air India is also proposing to provide such concessions in air fare; and

(c) if so, the details of the concessions likely to be provided to the air passengers?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) to (c) Heavy discounting by some of the Gulf carriers has affected the yield of Air India which is compelled to match the fares.

[*English*]

**Train Service on Farrukh Nagar-Delhi Section**

15. DR. (SHRIMATI) SUDHA YADAV: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government propose to restore the status quo of pair of trains on section Farrukh Nagar-Garhi Harsaru-Delhi;

(b) if not, the reasons therefor; and

(c) the details of trains service existed on this section upto 1993?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) and (b) No, Sir. Status quo cannot be restored as out of two Metre Gauge lines on Delhi-Rewari section, one has been converted to Broad Gauge and consequently there has been a reduction in Metre Gauge line capacity as well as Metre Gauge maintenance facilities at Delhi Sarai Rohila.

(c) The following trains were available upto 1993:—

1. 1DF/2DF Sadar Bazar-Farukhanger Passenger
2. (a) 3DF Sadar Bazar-Farukhnagar-(Except Saturday)  
(b) A3DF Sadar Bazar-Farukhnagar-(Saturday only)
3. 4DF Sadar Bazar-Farukhnagar Passenger
4. 6DF Sadar Bazar-Farukhnagar Passenger
5. 1GF Garhi Harsaru-Farukhnagar Passenger.

[*Translation*]

**Non-Utilisation of Fund under JRY in Bihar**

16. DR. M.P. JAISWAL: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether the Programme Evaluation Organisation of Planning Commission has studied the Jawahar Rozgar Yojana in Bihar;

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

(c) whether it has been found that some village panchayats had not utilized the funds made available to them under Jawahar Rozgar Yojana; and

(d) if so, the details thereof and the remedial action taken by the Government in this regard?

THE MINISTER OF STATE FOR RURAL DEVELOPMENT (SHRI SUBHASH MAHARIA): (a) The Programme Evaluation Organisation of the Planning Commission had conducted a quick study on Jawahar Rozgar Yojana in 1992, in which Bihar was covered.

(b) to (d) Purnia and Siwan in Bihar, were covered as sample districts involving two gram panchayats in each of these two districts. The study has revealed that utilisation of funds were Rs. 4.06 lakhs, Rs. 13.61 lakhs and Rs. 7.58 lakhs during 1989-90, 1990-91 and 1991-92 respectively whereas the total funds available were Rs. 8.20 lakhs, Rs. 16.99 lakhs and Rs. 8.56 lakhs respectively during these years in the gram panchayats taken for sample study. The employment generated (mandays thousands) in these gram panchayats were 17.52, 39.78, 14.72 respectively during 1989-90, 1990-91 and 1991-92 which were far above the targets. Jawahar Rozgar Yojana (JRY) has since been streamlined, restructured and renamed as Jawahar Gram Samridhi Yojana (JGSY) w.e.f. 1.4.99. The ministry has introduced an Area Officers Scheme under which Senior Officers of this Ministry are nominated as Area Officers for particular State(s). They are required to visit their allocated States at least once in a quarter and submit their reports regarding the implementation of the various schemes including JGSY. Review meetings are also held with the State Secretaries in charge of Rural Development Departments to review the performance under various schemes. From July, 1999 a performance Review Committee under the Chairmanship of Secretary, Ministry of Rural Development has been set up to review performance of the various Central sectors/Centrally sponsored schemes of the Ministry of Rural Development on a quarterly basis for monitoring the effective execution of the schemes/programmes. Works under JGSY are also monitored by the block, district and State Level Monitoring and Vigilance Committees constituted for overseeing the various programmes of this Ministry. For effective implementation of the programme, physical monitoring through regular field inspections by officers dealing with JGSY at the State Headquarters has been made mandatory. Provision has also been made in the programme guidelines for the gram sabha to appoint a Vigilance Committee for each village to oversee, supervise and monitor the implementation of each work under the programme. There is also provision for social audit of works under the yojana by the gram sabha.

[English]

### Detection of Fracture in Railway Tracks

17. SHRI M.K. SUBBA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Northeast Frontier Railway is beset with fractured railway track and is unfit for fast moving trains;

(b) if so, the steps taken to detect such fractures in the rails, before it poses a danger to running trains; and

(c) the number of cracks and fractures on the rail per 100 km on Northeast Frontier Railway?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) No, Sir.

(b) Does not arise.

(c) During the period 1.4.1999 to 31.1.2000, there have been 221 fractures of rail & welds on 3951 km of track amounting to 5.593 fractures per 100 km.

### Air Services from Rourkela to Bhubaneshwar and Kolkatta

18. SHRI ANANTA NAYAK: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government have a proposal to introduce daily air services on Rourkela-Bhubaneshwar via Silsuan (Keonjhar) and Rourkela-Kolkatta sectors; and

(b) if so, the details thereof and the time by which daily air services are likely to be introduced?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) and (b) Airlines are free to operate on any route in their commercial judgement subject to compliance with the Route Dispersal Guidelines which provide for certain minimum operations in specified category of routes.

### Purchase of Sub-Standard Jet Fighters from Russia

19. SHRI ANADI SAHU: Will the Minister of DEFENCE be pleased to state:

(a) whether the Government are aware that sub-standard Jet fighter planes were purchased from Russia between 1985-90;

(b) whether the Government have conducted a detailed inquiry in this regard;

(c) if so, the details thereof and the persons held responsible for the same;

(d) whether there was a serious dislocation in defence preparedness because of these sub-standard purchases; and

(e) if so, the remedial steps taken in this regard?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) The fighter aircraft purchased from Russia between 1985-90 are not sub-standard but are frontline aircraft of Indian Air Force.

(b) to (e) Do not arise.

#### **Organisation of Exhibition by Railways in Mumbai**

20. SHRI ANANDRAO VITHOBA ADSUL: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railway authorities have decided to organise an exhibition "Centenary Odyssey" to celebrate the Centenary of the Western Railway headquarters in Mumbai; and

(b) if so, the estimated expenditure is likely to be incurred thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) and (b) Western Railway Administration had planned to organize an exhibition "Centenary Odyssey 2000" from 28.12.1999 to 10.1.2000 as part of celebrations on the occasion of the Centenary of Western Railway Headquarters Building at Churchgate in Mumbai. The exhibition, envisaged to highlight railway working with special emphasis on safety, passenger amenities and Mumbai Suburban Services, was planned to be fully sponsored without any financial commitment on the part of the Railways. However, the exhibition has been indefinitely postponed due to constraints on the part of sponsoring agencies.

#### **Military Exercises**

21. SHRI N.N. KRISHNADAS: Will the Minister of DEFENCE be pleased to state:

(a) whether any Joint Military Exercise with any foreign country is being conducted as on date;

(b) if so, the details thereof; and

(c) the details of other Joint Military Exercises proposed to be conducted in near future?

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

(b) Not applicable.

(c) Joint Exercises, which are of a routine nature, have been scheduled by the Indian Navy as follows:

- (i) with three French Naval Ships on 28/29 February 2000 off the West Coast;
- (ii) with three French Naval Ships on 6th March 2000 off the East Coast;
- (iii) with four Singapore Naval Ships from 28th February to 9th March 2000 in the Andaman Sea.

#### **Assistance provided to V.O. in Bihar through CAPART**

22. SHRIMATI SHYAMA SINGH: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether assistance has been provided to the several voluntary organisations through CAPART in Bihar during the last three years;

(b) if so, the details thereof, year-wise and organisation-wise;

(c) the extent to which the objectives of CAPART have been achieved so far; and

(d) the number of women organisations benefited under the CAPART?

THE MINISTER OF RURAL DEVELOPMENT (SHRI SUNDAR LAL PATWA): (a) Yes, Sir.

(b) The Statement showing the names of the organisations of Bihar State and amount sanctioned to them by CAPART during the last three years *i.e.* 1996-97, 1997-98 and 1998-99 is enclosed.

(c) Out of the total 307 VOs assisted by CAPART in Bihar during last three years, 16 VOs have completed 16 projects and the remaining are at various stages of implementation.

(d) CAPART does not maintain a separate record in respect of women organisations.

**Statement**

BIHAR (1996-97)

S.No.	Name of VO	Amount sanctioned (Rs.)
1	2	3
1.	Gramin Audyogik Vikas Sansthan Dawan Bigha Road, Madhupur, Deogarh	2,46,750
2.	Bihar Shishu Nari Kalyan Sangh Road No. 14, East Ashok Nagar, Kankarbagh, Patna	3,37,050
3.	Bhartiya Sewa Sadan, Sri Niketan, Abulash Lane, Mechhuatoli, Patna	4,28,475
4.	Samagra Vikas Antyodaya Sewa Kendra, Vill. Neerpura, PO Rajgeer, Nalanda	2,70,900
5.	Vidya Shri Niketan Vill. Mithila Colony, PO Bataganj, Patna-18, Patna	3,36,175
6.	Sulabh Paryawaran Evam Jal Sansthan MIGH-35, Kankarbagh Colony, Patna	6,77,750
7.	Mahila Suchi Shilp Kala Mandir Ewam Kalyan Sansthan, Bangali Para, Nalanda	76,650
8.	Vishal Seva Sadan Bakshi Moh. Khajikala, Patna	60,087
9.	Ranchi Jila Banvasi Khadi Gramodyog Vikas Sansthan, Aryapuri, Ratu Road, PO Ranchi	2,02,400
10.	Sri Tridund Dev Seva Ashram, Aurangabad	2,28,966
11.	Frontliner in Front of Pattiputra H.S. Jagatnarayan Road, Kadamkuon, Patna	2,02,400
12.	Bihar Jan Kalyan Parishad, Shahgunj Nagar Road, Mahendru-800006, Patna	2,02,400

1	2	3
13.	Mahila Harijan Pichda Varg Utthan Samiti Vill. & PO Majhauri, Pachdabi, Via Silaut, Muzaffarpur	2,42,880
14.	Champaran Vikas Lok Vill. & PO Chaait, East Champaran	2,02,400
15.	Indian Educational Institute of Science Vill. & PO Mahant Naniari, Via Silaut, Muzaffarpur	2,02,400
16.	Shri Ram Kripal Shikshan Evam Sanskratik Mandir, Vill. Vijalpura PO Loha, Madubani	1,01,200
17.	Sutra Dhar Saidpur, Khagaul, Patna	2,02,400
18.	Gram Prodyogik Vikas Sansthan Chhiraiyatar, Patna	1,01,200
19.	Ramvati Prashikshan Kendra, Vill. & PO Kharia, Jamui	1,01,200
20.	Sewa Bharti Sewapuri Bhagalpur, AT Sewapuri, PO Baunsi, Banka	1,01,200
21.	Sanyukta Samaj Sewa Ashrayheen Anathalaya, Ghasiyari Tola (Rishipur) Post Begumpur, Patna-9, Patna	96,140
22.	Bakhtiyarpur Khadi Gramodyog Sansthan Vill. & PO Salimpur Bhaya, Khusrupur, Patna	1,12,585
23.	Om Mahila Audyogik Prashikshan Sansthan Brahampuri Thana Chowk PO Muzaffarpur	1,01,200
24.	Ram Pukar Pashupati Sangeet Sahitya Khel Sandhya, Prabhunath Nagar Colony, PO Tari Chapra, Saran	1,01,200
25.	Rukmani Prashikshan Sewa Sansthan At & PO Bakatpur Via Motipur, Anchad Kanti, Muzaffarpur	1,01,200
26.	Pustakalaya Sewa Sansthan, Shri Nandan Path, Chapra, Saran	2,02,400
27.	Karra Society For Rural Action Anis Mansion, 3rd Floor, PB No. 231, Main Road, Ranchi	2,02,400

1	2	3
28.	Janhit Vikas Parishad Vill. Kalyanpur, PO Fathua, Patna	2,02,400
29.	Godawari Mahila Prashikshan Kendra At & PO Purani Barh, Patna	2,02,400
30.	Bhartiya Barijan Adiwashi Vikas Pratishthan, Vill. & PO Daniya, Patna	1,11,826
31.	Nandani Mahila Samaj Kalyan Banmankhi, Purniya	1,20,174
32.	Samaj Kalyan Seva Niketan Jawaharlal Road, Muzaffarpur	1,01,200
33.	Deepa Dewi Manav Kalyan Sansthan Ajay Bhavan Mahadeva, Siwan	1,01,200
34.	Navyuvak Samaj Kalyan Samiti, Vill. & PO Sangrampur, Munger	1,10,687
35.	Bihar Jan Vikas Manch 113/70 B Lal Bahadur Shastrinagar, Patna	3,12,960
36.	Jan Kalyan Samiti, Vill. Lakhiri Vidya Nagar, Palika Road, PO Khagaul Danapur, Patna	2,02,400
37.	Sarvodaya Vahini Pratisthan Karbigahia, GPO, Patna, Patna	1,01,200
38.	Sarvodaya Samaj Mandal Tariauti Bageedpur Maigacchi, Darbhanga	1,51,800
39.	Mahila Shilpi Prashikshan Sansthan Vill. Sumahati PO Salempur, Shihwar	1,01,200
40.	Bahudeshiya Pravidhi Sansthan Vill. & PO Karaipur Sarai, Nalanda	1,01,200
41.	Jaiprakash Seva Sansthan Vill. & PO Masaurhi Main Road, Patna	1,01,200
42.	CHETANA College Road, PO Madhupur, Deogarh	2,02,400



1	2	3
43.	National Help Committee, Banka	1,01,200
44.	Mithila Sanskrit Sangh Vill. & PO Jhanjharpur Bazar, Madhubani	1,58,200
45.	Maheswari Gramin Vikas Kalyan Samiti Vill. & PO Parjuar Bhaya, Koluabi, Madhubani	1,07,250
46.	Shanker Hosiery and Garment C/6, Shed Audyogik Chetra, Buxar	2,85,667
47.	Scientific Educational Promotion and Aid Foundation, 1-Niti Bag, Patna	3,18,150
48.	Bihar Gramin Vikas Sansthan Fathua, Patna	27,500
49.	Satlok Seva Ashram, Madhubani	27,500
50.	Vaishali Gramodyog Sansthan, Vaishali	27,500
51.	Chetna Vikas Parishad, Samastipur	27,500
52.	Darogha Pr. Roy Mahila Prashikshan Evam Audyogik Kendra Sutihar, Nawada, Post Sutihar, Saran	27,500
53.	Gramin Mahila Vikas Kendra Vill. & PO Harnaut, Nalanda	27,500
54.	Pt. Shri Ram Sharma Sewa Sansthan At Rasoolpur PO Hathua, Gopalganj	27,500
55.	Sahebganj Prakhand Samagra Vikas Pariyojan Vill. Sahebganj, PO Kurmuw, Muzaffarpur	27,500
56.	Jai Prabha Samaj Kalyan Sansthan Manpur, PO Junior, Via Ekangarsarai, Nalanda	27,500
57.	Vikas Bharti Malviya Nagar Nagadeva, Siwan	27,500
58.	Sanjay Gandhi Panch Sutri Anath Shishu Samajik Sangh, Vill. & PO Amarpur, Banka	27,500

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1	2	3
59.	Tilauthoo Rural Uplift Club Vill. & PO Tilauthoo, Rohtas	27,500
60.	Gramin Bal Mahila Prashikshan Sansthan Moh. & PO Chandl, Nalanda	27,500
61.	Magadh Shilp Kala Kendra, Nalanda	27,500
62.	Adarsh Pragatisheel Shishu Niketan & Mahila Shilp Raj Apue Patna, Patna	27,500
63.	Mohiuddin Nagar Prakhand Khadi Gramodyog Vikas Mantriyar Bhawan, Kashipur, Samastipur	3,02,728
64.	Malti Mahila Shishu Kalyan Sansthan, Patna	2,76,600
65.	Bapu Eal Mahila Vikas Kendra Boring Canal Road, Near Lalita Hotel, Patna	3,20,000
66.	Mahila Shishu Kendra Nayee Bazar-842 001, Muzaffarpur	2,66,000
67.	Paryavaran Sanrakshan Sansthan East Boring Canal Road, Patna	3,46,000
68.	Gramin Vikas Sansthan Vill. Hasanpur, PO Shahjahanpur, Fatuha, Patna	57,120
69.	Rachnatmak Seva Samiti Virsa Adivasi Colony, Gulzarbagh, Patna	3,27,250
70.	Bhartiya Jan Kalyan Sewa Samiti At Moghal Kuan, Bihar Sharif, Sohsarai, Nalanda	75,000
71.	Chotanagpur Vikas Kendra Barkatha, Hazaribagh	25,000
72.	Patna Vikas Sansthan ,Srikrishna Nagar, Patna	25,000
73.	Parvatiya Durgam Shiksha Vikas Ranchi Court, Ranchi	25,000
74.	Bharti Seva Sadan Sriniketan, Abulas Lane, Machuwa Toli, Patna	2,00,000

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1	2	3
75.	Gram Swarajya Ashram Lok Yatra Dham, Dhamoli, Nalanda	2,00,000
76.	Nav Bharat Jagriti Kendra Behra, Vrindavan, Chouparan, Hazaribagh	25,000
77.	Janhit Vikas Samiti Harishchandra Stadium Road, Nawada	25,000
78.	Bharatiya Januthan Parishad At & PO Kamruddinganj, Nalanda	25,000
79.	Gramin Vikas Parishad Castair Town, Deoghar	2,00,000
80.	Akhil Bharatiya Loktantrik Sansthan Meer Bigha, Chakwa, Nawada	25,000
81.	Harijan Mahila Avam Bal Vikas Sansthan, Sahi Niketan, Janakpur Road, Sitamarhi	50,000
82.	Propkar Lok Vikas Sanstha, Nawada	50,000
83.	Gramin Seva, Madhubani	10,69,829
84.	Society for Rural Industrialisation, Ranchi	23,76,060
85.	Bal Evam Mahila Gramin Vikas Sansthan, Vaishali	4,19,920
86.	Bihar Relief Committee, Patna	12,41,730
87.	Gramodoya, Patna	5,02,040
88.	Harijan Seva Samiti, Nalanda	5,92,126
89.	Paryavaran Sanrakshan Sansthan, Patna	9,93,300
90.	Santhal Pargana Gram Rachna Sansthan, Santhal Pargana	5,24,680
91.	Youth Mobilisation for National Advancement, Deogarh	15,67,000
92.	Harijana Mahila Evam Bal Vikas Sansthan, Shahi Niketan, Janakpur Road, Pupari, Distt. Sitamarhi	3,56,619

1	2	3
93.	Gram Bharti, Jamui	10,12,000
94.	Ghogardiha Prakhanda Swarajya Vikas Sangh, Madhubani	8,24,780
95.	Swablamban Siksha Kendra, West Singbhum	5,15,000
96.	Darbhanga Zilla Khadi Gramodyog Sangh, Darbhanga	3,97,250
97.	Sarvodaya Ashram, Madachak, Bhagalpur	37,500
98.	Shilp Udyog Shikshan Prashikshan Sansthan, Hahiyawan, Saran	2,02,400
99.	SAMANVAY, Tirth, Raniganj, Gaya	55,000
100.	Harijan Advasi Kalyan Parishad, Ranchi	27,500
<b>Total</b>		<b>2,46,09,654</b>

## BIHAR (1997-98)

S.No.	Name of VO	Amount sanctioned (Rs.)
1	2	3
1.	Navjagran Sangh Kutub Chek, Vill. Kutub Check, PO Ramjanpur, Barbiga Sekhpura, Munger	1,44,900
2.	Mahila Kala Kendra Near Lalita Hotel, Purai Chak, Patna	3,18,000
3.	Janyodai Vikas Parisad Lakhibagh Buniyadaganj, Gaya	2,75,625
4.	Bhartiya Manav Vikas Seva Sansthan Saheed Ashram Road, Deoghar	2,13,000
5.	PAHAL At/PO Koilwar, Bojpur	2,27,495
6.	Gramin Vikas Samiti At/PO Silar, Aurangabad	2,62,500

1	2	3
7.	Shri Amar Shankar Kalyan Kendra At/PO Jainmore, Bhuchung Dih Road, Bokaro	4,50,450
8.	Dhanraj Mahila Silai Prashikshan Kendra Rastriya Gunj, Phulwari Sharif, Patna	2,21,374
9.	Samanvay Tirth Prabhawati Gram (Pandabigha), PO. Ranigunj, Gaya	2,02,400
10.	Vaishali Shanti Kalyan Sansthan S.D.O. Road, Hajipur, Vaishali	1,20,175
11.	Antyodya Sewa Sansthan Vill. Shekpura, PO. Badarwali, Via Hamaut, Nalanda	3,40,000
12.	Gitanjali Harijan Mahila Vikas Samiti G.B. Lane, Mundichock, Bhagalpur	1,10,687
13.	Akhil Bhartiya Harijan Adiwasi Vikas Sangh Vill. Khorampur, PO Hilsa, Nalanda	1,10,687
14.	Vasundhara Seva Sansthan Bhagwanpur Chatti Kurhani, Muzaffarpur	1,10,687
15.	Bahumukhi Vikas Seva Ashram Vill. & PO. Saeen, P.S. Khanti, Muzaffarpur	1,10,687
16.	Gyan Sagar Chota Bariarpur Sarvoday Nagar, Hawai Adda, Motihari, Motihari	1,10,687
17.	Sulabh Sansthan North Mondiri, Patna	1,20,174
18.	Sarvodaya Gramin Kutir Udyog Vikas Samiti, Vivipur PO. Sarsi Paliganj, Patna	1,01,200
19.	Madhu Mahila Shilpkala Kendra Vill. Dkona Bazar, Nawada	1,20,174
20.	Samaj Kalyan Parishad Ganga Mahal Flat No. 2, North Mandir, Patna	1,01,200
21.	Seva Manav Vikas Parishad Vill. Manua PO. Ismailpur, Vaishali	1,08,790

1	2	3
22.	Masaudhi Samagra Mahila Vikas Samiti Vill. & PO. Nandnama, Lakhisarai	1,10,687
23.	Mahila Vikas Samiti Vill. Datapuri, Basantpur Patti, Muzaffarpur	1,10,687
24.	Arthik Atam Nivbharta Samajik Vikas Abhikaran, Swami Sahjanand Smarak Bhavan, Vidyapeeth Marg, Patna	1,04,944
25.	Abhyuthan Samaj Kalyan Samiti At. Baur PO. Rasiyari Blak, Ghanshyampur, Darbhanga	1,20,174
26.	Magadh Lok Kalyan Parishad Hawanpura PO. Bhandari, Nalanda	1,01,200
27.	Rajendra Seva Sansthan Sarhanchia Niwas Balughat, Muzaffarpur	1,01,200
28.	Magadh Vikas Lok At. & PO. Kasut Via. Masaurhi, Patna	2,17,580
29.	Gyan Sarovar Evam Shishi Kalyan Kendra Vill. Madhepur PO. Thahar, Via Runisaidpur, Sitamarhi	1,06,891
30.	Sanjay Gandhi Panch Sutri Anath Shishu Samajik Vill. & PO, Amarpur, Banka	1,20,174
31.	Ambedkar Vikas Parishad Ravindar Path Gududeo Tala, Mokama, Patna	1,20,174
32.	Bhumihin Kisan Majdoor Seva Sansthan Mushahari, Muzaffarpur	1,01,200
33.	Gram Niyojan Kendra Vill. Basti PO. Harnaut, Nalanda	1,01,200
34.	Kaushik Samagra Gramin Vikas Sansthan Jhunthi PO. Kaarpi, Jahanabad	1,20,174
35.	Jan Chetna Kendra Vill. Khanpur, PO Khanpur, Saran	1,10,200
36.	Prabhat Vikas Mandal Vill. Sonbarsa Dih PO. Sonbarsadi, Muzaffarpur	1,01,200

1	2	3
37.	Mithila Seva Samiti Nawtali PO Madhubani, Madhubani	1,20,874
38.	Rural Dev. Society Vill. & PO Amnour Sultan (Jane) Chapra, Saran	1,10,687
39.	Nav Bihar Gramin Vikas Samiti Vill. Sarai Bigaha, PO. Keshopur, Nalanda	2,02,400
40.	Sona Mahila Prashikshan Sansthan Nankipur Gorakh Fatuha, Patna	1,20,174
41.	Ajaz Khan Muslim Education & Welfare Society, Agarwara Motihar, East Champaran	1,01,200
42.	Gram Sabha Samiti Vill. & PO. Malti, Nalanda	1,10,687
43.	Bihar Samajik Evam Sanskritik Sewa Kendra, Vill. & PO Lagma Ranbhdrapur, Via Lohna Road, Darbhanga	1,10,687
44.	Nalanda Sewa Snasthan Mahalpur, Biharsharif, Nalanda	2,20,000
45.	Samaj Kalyan Sangh At/PO Singhiaghat, Samastipur	2,20,000
46.	Chaturbhuj Memorial Vikas Manch At Barwa, PO Areraj, East Champaran	2,20,000
47.	Ganga Hemlata Mahila Samaj Kalyan Sansthan Vill. Neighama, PO Srouti, Ghoghardiha, Madhubani	2,20,000
48.	Matadin Mahila Mandali Ram Nagar, Muzaffarpur	1,95,800
49.	Bal Mahila Seva Ashram At Jhikti, PO Kerma, Muzaffarpur	1,10,000
50.	Kasturba Seva Kendra Vill. Jagdiha, PO Sondiha, Banka	2,20,000
51.	Pattiputra Vikas Parishad Moharam Manzil, Chitragupt Nagar, Ward No. 11, Araria	2,20,000
52.	Bihar Hast Kargha Hast Shilpa Tatha Resham Udyogik Vikas Sansthan, Momin Manzil, Hospital Road, Madhubani	2,20,000

1	2	3
53.	Saran Khadi Silk YUdyog Society Rahimpur, Saran	1,10,000
54.	Gautam Buddha Sikshan Samiti At/PO Parsurai, Nalanda	2,20,000
55.	Sarvodaya Gandhi Seva Ashram At Saida Bazar, PO Hsla, Nalanda	2,20,000
56.	Gram Kalyan Samiti Pokharaira, Gidha, Muzaffarpur	1,73,800
57.	Jan Kalyan Vikas Parishad Vill Dih Majhouli, PO Majhouli, Patna	2,20,000
58.	Lok Priya Kalyan Sansthan, Vill/PO Sare, Nalanda	2,20,000
59.	Shri Jagdambha Mahila Bal Niketan Bhootnath Ashram Road, Bahadurpur Housing Colony, Patna	2,20,000
60.	Vaishali Jan Seva Sansthan At Prasidh Nagar, PO Amritpur, Block Vaishali, Vaishali	2,20,000
61.	Aulia Adhyatmic Anusandhan Kendra At/PO Pauni Hasanpur, Vaishali	2,20,000
62.	Shri Narayan Samaj Kalyan Kendra Vill. Lokdihari, PO Karup Indrahayan Rohtas	2,20,000
63.	Asha Deep Mahila Sewa Sansthan Pampukal Road, PO. Nawada, Nawada	2,20,000
64.	Pichhra Varg Vikas Sansthan Vill. Sahpur Patti, PO Sahpur, Bhojpur	2,20,000
65.	Dr. Ambedkar Smarak Evam Shodh Sansthan Alinagar Colony, PO Anisabad-800 002, Patna	2,20,000
66.	Gramin Vikas Evam Samaj Kalyan Samiti At/PO Shahpur, Bojpur	2,20,000
67.	Nalanda Zila Khadi Gramodyog Sangh At/PO Biharsharif, Nalanda	2,20,000
68.	Gautam Buddha Shaikshanik Vikas Sansthan Vill./PO Sirdalla, Nawada	2,20,000
69.	Bhangi Mukti Sansthan Road No. 6, East Patel Nagar-800023, Patna	2,20,000



1	2	3
70.	Manav Kalyan Sangh Vill. Balamichal, PO Anisabad-800002, Patna	2,20,000
71.	Gyan Deep Mahila Silai Bunai Kadai Kendra, Kachahri Road, Nawada	2,20,000
72.	Harijan Bahumukhi Vikas Sansthan At Rewa Dih, PO Rewa, Basantpur, Muzaffarpur	2,20,000
73.	Siwan Jila Vikas Parishad Vill./PO Dhanawati, Siwan	2,20,000
74.	Akash Ganga Gramin Vikas Sansthan Vill. Lakshmipur, PO Guru Bazar, Katihar	1,10,000
75.	Al-Helal Educational Trust K.M.I.T. Street, Tinkothia, Pakkisarai, Muzaffarpur	1,10,000
76.	Bihar Muslim Alpsankhayak Harijan Vikas Parishad Malighat, Kanhauli Dih, Sanskrit College Road, Muzaffarpur	2,20,000
77.	Bihar Alpsankhyak Pahari Adiwasi Harijan Kalyan Parishad, At/PO Narahia Bazar, Laukahi, Madhubani	2,20,000
78.	Munsi Premchand Vikas Ewam Adhyan Sansthan Babu Sahib Colony, PO. Laheriasarai, Darbhanga	2,20,000
79.	Yashoda Gramodyog Pratisthan Vill. Leba Banvaria, PO Chandouri, Giridih	2,20,000
80.	Harijan Mahila Evam Bal Vikas Sansthan Shahi Niketan, Pupari, Janakpur Road, Sitamarhi	4,40,000
81.	Zila Samagra Vikas Sansthan Vill./PO Banuchapara, West Champaran	1,10,687
82.	Akhil Gramin Yuva Vikas Samiti Mani Fulkhan, PO Rakan Kanti, Muzaffarpur	2,11,887
83.	Magadh Gram Sarvothan Sansthan Vill. Kaniyawan, PO Bhathu Tharthani, Nalanda	1,01,200
84.	Gramodyog Khadi Vikas Sewa Sansthan Vill. Ghoswari, PO Dhankdot, Patna	1,10,000

1	2	3
85.	Adharshila Gramin Vikas Sansthan Kailashpuri, Hanuman Nagar, Patna-20	1,05,600
86.	Gautam Buddha Shaichik Tatha Samaj Sewa Sangh Vill. Bela PO, Ratanpurbela, Samastipur	1,10,000
87.	Dr. Bhim Rao Ambedkar Kalyan Samiti, Vill. Kiratpur, PO Bhagwanpur Vaishali	1,10,000
88.	Bhartiya Jan Manch Vill. Chakbhatandi, Via Sarai, Vaishali	1,10,000
89.	Pushpa Seva Sansthan Khirauna, PO Rachur, Nalanda	1,10,000
90.	Vidyavati Mahila Kalyan Kendra Vill./PO Parsagope, Sahebganj, Muzaffarpur	1,10,000
91.	Seva Bharti Sri Awdhesh Singh Bhawan, Sanjay Gandhi Nagaram Road No. 2, PO Lohianagar, Patna	1,10,000
92.	Nari Kalyan Seva Sangh Masumpur Kurtha, Fatuha, Patna	1,10,000
93.	Rituraj Harijan Mahila Evam Bal Vikas Sansthan Vill./PO. Basantpur Patti, Muzaffarpur	1,10,000
94.	Mahila Shilp Kala Kendra Vill./PO Sayal, Hazaribagh	1,10,000
95.	Rajendra Ashram Ward No. 28, Katihar	1,10,000
96.	21st Century Rural Development Institute Vill./PO Sukhet, Via Jhajharpur, Madhubani	1,10,000
97.	Laxmi Mahila Vikas Sansthan Vill. Bhagai Tola, PO Mathurapur, Khagaria	1,10,000
98.	Antyodaya Jan Kalyan Prathisthan PO Rajgir, MO Ganjpur, Nalanda	1,10,000
99.	Gramin Vikas Ke Patti PO. Baragaon, West Champaran	1,10,000
100.	Swamin Dayanand Saraswati Arya Sansthan Pakhanha Bazar West Champaran	1,10,000
101.	Bihar Gramin Mahila Kalyan Parishad Vill. Fatepur, PO Suhadnagar, Begusarai	1,10,000

1	2	3
102.	Trigun Seva Sansthan Vill/PO Kakarhat, Saran	1,10,000
103.	Nari Shilp Kala Kendra Vill. Gariyapar, PO Chandi, Nalanda	1,10,000
104.	Lok Seva Samiti Vill. Dhamauli, PO Bena, Nalanda	1,64,930
105.	Vishwa Manav Sewa Sansthan Vill. Jhakra Tank, PO Ratu, Ranchi	2,69,750
106.	Gramin Bal Vanita Vikas Niketan Korilian, Via. Hilsa, Nalanda	27,500
107.	Daud Nagar Organisation for Rural Development Bdi Masjid, Old Town, Daudnagar, Aurangabad	27,500
108.	Gramin Margdarshan Kendra At/PO Jala (Dadri), Munger	27,500
109.	Pribes Mukti Sangha PO. Nimdih, Via Chandil, West Singhbhum	27,500
110.	Gautam Budh Harijan Adivasi Pichhara Varg Kalyan Samiti, N-38/1, Prof's Colony, Kankarbagh, Patna	27,500
111.	Arya Samaj Shiksha Vikas Parishad Sahugarh Niwas, Madhepura-5, Madhepura	27,500
112.	National Multipurpose Development Society Rama Niwas, Indra Path, Shukla Colony, PO. Hindoo, Ranchi	27,500
113.	Gram Pradyogik Vikas Sansthan Prithwipur Ist Lane, Chiraiyatar, Patna	27,500
114.	Pramila Grameen Mahila Vikas Sansthan Vill. Karmali Chak, PO Begampur, Patna	27,500
115.	Ram Tahal Singh Jan Chetna, Sultanpur Koraiya, PO Jamui, Block Dulhan Bazar, Patna	27,500
116.	Indian Institute of Industrial Development Patna, Rashtriyaganj, Patna	27,500

1	2	3
117.	Janta Karah Kalyan Samaj Quamruddinganj, Bihar Sharif, Nalanda	27,500
118.	Vishwa Bharti Jan Uthan Kendra Vill./PO Bena, Quamruddinganj, Bihar Sharif, Nalanda	27,500
119.	Al-Qadar Educational Trust, Vill. Murli, PO Pachpakri, Via Dhaka East Champaran	27,500
120.	Shaheed Bhagat Singh Club Vill/PO Kanhauli, Mahua, Vaishali	27,500
121.	Vikalp Mahila Vikas Sangh, Sherpur Morh, Warisalganj, Nawada	27,500
122.	Harijan Adivasi Kalyan Parishad Street Opposite Chutiya, Police Station, At Gosai, PO Chutiya, Ranchi	27,500
123.	Samagra Seva Kendra At/PO Barchatti, Gaya	27,500
124.	Gram Vikas Sangh Vill/PO Karaiparasrai, Nalanda	27,500
125.	Gram Nirman Parishad Vill. Kharoua, PO Sirkharia, Via Tulapatti Bazar, Madhubani	27,500
126.	Adharshila Gramin Vikas Sansthan Punjabi Colony, Chitkohra, Patna Sadar, Patna	27,500
127.	Mithila Seva Sadan Garoyr Thakur Tole, PO. Pusa, Samastipur	27,500
128.	Raj Laxmi Rashtra Seva Sansthan, Kirtan Bhavan Road, Madhubani	27,500
129.	Nalanda Vikas Sansthan Noor Sarai, HO Noor Sarai, Nalanda	27,500
130.	Gramin Harijan Mahila Vikas Sansthan Vill & PO Rampur, Bheriyahi, Muzaffarpur	27,500
131.	Nari Kalyan Niketan, Tilak Nagar, Begusafai	27,500
132.	Gramodyog Vikas Jyoti Gobindpur, Lakshman Tola, Fulwari, Sharif, Patna	27,500

1	2	3
133.	Bhartiya Jan Kalyan Samiti Vill & PO Konad, Nalanda	27,500
134.	Shaheed Bachchan Smarak Pustakalaya Mahadewa, PO Siwan, Siwan	27,500
135.	Bhalbhum Krishak Unnayan Samiti Baharagora, East Singhbhum	27,500
136.	Viklang Sarvodaya Sansthan At&PO Mahuawa, Via Chiraiya, East Champaran	27,500
137.	Bhartiya Jan Kalyan Parishad HO. Salimpur Ahra, Daldali Road, PO. Kadam, Patna	27,500
138.	Mahalaxmi Silai Bunai Katai Udyog Chouphandiper, Bihar Sharif, Nalanda	27,500
139.	Karpoori Thakur Gramin Vikas Sansthan At and PO Patna G.P.O., 1-Desh Ratna Marg, Patna	27,500
140.	Centre for Rural Advancement Vill & PO Shamsher Nagar, PS Daud Nagar, Aurangabad	27,500
141.	Lok Chetna Abhikarm Kendra At & PO Saran, Saran	27,500
142.	Bhagalpur Viklang Sewa Kendra At&PO Amarpur, Banka	27,500
143.	ABHIYAN Ramkrishan Colony, Sandalpur, PO Mahendru, Patna	27,500
144.	Anjuman Urdu Hindi Sahitya Supaul Toli, Siwan	27,500
145.	Adarsh Rahnuma Vikas Sansthan At Yamuna Path, PO Nawda, Nawada	27,500
146.	Deen Seva Ashram Vill. Jhunathi, PO Ashari, Nawada	27,500
147.	Mithila Prabha Jan Kalyan Seva Sansthan Vill.&PO Korthu, Via Benipur, Darbhanga	27,500
148.	Gramoday Chetna Kendra Vill. Babhare, PO Chatra, Chatra	27,500
149.	Sita Gramodyog Vikas Sansthan Vill./PO Usarí Bazar, Jahanabad	27,500

1	2	3
150.	Jan Kalyan Sansthan Kala Manch, Patna	27,500
151.	Samagra Gram Vikas Samiti Vill/PO Bind, Nalanda	27,500
152.	Swami Vivekanand Anath Suraksha Ashram, Vill&PO Pakri Barawan, Nawada	27,500
153.	Rastrya Samaj Kalyan Paratisthan At Dharhara, PO Paliganj, Patna	27,500
154.	North Bihar Samaj Kalyan Sangathan Vill/PO Paigambarpur, Via Silot, Muzaffarpur	27,500
155.	Lok Bharti Seva Ashram At/PO Kunauli, Supaul	27,500
156.	Gramin Sah Nagrik Vikas Manch Yogipur, Kankarbagh, Patna	27,500
157.	Samagra Vikas Samiti Saryan Kali Mandir, Ward No. 1, Gopalganj	27,500
158.	Shiksha Evam Sanskriti Vikas Samiti Purani Bazar, Lakhisarai	27,500
159.	National Instt. For Dev. of Women Rural Poor and Children, At/PO Gangeya, Via Katra, Muzaffarpur	27,500
160.	Mahila Bal Kalyan Paratisthan Hotel Park Campur, F.V.S. Road, Behind Azad Park, Gaya	1,29,150
161.	Lok Swarajya Sangh Vill/PO Parwalpur, Nalanda	2,81,895
162.	Bihar Vikas Sansthan Rajendra Nagar Road, No. 11, H.No. M-16/24, Patna	1,05,000
163.	Chakraja Gramin Vikas Parishad, At/PO Gouraw Nagar, Via Parwalpur, Nalanda	2,67,015
164.	Nav Jyoti Vill. Magidpur, PO Kawa, Via Hilsa, Nalanda	2,67,015
165.	Vaishali Shanti Samaj Kalyan Sansthan S.D.O. Road, Hajipur, Vaishali	3,40,000
166.	Gram Swaraj Abhiyan Sansthan Karihon Brishanpur Bheja, Vaishali	1,34,784

1	2	3
167.	Bhawari Vikas Bharti, Madhubani	75,000
168.	Lok Kalyan Samiti Kurkuri Phulwari Sharif, Patna	45,000
169.	Jan Jeewan Vikas Kendra Vill. Fatehpur, PO Sabaur, Bhagalpur	45,000
170.	Mahila Bal Yuva Kendra Vill. Korhar, Anadpur Camp, Patna	1,35,800
171.	Indian Institute of Industrial Development, Rashtriya Ganj, Phulwarisharif, Patna	1,60,000
172.	Patna Educational Development Trust Road No. 11, Rajendra Nagar, Patna	4,21,000
173.	Parvatiya Durgam Shiksha Vikas Ranchi Court, Ranchi	50,000
174.	Bharti Seva Sadan Sriniketan, Abulas Lane, Machuwa Toli, Patna	70,40,000
175.	Sulabh Paryawaran & Jal Sansthan Kankarbagh Colony, Patna	50,000
176.	Shri Bhasker Samaj Kalyan, Kendra Aurangabad	50,000
177.	Beshi Chikitsa Vikas Parishad, Patna	3,20,500
178.	Society for Rural Industrialisation, Ranchi	3,76,180
179.	Vanavasi Seva Kendra, Bhabua	27,90,150
180.	Viklang Punerwas Sewa Sansthan, Ranchi	2,34,700
181.	Akhil Gramin Yuva Vikas Samiti, Muzaffarpur	6,34,684
182.	Nari Uthan Vihar, Patna	5,31,000
183.	Daroga Prasad Rai Mahila Prashikshan Avam Audyogik Kendra, Siwan	24,16,927
184.	Gramin Vikas Parishad Castairs Town, B-Deoghar-814112	10,63,752
185.	Nirmali Prakhand Swarajya Sabha, Saharsa	5,40,705
186.	Xavier Institute of Social Service, Ranchi	3,15,000
Total		3,77,05,197

## BIHAR (1998-99)

Sl.No.	Name of VO and Address	Amount sanctioned (Rs.)
1	2	3
1.	Akhil Bhartiya Gramobhimukh Antodaya Sansthan, Village Rupouilly, Haloatola, PO Shilanath Rupouilly, Purnea.	27500
2.	Prabhu Parwati Gramin Vikas Sansthan, Village & PO Barharwa Lakhan, East Champaran.	45000
3.	Nalanda Kalyan Partisthan, Village & PO Brandi, Nalanda.	220200
4.	Nav Bharat Jagrati Kendra, Village Bahera, PO Brindavan Chouiparan, Hazaribagh.	100000
5.	Consultancy-cum-Guidance Centre (CGC, Vaishali AT & PO Bania, Vaishali-844128, Vaishali.	100000
6.	Radhika Sewa Sansthan, Village Partapur, PO Mehsim, East Champaran.	254100
7.	Nalanda Gramothn Pratisthan Itora, Itora, Sarbahadi, Manpur, Nalanda.	132000
8.	Tata Steel Rural Development Society, E. Road, Jamshedpur, Pin-831 001, Jamshedpur.	500000
9.	Lohia Jai prakash Khadi Gramodyog Manav Vikas Sanstha, At & PO Baghra-848 506, Samstipur.	27500
10.	Kasfarca, Kamtoulia, PO Balukaram, Vaishali.	308000
11.	Bhagalpur Ambedkar Seva Kendra, Village & PO Amarpur, Banka.	220000
12.	Samagra Lok Sewa Sansthan, PO Mohiuddinpur, Via Fatuha, Distt Patna.	220000
13.	Patna Educational Development Trust, Road No. 11, Rajendra Nagar-800716, Patna.	279950
14.	Society for Rural Industrialisation, Rupcon Division, Bariatu, Distt. Ranchi, Bihar	2000000
15.	Gram Bharti Sarvodya Ashram, At & PO Simultala, Distt. Jamui (Munger).	200000



1	2	3
16.	Gram Vikas Kendra, K-3,57, Hans, Telco Town, Jamshedpur, Bihar.	100000
17.	Chotanagpur Vikas Kendra, Barkatha, Hazaribagh, Bihar.	200000
18.	Nav Bharat Jagriti Kendra, Behra, Vrindavan, Chouparan, Hazaribagh, Bihar.	4500000
19.	Propkar Lok Vikas Sanstha, Nawada, Bihar.	6664000
20.	Samajik Kalyan Sansthan, Bekar Bandh, Dhanbad, Bihar	100000
21.	Sulab Bal & Nari Gramothan Sansthan, Distt. Patna, Bihar.	100000
Total		1,62,98,250

[*Translation*]

**Train Accident in Jammu and Kashmir**

23. SHRI CHANDRESH PATEL: Will the Minister of RAILWAYS be pleased to state:

(a) whether a train accident took place on February 10, 2000 in Jammu and Kashmir;

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

(c) the details of the loss of life and property therein;

(d) the compensation paid to the families of deceased and injured passengers;

(e) whether any enquiry has been conducted in this regard; and

(f) if so, the outcome thereof and the action taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) Yes, Sir.

(b) A bomb blast occurred in 3152 Down Jammu Tawi-Sealdah Express resulting in derailment of train engine and seven coaches.

(c) 5 persons were killed and 7 persons were injured in the accident. The provisional damage to Government property in this accident was Rs. 85,48,060.

(d) Compensation will be paid after the claim is made and the decree is passed by the Railway Claims Tribunal. However, the next of the kin of the deceased and the injured persons have been given ex-gratia payment as per rules.

(e) Yes, Sir.

(f) Inquiry is under process.

[*English*]

**Night Landing Facility at Goa Airport**

24. SHRI SHRIPAD YASSO NAIK: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether facilities are not available at Goa Airport for flying or landing at aircraft during evening and night hours;

(b) if so, the reasons therefor;

(c) whether there is any proposal for opening of a new airport having landing facilities for evening and night services;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) and (b) The airport at Goa belongs to Indian Navy. Airports Authority of India (AAI) only maintains a Civil Enclave at Goa. Presently, night flying for civil flights have not been permitted by Indian Navy at this airport.

(c) to (e) No, Sir.

**Free Ticket Scheme on International Sector by Indian Airlines**

25. SHRI RAMJEE MANJHI:  
SHRI SULTAN SALAHUDDIN OWAISI:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Indian Airlines floated a scheme between July 1 to September 30, 1999 to give one free ticket for international sector on seven domestic flights and two free overseas tickets on ten domestic flights;

(b) if so, the details thereof;

(c) the number of free overseas tickets given by the Indian Airlines during the above period, sector-wise;

(d) whether the Indian Airlines suffered a huge loss on this account;

(e) if so, the details of the loss suffered thereby; and

(f) the steps being taken to meet this loss?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) and (b) Indian Airlines introduced a short term promotion titled the Seven Plus Scheme from 1.7.1999 to 30.9.1999. Passengers flying seven domestic sectors were entitled to one free international return ticket, and those flying on ten sectors were entitled to two free international return tickets on Indian Airlines flights.

(c) Approximately 17,000 free tickets were issued by Indian Airlines under this scheme. Most of these requests were for Singapore, Kuala Lumpur, Bangkok and Kathmandu sectors.

(d) No, Sir.

(e) and (f) Do not arise.

**Persons Run Over by New Delhi-Guwahati Rajdhani Express**

26. SHRI RAMJIVAN SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) the number of persons run over by the New Delhi-Guwahati Rajdhani Express at Pardarek in Bihar in the second week of January, 2000;

(b) whether any inquiry into the incident has been conducted; and

(c) if so, the outcome and the action taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) Twenty persons were run over (11 killed and 9 injured) by the New Delhi-Guwahati Rajdhani Express at Punarakh station in Bihar on 09.01.2000.

(b) Yes, Sir. An inquiry by a committee of three officers of Junior Administrative Grade has been ordered.

(c) The report is awaited.

[Translation]

**Passenger Tax at Indira Gandhi International Airport**

27. SHRI AMAR ROYPRADHAN:  
KUMARI BHAVANA PUNDLIKRAO GAWALI:  
SHRI SURESH RAMRAO JHADAV:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether a proposal to levy a tax of Rs. 100/- on domestic & international passengers landing at Indira Gandhi Airport (IGI) for the services being provided by Municipal Corporation of Delhi (MCD) is under consideration of the Government;

(b) if so, the details of the services that are being provided to the passengers landing at the airport;

(c) whether such a tax is being charged from passengers after their arrival at the airports of other States for the services being provided by the Corporation of that particular city;

(d) if so, the details thereof; and

(e) if not, what has specifically compelled Delhi Government to levy such a tax and how far it is justified?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) No, Sir.

(b) to (e) Do not arise.

[*English*]

#### **Closing of Railway Lines**

28. SHRI G.J. JAVIYA:  
SHRI ASHOK N. MOHOL:  
SHRI RAMSHETH THAKUR:

Will the Minister of RAILWAYS be pleased to state:

(a) whether some of Railway lines have been closed in the country;

(b) if so, the details of such railway lines closed after independence along with the reasons therefor, zone-wise; and

(c) the plan drawn up by the Government to re-start these railway lines?

THE MINISTER OF STATE IN THE MINISTRY RAILWAYS (SHRI DIGVIJAY SINGH): (a) to (c) There are a large number of uneconomic branch lines on the Railways on which considerable losses in operation and maintenance are being incurred. Based on the recommendations of various Committees, which had studied this problem, the Railways took action to close some of such lines. So far, 21 such lines have been closed. Zone-wise details are given in enclosed Statement.

As these lines have been closed on grounds of being uneconomic and after taking into account all relevant factors, there is no plan to re-start services on them.

#### **Statement**

*The details of zone-wise uneconomic branch lines permanently closed*

S.No.	Section	Railway
1	2	3
1.	Sahebpur-Kamal-Monghyr Ghat	N.E. Rly.
2.	Dudwa-Gauri Phanta	N.E. Rly.

1	2	3
3.	Dudwa-Chandan Chowki	N.E. Rly.
4.	Senchoa-Silghat	N.F. Rly.
5.	Haibargaon-Mairabari	N.F. Rly.
6.	Nidamgalam-Mannargudi	S. Rly.
7.	Morvi-Tankara	W. Rly.
8.	Hadmatiya-Jodiya	W. Rly.
9.	Khambaliya-Salaya	W. Rly.
10.	Than-Chotila	W. Rly.
11.	Ningala-Godhadha Swaminarayan	W. Rly.
12.	Bhavnagar-Mahuva	W. Rly.
13.	Shapur-Sardiya	W. Rly.
14.	Piplod-Devgadh Bariya	W. Rly.
15.	Kunkavav-Bagasara	W. Rly.
16.	Botad-Jasdan	W. Rly.
17.	Chasma-Harij	W. Rly.
18.	Morvi-Ghantila	W. Rly.
19.	Jorawaranagar-Sayala	W. Rly.
20.	Champaner-Pani Mines	W. Rly.
21.	Godhra-Lunawada	W. Rly.

**Ladder at Amritsar Airport**

29. DR. S. VENUGOPAL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Amritsar airport has not the requisite ladder for refuelling Airbuses;

(b) if so, the reasons therefor; and

(c) the steps taken to make the airports self sufficient in respect of such equipments?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) to (c) No Sir. Step Ladders are not required for refuelling of aircraft. Refuelling of aircraft is done with the help of bowsers available with the Oil Companies.

[Translation]

**Districts Linked with State Capitals**

30. SHRI MANOJ SINHA: Will the Minister of RAILWAYS be pleased to state:

(a) the names of the districts, especially in backward areas, linked with the capital of Uttar Pradesh and Madhya Pradesh;

(b) whether the Government propose to link the rest of the districts with the capital of the States;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) to (d) Sir, such information is not maintained by Railways.

[English]

**Storage of Foodgrains by Private Parties**

31. DR. RAJESWARAMMA VUKKALA:  
DR. SUSHIL KUMAR INDORA:  
SHRI SUKDEO PASWAN:

Will the Minister of CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the Government proposed to invite parties for grain storage jobs to streamline the targeted Public Distribution System;

(b) if so, the details thereof and the amount of expenditure being incurred for storage of foodgrains per kg. by the Government and the amount per kg. demanded by the private parties; and

(c) the other steps proposed to eliminate wastage and decay of grains stored in FCI godowns?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI SRIRAM CHAUHAN): (a) and (b) The Government is in the process of formulating a National Policy on Handling, Storage and Transportation of Foodgrains wherein private sector participation would be sought and encouraged for development of infrastructure for integrated bulk handling, storage and transportation of foodgrains in the country.

The Food Corporation of India (FCI) at present pays Rs. 2.10 per bag (95 Kg) of foodgrain per month as storage charges to the Central Warehousing Corporation for storage of its foodgrains.

(c) The proposed Integrated Bulk Handling, Storage and Transportation of foodgrains would minimise the losses.

**Security at Airports**

32. SHRI PRABHAT SAMANTRAY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the suggestions for airport security made by various agencies during the last five years;

(b) whether the Government have implemented any of these suggestions;

(c) if so, the details thereof; and

(d) the steps taken to provide adequate security at each airport?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) to (c) Bureau of Civil Aviation Security (BCAS), lays down the standards of pre-embarkation security and anti-sabotage measures in respect of civil flights in India in consultation with other agencies concerned. The standards laid down by BCAS are followed.

(d) The following steps have been taken to further beef up security at airports in the country:—

(i) Deployment of Sky Marshals on all flights on random basis.

- (ii) Deployment of Central Industrial Security Force (CISF) personnel in place of the State Police for security duties at the domestic operational airports in a phased manner. The CISF has already taken over the security duties at Jaipur, Guwahati, Port Blair and Vadodara airports.
- (iii) Frisking of passengers and hand baggage at the time of entry into sterile area has been tightened. Ladder point secondary frisking has been introduced.
- (iv) Strict control on access to the airports is being ensured by comprehensive review of photo-identity cards to restrict the number of pass holders and banning of entry of the visitors upto 28.2.2000.
- (v) Raising of the perimeter wall to the prescribed height at all the operational airports.
- (vi) Replacement of old X-Ray machines and installation of new colour X-Ray machines wherever necessary so as to ensure that atleast 2 X-Ray machines are available at every point.
- (vii) Modernisation and upgradation of security related technological set up of the airports is being done in a phased manner.

[*Translation*]

**Procurement of "Sindhushastra" Submarine**

33. CH. TEJVEER SINGH: Will the Minister of DEFENCE be pleased to state:

(a) the name of the country from which the submarine "Sindhushastra" is being procured;

(b) the striking range of the above submarine in kilometre alongwith its cost and other specifications; and

(c) the time by which the submarine is likely to be inducted in the naval fleet?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) to (c) The submarine "Sindhushastra" is being procured from Russia and is likely to be inducted in the naval fleet by mid-2000. It will not be in the interest of national security to divulge the details about striking range of the submarine, its cost and other specifications.

[*English*]

**Employment Opportunity under JRY**

34. SHRI HOLKHOMANG HAOKIP:  
DR. BALIRAM:

Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) the details of employment opportunities created under Jawahar Yojana for the benefits of SCs and STs communities in the country, during each of the last three years, State-wise; and

(b) the number of Scheduled Castes and Scheduled Tribes families benefited from this scheme during the above said period, year-wise/State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI SUBHASH MAHARIA): (a) State-wise information about mandays generated during 1996-97, 1997-98 and 1998-99 for SCs and STs communities under Jawahar Rozgar Yojana (JRY) is given in enclosed Statement I, II and III respectively.

(b) The physical performance under JRY are monitored only in terms of mandays generated and not in terms of families.

**Statement I**

*Physical Performance under Jawahar Rozgar Yojana during 1996-97*

(lakh Mandays)

Sl. No.	State/UTs	Sectoral Achievement		
		SC	ST	SC+ST
1	2	3	4	5
1.	Andhra Pradesh	0	0	0
2.	Arunachal Pradesh	0	2.79	2.79

1	2	3	4	5
3.	Assam	16.08	29.05	45.13
4.	Bihar	186.79	96.9	283.69
5.	Goa	0.08	0	0.08
6.	Gujarat	14.61	46.13	60.74
7.	Haryana	7.96	0	7.96
8.	Himachal Pradesh	4.74	1.93	6.67
9.	J&K	0	0	0
10.	Karnataka	69.1	24.25	93.35
11.	Kerala	16.7	2.92	19.62
12.	Madhya Pradesh	92.2	129.63	221.83
13.	Maharashtra	126.99	96.92	223.91
14.	Manipur	0.09	2.64	2.73
15.	Meghalaya	0	6.96	6.96
16.	Mizoram	0	2.46	2.46
17.	Nagaland	0	11.65	11.65
18.	Orissa	96.65	115.09	211.74
19.	Punjab	5.71	0	5.71
20.	Rajasthan	64.02	44.19	108.21
21.	Sikkim	0.51	1.02	1.53

1	2	3	4	5
22.	Tamil Nadu	260.58	15.41	275.99
23.	Tripura	2.11	5.19	7.3
24.	Uttar Pradesh	347.66	7.23	354.89
25.	West Bengal	67.67	23.32	90.99
26.	A & N Islands	0	0.48	0.48
27.	D & N Haveli	Neg.	1.02	1.02
28.	Daman & Diu	0.03	0.29	0.32
29.	Lakshadweep	0	0.88	0.88
30.	Pondicherry	1.35	0	1.35
Total		1381.63	668.35	2049.98

**Statement II***Physical Performance under Jawahar Rozgar Yojana during 1997-98**(lakh Mandays)*

Sl. No.	State/UTs	Sectoral Achievement		
		SC	ST	SC+ST
1	2	3	4	5
1.	Andhra Pradesh	95.65	45.09	140.74
2.	Arunachal Pradesh	0	2.88	2.88
3.	Assam	18.63	31.99	50.62
4.	Bihar	212.91	113.87	326.78

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1	2	3	4	5
5.	Goa	0	0	0
6.	Gujarat	14.91	39.43	54.34
7.	Haryana	9.61	0	9.61
8.	Himachal Pradesh	4.25	2.04	6.29
9.	J&K	0	0	0
10.	Karnataka	73.86	28.79	102.64
11.	Kerala	13.84	2.22	16.06
12.	Madhya Pradesh	87.88	134.55	222.43
13.	Maharashtra	142.19	114.48	256.67
14.	Manipur	0.15	1.6	1.75
15.	Meghalaya	0	4.54	4.54
16.	Mizoram	0	1.91	1.91
17.	Nagaland	0	9.21	9.21
18.	Orissa	92.47	111.72	204.19
19.	Punjab	9.73	0	9.73
20.	Rajasthan	71.61	56.19	127.8
21.	Sikkim	0.68	1.12	1.8
22.	Tamil Nadu	191.17	8.92	200.09

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1	2	3	4	5
23.	Tripura	1.78	3.19	4.97
24.	Uttar Pradesh	296.54	5.32	301.86
25.	West Bengal	62.77	20.72	83.49
26.	A & N Islands	0	0.08	0.08
27.	D & N Haveli	0	0.86	0.86
28.	Daman & Diu	0.05	0.35	0.4
29.	Lakshadweep	0	1.46	1.46
30.	Pondicherry	0.28	0	0.28
Total		1400.95	742.53	2143.48

**Statement III***Physical Performance under JRY during 1998-99*

(lakh Mandays)

Sl. No.	State/UTs	Sectoral Achievement		
		SC	ST	SC+ST
1	2	3	4	5
1.	Andhra Pradesh	66.47	27.15	93.62
2.	Arunachal Pradesh	0.00	3.96	3.96
3.	Assam	35.91	66.83	102.74
4.	Bihar	233.49	112.85	346.34

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1	2	3	4	5
5.	Goa	0.00	0.00	0.00
6.	Gujarat	10.41	28.18	38.59
7.	Haryana	14.18	0.00	14.18
8.	Himachal Pradesh	6.92	2.03	8.95
9.	J&K	0.00	0.00	0.00
10.	Karnataka	61.89	27.07	88.96
11.	Kerala	11.00	1.30	12.30
12.	Madhya Pradesh	76.97	127.92	204.89
13.	Maharashtra	109.47	96.65	206.12
14.	Manipur	0.19	3.67	3.86
15.	Meghalaya	0.25	5.66	5.91
16.	Mizoram	0.00	4.36	4.36
17.	Nagaland	0.00	23.73	23.73
18.	Orissa	89.54	107.00	196.54
19.	Punjab	10.27	0.00	10.27
20.	Rajasthan	52.69	39.42	92.11

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1	2	3	4	5
21.	Sikkim	1.38	2.40	3.78
22.	Tamil Nadu	137.18	6.40	143.58
23.	Tripura	8.76	17.00	25.76
24.	Uttar Pradesh	365.08	6.82	371.90
25.	West Bengal	52.71	16.33	69.04
26.	A & N Islands	0.00	0.10	0.10
27.	D & N Haveli	0.00	0.67	0.67
28.	Daman & Diu	0.30	0.40	0.70
29.	Lakshadweep	0.42	0.00	0.42
30.	Pondicherry	0.01	0.00	0.01
Total		1345.49	727.90	2073.39

Sector-wise achievement have not been reported by J&K.

**Proposal of Indian Airlines for  
New Foreign Routes**

35. SHRI RAVINDRA KUMAR PANDEY:  
SHRI SHIVRAJ SINGH CHOUHAN:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Indian Airlines is proposing to add new foreign destinations and strengthen the existing destinations;

(b) if so, the details thereof;

(c) whether the existing Indian Airlines routes to foreign neighbouring countries are incurring losses;

(d) if so, the details thereof; and

(e) the steps taken to make them viable?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) and (b) Yes, Sir. Indian Airlines has plans to strengthen its operations on the international network subject to induction of suitable aircraft capacity.

(c) No, Sir.

(d) and (e) Do not arise.

[Translation]

**Local MP as Chairman of DRDA**

36. SHRI PUNNU LAL MOHALE:  
SHRI P.R. KHUNTE:

Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether the Government propose to nominate local Member of Parliament as Chairman of District Rural Development Agency (D.R.D.A.); and

(b) if so, the details thereof?

THE MINISTER OF RURAL DEVELOPMENT (SHRI SUNDAR LAL PATWA): (a) and (b) The question of affording an enhanced role to local Members of Parliament in the functioning of the District Rural Development Agencies (D.R.D.As) is under active consideration.

**Modernisation of Rail Telecom Network**

37. SHRI ASHOK N. MOHOL:  
SHRI RAMSHETH THAKUR:

Will the Minister of RAILWAY be pleased to state:

(a) whether the Government have cancelled the contracts awarded to RITES and IRCON for modernisation of rail telecom network;

(b) whether the Government have decided to award this contract to the private companies;

(c) if so, the reasons therefor; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) IRCON & RITES were not awarded any contract for modernisation of rail telecom network. However, agreements were signed with IRCON and RITES for establishing optical fibre cable on Delhi-Jaipur-Ahmedabad-Mumbai and Mumbai-Pune-Chennai routes respectively. Since the scheme covered only these two railway routes, it is being broadbased to cover more railway routes serving urban, rural and hilly areas, villages etc. with a view to achieve overall development of all regions.

(b) No, Sir.

(c) Does not arise.

(d) A comprehensive scheme to facilitate provision of telecom infrastructure both for urban as well as rural & hilly areas served by the railways is under formulation. Efforts are being made to finalise and implement the same early.

**Crash of IAF Aircrafts**

38. SHRI BHIM DAHAL:  
SHRI NARESH PUGLIA:  
DR. RAMESH CHAND TOMAR:  
SHRI HARIBHAU SHANKAR MAHALE:  
DR. C. KRISHNAN:  
SHRI VAIKO:  
SHRI SURESH CHANDEL:

Will the Minister of DEFENCE be pleased to state:

(a) the details of IAF Aircrafts crushed during 1999 and in January-February, 2000, date-wise and place-wise along with the cause of accidents separately;

(b) the details of crew members and civilians killed therein, accident-wise and amount of compensation paid to them;

(c) the quantum of losses sustained due to damage of planes and other properties, accident-wise;

(d) the outcome of each of the enquiry conducted, if any, and the follow-up action taken thereon; and

(e) the measures being taken to minimise the rate of Air crash?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) to (c) A statement regarding the details of IAF aircrafts which crashed during 1999 and till 15.2.2000, date-wise, place-wise, along with the cause of accidents, and details of crew members and civilians killed therein, amount of compensation paid to civilians, quantum of loss of service properties and other properties accident-wise is enclosed. As for the crew members killed in the accidents, compensation is paid as per existing service rules.

(d) After each accident, a Court of Inquiry is conducted to find the reasons for the accident and to suggest remedial action. Necessary remedial measures are implemented to prevent recurrence of such accidents.

(e) A High Powered Committee on Fighter Aircraft Accidents (COFAA) was constituted under the chairmanship of Scientific Adviser to Raksha Mantri to analyse the causes of the accidents which submitted its report in September,

1997. It has made certain recommendations to minimise the accident rate. Implementation of these recommendations involves changes in organisational structure, procedures, training, design, technology etc.

Necessary instructions have been issued to the agencies/ Departments concerned to take suitable action on the recommendations of the Committee. About 55 out of 84 recommendations have been implemented so far.

**Statement**

Sl. No.	Date	Place	Cause factor	No. of crew members killed	No. of civilians killed	Compensation paid to civilians killed (In Rupees)	Loss of Property (Rs. in Lakhs) As per provisional loss statement	
							Service	Civilians
1	2	3	4	5	6	7	8	9
<b>1999</b>								
1.	2.2.99	Near Halwara	HE (A)	—	—	—	540.06	0.05
2.	16.2.99	Pune Airfield	HE (A)	—	—	—	4113.10	—
3.	7.3.99	Palam airfield	HE (A)	04+14 AF passengers on board	03	1.24 lakhs	475.39	9.04
4.	15.3.99	Chabua Airfield	TD	—	—	—	175.60	—
5.	16.3.99	Nalia Airfield	HE (A)	01	—	—	325.70	—
6.	26.3.99	Halwara Airfield	TD	01	—	—	540.87	0.21
7.	26.3.99	Suratgarh local flying area	HE (A)	01	—	—	333.40	0.64
8.	7.4.99	Amritsar airfield	BS	—	—	—	441.10	—
9.	13.4.99	Near Sirsa airfield	TD	—	02	Under process	159.94	—
10.	10.5.99	Near Dundigal	TD	01	—	—	118.22	—
11.	13.5.99	Nal Airfield	TD	—	—	—	146.15	—
12.	17.6.99	Near Tezpur airfield	HE (A)	01	—	—	144.15	—
13.	19.6.99	Giri Ram ki Dhani 'NE' of Uttarlai airfield	BS	01	—	—	102.10	—
14.	23.6.99	Pathankot airfield	HE (A)	01	—	—	334.09	8.35

1	2	3	4	5	6	7	8	9
15.	30.6.99	Near Ambala airfield	HE (A)	—	—	—	9400.85	—
16.	02.7.99	Jaisalmer Airfield	HE (A)	01	—	—	1585.27	—
17.	04.8.99	Kurgiakh village	TD	02	—	—	468.80	—
18.	06.8.99	Near Chandigarh airfield	HE (A)	01	—	—	9208.68	—
19.	18.8.99	Srinagar airfield	HE (A)	01	—	—	1017.49	—
20.	13.9.99	Near Uttarlai Airfield	TD	—	—	—	332.45	—
21.	14.9.99	Near Udampur airfield	HE (A)	01	—	—	1001.48	—
22.	20.9.99	Near Gorakhpur airfield	HE (A)	—	—	—	640.52	3.21
23.	01.10.99	Bidar local flying area	TD	—	—	—	111.83	—
24.	14.10.99	Hakimpet local flying area	UR	01	—	—	106.70	0.16
25.	**4.11.99	Near Tezpur airfield	TD	—	—	—	NA	—
26.	8.11.99	Near Gorakhpur airfield	HE (A)	—	—	—	6306.31	0.27
27.	3.12.99	Chandigarh airfield	TD	01	—	—	260.69	0.031
28.	14.12.99	Jodhpur	TD	—	—	—	2178.30	0.070
29.	**15.12.99	Tezpur airfield	TD	—	—	—	NA	—
<b>2000</b>								
1.	10.1.2000	Jodhpur	HE (A)	01	—	—	2226.94	—

Note: TD — Technical Defect  
 HE(A) — Human Error (Aircraft)  
 BS — Bird Strike  
 UR — unresolved

\*\*Provisional cost of damage in two accidents are not available (NA) as court of inquiries are yet to be completed.

**Priorities of Railways**

39. SHRI THIRUNAVUKARASU: Will the Minister of RAILWAYS be pleased to state the priorities before the Railways for the next decade from the safety point of view?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): Railway accords highest priority to safety in train operation. Safety is an ongoing and continuous process. The Railway Safety Review Committee set up under the chairmanship of Justice H.R. Khanna, a Retd. Judge of Supreme Court, has submitted Part-I of their Report. Part-II of the Report is yet to be received. In Part-I of the Report, the committee has made 150 recommendations.

These recommendations are under examination of the Government. The accepted recommendations will be the guiding factor to adopt a long term (10 year Safety Plan) depending upon the availability of resources.

**Contract Labour at Airports**

40. SHRI NARESH PUGLIA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether contract labourers are being engaged at various airports in the country to carry out various duties such as loader, liftmen, bird pager, safai karmachari, security guard, maintenance, computer operator etc.;

(b) if so, the number of contract labourers at each airport in the country;

(c) whether their character and police verification is conducted before engaging them;

(d) if not, the reasons therefor; and

(e) the steps being taken in the matter for ensuring security at the airports?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) and (b) The contract labour in various areas of work is engaged against intermittent requirements existing at a particular airport. Hence, the number of contract labour engaged varies on day to day basis and there is no fixed number of contract labour.

(c) to (e) The contract labour required to work in the premises of the airport are issued photo identity cards or entry permits after verification and in consultation with the Bureau of Civil Aviation Security.

**Nedumbassery Airport**

41. SHRI K. MURALEEDHARAN:  
SHRI KODIKUNNIL SURESH:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government have decided to announce the Nedumbassery Airport as an International Airport;

(b) if so, the details thereof; and

(c) the time by which an announcement is likely to be made?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) No, Sir.

(b) and (c) Do not arise.

**Outstanding Dues against Railways**

42. SHRI ANANT GANGARAM GEETE:  
SHRI RAJO SINGH:

Will the Minister of RAILWAYS be pleased to state:

(a) the outstanding amount payable to some State Governments by Railways on account of expenditure incurred on the Government Railway Police as on date, State-wise;

(b) the reasons for not making payment so far; and

(c) the time by which full payment is likely to be made?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) The outstanding amount payable to State Governments by Railways on account of expenditure incurred on the Government Railway Police as on 31.1.2000 is as under:—

(Figure in crore of Rs.)

State	Outstanding as on 31.1.2000
1	2
Andhra Pradesh	2.61
Bihar	3.46

1	2
Gujarat	2.98
Haryana	0.37
Karnataka	5.57
Kerala	0.25
Maharashtra	25.69
Madhya Pradesh	11.37
Orissa.	9.96
Rajasthan	1.27
Tamil Nadu	8.80
Uttar Pradesh	2.05
West Bengal	11.13
<b>Total:</b>	<b>85.51</b>

(b) The outstanding is mainly on account of non submission of Audit Certificates by the State Governments.

(c) Railways have standing instructions to promptly liquidate all claims which are in order and accompanied by the requisite AG's certificates.

#### **Operation of Flights at Salem Airport**

43. SHRI T.M. SELVAGANPATHI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the airport at Salem (Tamil Nadu) has not been in operation for arrival and departure of domestic passengers for the last several years;

(b) if so, the reasons therefor; and

(c) the steps proposed to be taken by the Government to revive the operation at Salem Airport?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) to (c) Passenger and aircraft operation facilities are available at Salem Airport, but no airline is currently operating to/from Salem.

#### **Development of Kapilas as Tourist Place**

44. SHRI K.P. SINGH DEO: Will the Minister of TOURISM be pleased to state:

(a) whether the Government are aware that 'Kapilas' - having scenic hill range and seven major peaks - situated at north-east of Dhenkanal, Orissa is a major attraction for devotees because of famous 'Lord Chandrasekhara' temple which is considered one of the 'Pitas' of Orissa;

(b) whether to attract other than devotees a Deer Park, Science Centre and an Inn were set up;

(c) if so, whether Government is considering any special plan to develop 'Kapilas' as one of the major tourist paradise in Orissa by providing additional facilities for devotees, broadening the temple road and security aspect;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRI ANANTH KUMAR): (a) to (e) Identification and development of tourist spots is primarily undertaken by the State Governments. However, Ministry of Tourism, Government of India extends financial assistance to the State Government/Union Territory Governments for tourism projects in consultation with State Governments.

In 1996-97, the Ministry sanctioned an amount of Rs. 18.00 lakhs for the construction of Tourist Complex at Kapilas.

#### **Construction of Godowns**

45. SHRI P. MOHAN: Will the Minister of CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether any steps have been taken by the Government to construct an already approved FCI godown with a capacity of 25,000 metric tonnes, adjacent to railway siding in Madurai which was included in the 1998-99 annual plan;



(b) if so, the details thereof; and

(c) if not, the reasons therefor and the time by which the construction work of the godown is likely to be started?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI SRIRAM CHAUHAN): (a) to (c) The construction of 25000 MT capacity godown at Villangudi near Madurai was approved by the Board of Directors of the Food Corporation of India during June, 1996. The construction of 5000 MT capacity godown at this centre was initially included in the Annual Plan 1998-99 of FCI. However, on review by the Board of Directors of FCI in January, 1999 the Centre at Villangudi was dropped in view of adequate storage capacity already available with the Central Warehousing Corporation in the Madurai Region.

#### **Auction of Foodgrains**

46. SHRI SHRIPRAKASH JAISWAL: Will the Minister of CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the Government auctioned the foodgrains stored in the godowns of F.C.I. to private bidders during the last three years;

(b) if so, the details thereof;

(c) the criteria fixed for such auctions;

(d) whether the foodgrain is also sold by fixing up some sale price; and

(e) if so, the prices fixed for wheat and rice this year?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI SRIRAM CHAUHAN): (a) Yes Sir. Food Corporation of India sells foodgrains not fit for issue under Public Distribution System (PDS) through open tender in which private bidders can also participate.

(b) The following quantity of rice (D Category more than two years old) have been liquidated during the

last three years:—

S.No.	Year	Qty. sold (in Lakh M.T.) (Provisional)
1.	1996-97	4.51
2.	1997-98	0.13
3.	1998-99	1.32
4.	1999-2000 (upto January, 2000)	0.67

(c) D Category rice, which is not issuable under PDS is sold through tender.

(d) and (e) FCI also sells surplus foodgrains under Open Market Sales Scheme (Domestic) at pre-fixed prices. At present only wheat is being sold under the open Market Sales Scheme (Domestic) by FCI at the prices given as under:

North Zone	Rs. 688/-
South Zone	Rs. 705/-
West Zone	Rs. 697/-
East Zone	Rs. 699/-

The D Category rice which is not issuable under PDS is sold through tender.

#### **Aircraft on Lease by Indian Airlines**

47. SHRI A. BRAHMANAIAH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Indian Airlines has replaced all the Boeing 737 and Airbus 300 planes;

(b) if so, whether any cost-benefit analysis was done in advance;

(c) if so, the details thereof;

(d) whether there is a plan to replace the existing aircraft;

(e) if so, the details thereof;

(f) whether there is an option to take aircraft on lease by Indian airlines rather than go in for outright purchase of new aircraft; and

(g) if so, the reasons for not exercising this less costly option?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) No, Sir.

(b) and (c) Do not arise.

(d) and (e) A techno-economic evaluation study to replace the ageing fleet of B-737 and A-300 aircraft in Indian Airlines is currently underway.

(f) and (g) Indian Airlines propose to acquire aircraft both on lease and purchase basis for meeting the future requirements.

[Translation]

#### Buffer Stock of Foodgrains

48. DR. SUSHIL KUMAR INDORA:  
SHRI SUKDEO PASWAN:

Will the Minister of CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state the quantity and rates at which wheat and rice were sold in the domestic and foreign market during 1999-2000?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI SRIRAM CHAUHAN): During the year 1999-2000, (upto December, 1999) the offtake of wheat and rice under Public Distribution System (PDS), Open Market Sale Scheme (Domestic) and other welfare schemes is as under:—

(In lakh tones)

Scheme	Offtake of wheat	Offtake of rice
P.D.S.	39.93	83.65
O.M.S.S. (D)	17.02	1.06
Other welfare schemes	2.96	7.14

Central Issue Prices of wheat and rice are as follows:

Wheat	Rate effective from		
	Rice	Common	Grade-A
For families above poverty line	Rs. 682/- per qtl.		1.4.1999
For families below poverty line	Rs. 250/- per qtl.		1.6.1997
For families above poverty line	—	Rs. 905/- per qtl.	29.01.99
For families above poverty line applicable to J&K, H.P., N.E. States, Sikkim and hilly areas of U.P.	Rs. 700/- per qtl.		29.01.99
For families below poverty line	Rs. 350/- per qtl.	Rs. 350/- per qtl.	01.06.97

A quantity of 25.61 lakh tonnes (Provisional) of wheat has been sold from April, 1999 to January, 2000 under Open Market Sales Scheme (Domestic) at the rates given as under:

Period	North Zone	South Zone	West Zone	East Zone
03.02.99 to 15.04.99	Rs. 653/- per qtl.	Rs. 724/- per qtl.	Rs. 697/- per qtl.	Rs. 716/- per qtl.
16.04.99 to 13.05.99	Rs. 690/- per qtl.	Rs. 747/- per qtl.	Rs. 725/- per qtl.	Rs. 748/- per qtl.
14.05.99 to 02.12.99	Rs. 690/- per qtl.	Rs. 747/- per qtl.	Rs. 725/- per qtl.	Rs. 748/- per qtl.
03.12.99 till date	Rs. 688/- per qtl.	Rs. 705/- per qtl.	Rs. 697/- per qtl.	Rs. 699/- per qtl.

\*The State of M.P. has been placed under West Zone w.e.f. 04.08.99.

No rice is being sold in the domestic market under open market sale scheme. However, some quantity of rice not issuable under PDS has been sold by calling tenders. As regards sale in the foreign market during 1999-2000, no rice has been sold in the foreign market by the FCI. However, a quantity of 50,000 M.T. of wheat is to be exported to Government of Nepal ex-FCI godowns in U.P. and Bihar at open sale rate applicable at the time of delivery. A contract has been executed on 31.12.1999 with M/s. Salt Trading Corporation, Kathmandu, Nepal, the authorised nominee of Government of Nepal, for lifting wheat between December '99 to March, 2000. Against this contract, a quantity of 759 M.Ts has been lifted upto 16.02.2000.

A quantity of 12,300 MTs of wheat and 10,640 MTs of rice has also been sold to Government of Bhutan at APL rates from April, 1999 to January, 2000.

#### **Creation of new Railway Zones/Divisions**

49. SHRI NEPAL CHANDRA DAS:  
SHRI T. GOVINDAN:  
SHRI PON RADHAKRISHNAN:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have received some requests/representations for creation of new Railway divisions in the country particularly at Badarpur in Assam, Nagercoil in Tamil Nadu and in Kerala;

(b) if so, the details thereof;

(c) the steps taken by the Government in this regard;

(d) the present status alongwith jurisdiction of newly created divisions/zones and expenditure incurred thereon so far Division/Zone-wise; and

(e) the time by which these are to be made functional?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) and (b) Yes, Sir. Some requests/representations have been received for creation of a new division at Badarpur in Assam.

(c) The proposal was examined and has not been found operationally feasible.

(d) The new zones/divisions are being set up in a phased manner. The territorial jurisdiction of East Central Railway, Hajipur and North Western Railway, Jaipur and 8 new divisions have been finalised. Part estimates have

already been sanctioned to enable taking up of the preliminary activities connected with setting up of new zones and divisions. These activities include, land acquisition, offices, a few staff quarters, communication facilities and other infrastructural requirements. Certain activities of one/two divisions each have been taken over by the administration of new zones. An expenditure of Rs. 9.66 crores on new divisions and Rs. 61 crores on new zones has been incurred till 31.3.1999. Further allotments are being made as per requirements based on phased planning.

(e) The new zones will be developed in a phased manner.

#### **Rehabilitation of Wards of Kargil Martyrs**

50. SHRI BRIJLAL KHABRI:  
SHRI CHINMAYANAND SWAMI:  
SHRI SAHIB SINGH:  
SHRI R.S. PATIL:

Will the Minister of DEFENCE be pleased to state:

(a) the number of cases in which dependents of Kargil Martyrs have since received the prescribed financial assistance and other facilities declared by the Government;

(b) the number of cases in which the assistance is yet to be provided alongwith the reasons for delay; and

(c) the time by which the remaining dependents are likely to be provided with the financial assistance and other facilities in this regard?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) to (c) Families of all Kargil martyrs have been given the financial and other benefits they are entitled to, on completion of necessary formalities.

[English]

#### **Amount outstanding against Government Agencies and others**

51. SHRI A. VENKATESH NAIK:  
SHRI RAMSHETH THAKUR:

Will the Minister of TOURISM be pleased to refer to the reply given to USQ No. 3732 on 23.12.1999 regarding amount outstanding against politicians and political parties and state:

(a) the number of cases in which the amount has been recovered;

(b) the reasons for non-recovery of amount from the remaining persons; and

(c) the names of Government agencies, politicians and others which further added to this outstanding?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRI ANANTH KUMAR): (a) Outstanding dues have been received in respect of 4 cases of politicians and political parties.

(b) Recovery of outstanding dues is an ongoing process. Despite efforts made by the company several parties have not paid up their dues.

(c) As on 31.1.2000, the outstanding is to the tune of approximately Rs. 50.45 crores from various agencies including Government agencies, politicians, political parties and others.

#### **Purchase of Aircraft**

52. SHRI AJOY CHAKRABORTY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government had decided to inject fresh capital of Rs. 125 crore and provide Rs. 325 crore as margin money for the aircraft purchase programme of the Indian Airlines; and

(b) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) and (b) Government has decided on equity infusion of Rs. 325 crore to Indian Airlines in the form of margin money towards purchase/replacement of aircraft.

[Translation]

#### **Stoppage of Train Service between India-Pakistan**

53. DR. ASHOK PATEL:  
SHRI RAMPAL SINGH:

Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to discontinue the Samjhauta Express train plying between India and Pakistan;

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

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) No, Sir.

(b) and (c) Do not arise.

[English]

#### **Opening of Manned Level Crossing**

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

(a) whether the Government have received representations regarding opening of manned Railway Level Crossing at KM 4 from Baitu towards Bhimralai Railway Station in Barmer district of Rajasthan; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) and (b) Yes, Sir. A request was received for construction of a new manned Level Crossing at Kms. 784/-11-12 between Baitu and Bhimralai Railway Stations. As per extant rules, this Level Crossing can be provided on 'deposit' terms, if a proposal is sponsored by the State Government/Local body agreeing to bear all the costs i.e. initial capital as well as annual recurring maintenance and operational charges. No such proposal has yet been received by the Railway either from the State Government or from the Local body.

[Translation]

#### **Permission for taking Passengers from London**

55. SHRI MANIKRAO HQDLYA GAVIT: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether attention of the Government has been drawn to the newsitem captioned "Bharatiya Vimaano Ko London Se Sawari Lene Ki Anumati" appearing in the *Navbharat Times* dated February 5, 2000;

(b) if so, the details thereof; and

(c) the extent to which it will be beneficial for the country?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) Yes, Sir.

(b) During the bilateral Civil Aviation talks held on February 1-2, 2000 an agreement has been reached with

the Government of UK to remove the existing restrictions on Air India for exercise of traffic rights between London and points in USA and Canada on their transit flights through London.

(c) The agreement will enable Air India to rationalise its trans Atlantic operations.

[English]

#### **Functioning of Mumbai Vikas Corporation**

56. SHRI KIRIT SOMAIYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the formalities to start the functioning of Mumbai Railway Vikas Corporation has been completed;

(b) if so, the reasons for delay in functioning of MRVC;

(c) whether the World Bank has agreed to finance the Mumbai Urban Transport Project-II;

(d) if so, the details thereof;

(e) the time by which actual functioning of MRVC and MUTP II are likely to be started;

(f) whether the Union Government had made provisions for contributions in MRVC and MUTP in the Budget; and

(g) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) Yes, Sir.

(b) Does not arise.

(c) and (d) Ministry of Railways and Government of Maharashtra have agreed to approach the World Bank jointly for funding of the MUTP Projects. Discussions are presently underway in this regard. A World Bank mission had visited India in July, 1999 and held wide ranging discussions with Officials of Indian Railways and Government of Maharashtra. Subsequently, projects to be executed have been identified. These will be taken up in two phases. Phase I includes:—

1. Santa Cruz-Borivali 5th line.
2. Kurla Thane 5th and 6th line.
3. Borivali-Bhayander quadrupling
4. Bhayander-Virar quadrupling

5. Western Railway Optimisation
6. Central Railway Optimisation
7. DC to AC conversion
8. EMU remanufacturing

Phase II projects are as under:—

1. 5th line Kurla-CST
2. 6th line Borivali-Santacruz
3. 12th car local line on Western Railway
4. Harbour line optimisation
5. 12 car local line on Central Railway
6. New East West line

Execution of projects in Phase I and Phase II will overlap. Rehabilitation and Resettlement (R&R) of Project Affected Persons(PAP) will form a part of both the phases.

The next World Bank Mission is expected in April, 2000.

(e) MRVC has already been registered as a Govt. company with the Registrar of Companies. Functioning of MRVC will start immediately after appointment of the Board of Directors for which action is on hand. Some of the rail projects identified under MUTP (II) are already under execution.

(f) and (g) Provision for Rs. 15.00 crores for MRVC has been made in the budget for 1999-2000 towards the contribution of Ministry of Railways. The following MUTP works (along with the budget provisions for 1999-2000) are in progress:

- (i) Kurla-Thane phase I (Rs. 25 crs)
- (ii) Kurla-Thane phase II (Rs. 15 crs)
- (iii) 5th line Santacruz-Borivali (Rs. 20 crs)
- (iv) Borivali-Virar quadrupling (Rs. 40 crs)

#### **Life Span of Coaches**

57. SHRI CHANDRAKANT KHAIRE: Will the Minister of RAILWAYS be pleased to state:

(a) whether the CAG has made adverse remarks on the large number of railway coaches falling sick;

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

(c) the action taken against the coach factories who have been supplying the badly manufactured rail coaches;

(d) whether large number of coaches fall sick within three months of overhauling;

(e) if so, the reasons therefor; and

(f) the steps taken to improve workmanship and ensure longevity of coaches?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) Yes, Sir.

(b) The Government have already submitted a reply to the CAG to dispel the doubts raised in the report about the quality of maintenance of coaches. Notwithstanding the fact that the current coach technology is of early fifties and is maintenance intensive; the ineffective coaches, which are not available for running, have been kept well below the permissible norm of 10% thereby ensuring better than 90% availability throughout.

The Coach reliability has also improved during recent years through various actions of system improvement. The parameter of "Coaches marked sick within 100 days of overhaul" was added to the reliability-monitoring scheme in the year 1996-97 and this parameter has shown reduction of about 11% over the last 3 years. There has been a reduction of 54.5% in en-route coach detachment and 48% in secondary coach detachments in the last 4 years.

(c) Action is taken regularly to improve the areas of weaknesses revealed in the analysis at both manufacturing and repairs facilities. These actions have resulted in significant improvements.

(d) and (e) 'Sick' marking of coaches is normal part of maintenance to ensure that coaches with defects or deficiencies arising out of wear and tear, ill use, vandalism, material failures or poor workmanship are not attached to any running train. The word 'Sick' is used in reference to Railway coaches to describe any coach, which needs to be detached from any train/rake during maintenance for attention at coach repair depot called 'Sickline'.

The parameter of 'Coaches marked sick within 100 days of overhauling' was adopted as an aid to monitor

relative quality of work at different workshops. Steady improvement in these parameters over last 3 years indicates that this management strategy has provided useful.

(f) Some of the salient measures which have been taken by Railways for improvement in workmanship and longevity of coaches are as under:

- (i) ISO certification of coach Production Units and important Periodic Overhauling Workshops.
- (ii) Quality audits of Periodic Overhauling Workshops and Maintenance Depots.
- (iii) Strict control on the quality of output from Coach Periodic Overhauling Workshops through the system of Neutral Examiners.
- (iv) Review and improvements of existing coach maintenance infrastructure and provision of new facilities for additional trains.
- (v) Design improvements and introduction of better material to improve reliability of coaches like Bogie mounted brakes, Composite brake blocks, High capacity couplings etc.
- (vi) Broad band analysis of reliability parameters to identify weak systems, depots, workshops, direct efforts and resources to eliminate the same.
- (vii) Besides the above improvements in existing coaches and maintenance system, the Railways are also in the midst of Coach Technology Upgradation through induction of State-of-Art coaches and transfer of technology of their design and manufacture.

**Development of Proper Hand-Gloves by D.R.D.O. for Troops at Glaciers**

58. SHRI CHADA SURESH REDDY:  
SHRI B.N. REDDY:

Will the Minister of DEFENCE be pleased to state:

(a) whether the Defence Research and Development Organisation had promised to make proper hand-gloves for troops stationed on the Glaciers;

(b) if so, whether such hand-gloves were provided to the troops in Kargil; and

(c) if not, the reasons therefor and the efforts being made to ensure that proper hand-gloves are provided to the soldiers exposed to frostbites at Glaciers?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) Defence Research and Development Organisation (DRDO) had developed Gloves Glacier as per requirement projected by the users & were accepted for introduction into Service. However, subsequently the users suggested certain improvements to provide better protection in extreme cold conditions. The improved Gloves Glacier is in an advanced stage of development.

(b) Gloves Glacier development by DRDO together with some additional protection, were provided to troops at Kargil.

(c) Does not arise.

#### **Pending Power Generation Projects**

59. SHRI P.C. THOMAS: Will the Minister of NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether service projects using wind energy for power generation in Kerala and Tamil Nadu are pending clearance;

(b) if so, the details thereof; and

(c) the action proposed to be taken in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES (SHRI M. KANNAPPAN): (a) to (c) Wind power projects are generally taken up as demonstration projects by the Government, or as commercial projects through private investments. A total wind power capacity of 1080 MW has so far been installed in the country; 55 MW capacity is from demonstration projects; and balance 1025 MW from commercial projects.

No proposal for demonstration projects from Tamil Nadu is pending for clearance. However, a proposal for a 2 MW demonstration wind power project at Ramkalmedu in Kerala was received in the Ministry. The Ministry is awaiting further information from the State Government about power evacuation facilities, cost sharing by the State Government, and announcement of a State Policy for private sector participation.

[*Translaticn*]

#### **Migration of Persons from Uttar Pradesh and Bihar**

60. SHRI JAGDAMBI PRASAD YADAV:  
SHRIMATI SHYAMA SINGH:

Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether due to unemployment the migration from villages to cities has been taking place and the number of Jhuggi Jhoanparies has been increasing in the cities;

(b) if so, whether the people from Bihar and Eastern Uttar Pradesh are migrating to cities like Delhi and Calcutta;

(c) if so, whether the Government propose to formulate any scheme to check this migration; and

(d) if so, the details thereof?

THE MINISTER OF RURAL DEVELOPMENT (SHRI SUNDAR LAL PATWA): (a) to (d) Non-availability of adequate employment opportunities in the villages is one of the factor influencing migration to urban areas. The Ministry of Rural Development is implementing three employment generation programmes namely, Jawahar Gram Samridhi Yojana (JGSY), Employment Assurance Scheme (EAS) and Swarnjayanti Gram Swarozgar Yojana (SGSY) for creating additional employment opportunities in rural areas all over the country including Bihar and Uttar Pradesh. In particular, Employment Assurance Scheme is specially designed to create additional wage employment opportunities during the period of acute shortage of wage employment through manual work for the rural poor living below the poverty line.

[*English*]

#### **Consumer Courts at District Level**

61. SHRI PRAKASH YASHWANT AMBEDKAR: Will the Minister of CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether Consumer Courts have been established in all districts in the country;

(b) if not, the reasons therefor;

(c) whether voluntary organisation forming consumer forum are financially assisted; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI V. SREENIVASA PRASAD): (a) and (b) Yes, Sir. Consumer Disputes Redressal Forums have been established in all the districts as reported by the State Governments except in newly created districts.

(c) and (d) Voluntary consumer organizations are assisted in suitable cases for welfare of the consumers and strengthening the voluntary consumer movement in the country.

#### **Use of Solar Water Heating Mandatory**

62. SHRI C.K. JAFFER SHARIEF: Will the Minister of NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether the Government are considering to make use of solar water heating mandatory in residential and Hotel buildings above a certain size;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES (SHRI M. KANNAPPAN): (a) and (b) In April 1994, the Ministry of Urban Development requested the Governments of States and Union Territories to consider issuing suitable directives to the local bodies under their control for modifying the building bye-laws with a view to making the installation of solar water heating systems mandatory in hotels and hospitals in the commercial sector. In order to assist the local bodies to amend their building bye-laws, a model regulation/bye-law has been drafted and sent by the Department of Urban Development, Ministry of Urban Affairs & Employment in April 1999 to all State and Union Territory Governments for circulation to urban local bodies. The model regulation/bye-law, when incorporated by the local bodies in their existing building bye-law, will make it mandatory for the following categories of buildings to have solar assisted water heating systems:

- (i) Hospitals & Nursing Homes.
- (ii) Hotels, Lodges and Guest Houses.

(iii) Hostels of Schools, Colleges and Training Centres.

(iv) Barracks of armed forces, paramilitary forces and police.

(v) Individual Residential Buildings having more than 150 sq. mt. plinth area.

(vi) Functional Buildings of Railway Stations and Air Ports like waiting rooms, retiring rooms, rest rooms, inspection bungalows and catering units.

(vii) Community Centres, Banquet Halls, Barat Ghars, Kalyan mandaps and buildings for similar use.

Meanwhile, the Governments of Andhra Pradesh, Haryana, Himachal Pradesh, Madhya Pradesh, Punjab, Rajasthan and the Union Territory of Dadra and Nagar Haveli have made installation of solar water heaters mandatory in functional buildings in the State sector.

(c) Does not arise.

[Translation]

#### **Night Landing Facility at Ranchi Airport**

63. SHRI RAM TAHAL CHAUDHARY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether night landing facilities are not available at Ranchi Airport and the planes have to land at Calcutta Airport; and

(b) if so, the efforts made by the Government to provide night landing facility at Ranchi Airport?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) and (b) Night landing facilities are available at Ranchi airport.

#### **Flight on Allahabad-Delhi Sector**

64. SHRI DHARAM RAJ SINGH PATEL: Will the Minister of CIVIL AVIATION be pleased to state:



(a) whether the Government are aware that the Vayudoot Service between Allahabad and Delhi has been stopped long back;

(b) if so, the reasons therefor;

(c) whether Government propose to restore this Vayudoot service; and

(d) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) and (b) Yes, Sir. Operations to/from Allahabad were discontinued in April, 1990 due to low seat utilisation and shortage of aircraft capacity.

(c) and (d) Indian Airlines has no plans to operate to/from Allahabad owing to aircraft capacity and commercial constraints.

[English]

#### **Privatisation of Railway Hotels**

65. SHRI RAMSHETH THAKUR:  
SHRI A. NARENDRA:

Will the Minister of RAILWAYS be pleased to state:

(a) the details of the Hotels and Yatri Niwas run by the Railways, location-wise;

(b) whether Indian Railway Catering and Tourism Corporation has decided to conduct a marketing feasibility and privatisation study to execute various projects for the Railways;

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

(d) the details of Railway Hotels/Yatri Niwas are likely to be included in the list of privatisation; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) Two railway hotels, one each at Ranchi and Puri and three Rail Yatri Niwas, one each at New Delhi, Howrah and Gorakhpur stations are functioning on Indian Railways.

(b) and (c) Yes, Sir. In order to professionalise the catering services and expand the scope of rail tourism, Indian Railway Catering and Tourism Corporation will take up various projects such as development of budget hotels, tourist packages, catering services on trains & at stations etc.

(d) and (e) Existing railway hotels and Yatri Niwas are proposed to be managed with private sector participation under the control of the Corporation. It is not possible to give a definite time frame in this regard at present.

[Translation]

#### **Essential Commodities to B.P.L.**

66. SHRI RADHA MOHAN SINGH: Will the Minister of CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the Government have given up the idea of making essential commodities available at cheap rates to those people who are living below poverty line;

(b) if so, the reasons therefor; and

(c) if not, the progress made in this regard so far?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI SRIRAM CHAUHAN): (a) No, Sir.

(b) Does not arise.

(c) Under the PDS the Central Government has assumed responsibility for procurement and supply of essential commodities, viz. wheat, rice, levy sugar, imported edible oil and kerosene to the State Governments and the Union Territories for distribution at affordable prices to the public. Under the Targeted Public Distribution System (TPDS) introduced in June, 1997 foodgrains are provided to the States/UTs at specially subsidised Central Issue Price (CIP) for issue to the people living below poverty line (BPL) @ 10 kg. per family per month by identification of families and issue of special ration cards to them.

The information relating to number of BPL households and number of BPL ration card holder (State-wise) is given in enclosed Statement.

**Statement***Statement Indicating State-wise No. of Households, BPL Households, Fair Price Shops and Ration Cards*

State/UT	Popu- lation (1999) (in Lakh)	No. of House- holds 1999 (in Lakh)	No. of BPL House- hold (in Lakh)	Fair Price Shops			Ration Card (in Lakhs)			Reported As on
				Rural	Urban	Total	BPL	APL	Total	
1	2	3	4	5	6	7	8	9	10	11
Andhra Pradesh	746.17	156.43	37.78	32813	7040	39853	113.25	51.53	164.78	Oct. 99
Arunachal Pradesh	11.55	2.34	0.77	842	103	945	0.82	2.43	3.25	Oct. 99
Assam	258.78	44.39	19.06	28678	3660	32347	18.81	23.69	42.50	Dec. 99
Bihar	981.22	159.29	85.90	47293	10242	57335	84.26	88.74	173.00	Nov. 97
Goa	15.47	3.10	0.38	429	161	590	0.07	2.98	3.05	Dec. 99
Gujarat	175.51	86.30	19.95	10358	3766	14121	33.84	71.10	104.94	Nov. 99
Haryana	195.46	31.03	7.33	5247	2664	7911	5.43	37.72	43.15	Dec. 99
Himachal Pradesh	65.45	12.26	4.26	3564	279	3843	2.86	8.92	11.78	Sept. 99
Jammu & Kashmir	97.09	18.42	6.17	2237	689	2926	3.36	10.12	13.48	Sept. 97
Karnataka	514.36	93.18	28.87	14547	5353	19893	64.79	46.73	111.52	Nov. 99
Kerala	319.82	60.57	15.35	12279	1982	14261	20.58	41.00	61.58	Dec. 99
Madhya Pradesh	783.46	138.37	53.34	20489	3652	24141	43.65	90.13	133.78	Dec. 99
Maharashtra	901.22	175.33	60.45	32400	10346	42746	58.29	135.82	194.11	Oct. 99

1	2	3	4	5	6	7	8	9	10	11
Manipur	24.41	4.70	1.30	1753	175	1928	0.67	1.13	1.80	June 97
Meghalaya	23.59	4.35	1.44	3257	572	3829	0.97	0.98	1.95	March 97
Mizoram	9.22	1.62	0.53	886	195	1081	N.A.	1.73	1.73	June 99
Nagaland	16.29	2.92	0.95	138	213	351	0.96	1.05	2.01	March 99
Orissa	355.35	67.30	31.82	20824	3841	24665	41.12	39.81	80.93	Sept. 99
Punjab	232.76	39.32	4.30	9557	3896	13453	4.89	47.31	52.20	Sept. 99
Rajasthan	526.39	87.15	21.66	14041	4551	18592	21.15	76.92	98.07	Jan. 99
Sikkim	5.41	1.02	0.34	519	359	878	N.A.	N.A.	0.66	Oct. 97
Tamil Nadu	612.55	137.65	45.79	20060	6220	26280	55.00	100.67	155.67	Dec 99
Tripura	36.65	6.99	2.31	1185	174	1359	2.31	4.55	6.86	Nov. 99
Uttar Pradesh	1663.64	267.47	95.48	64393	12326	76719	95.48	159.96	255.44	July 98
West Bengal	779.72	143.33	46.59	15673	4842	20515	46.11	109.13	155.24	Oct. 98
Andaman & Nicobar	3.74	0.79	0.22	286	118	404	0.12	0.73	0.85	Nov. 99
Chandigarh	8.60	1.96	0.18	46	201	247	0.00	2.06	2.06	Nov. 99
D&N Haveli	1.84	0.35	0.14	78	N.A.	78	0.16	0.16	0.32	Dec. 99
Daman & Diu	1.35	0.25	0.03	7	6	13	0.02	0.27	0.29	Nov. 99

1	2	3	4	5	6	7	8	9	10	11
Delhi	134.18	26.23	2.96	428	2739	3167	N.A.	34.45	34.45	June 99
Lakshadweep	0.69	0.11	0.02	21	14	35	N.A.	0.12	0.12	Dec. 99
Pondicherry	10.76	2.16	0.65	163	233	396	0.90	1.63	2.53	Dec. 99
Total	9812.70	1777.48	596.20	364493	90612	455105	719.87	1193.57	1914.10	

[English]

### Restarting of Rail Services

67. SHRI CHANDRA VIJAY SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government are aware of the existence of a disused Railway track from Raja-ka-Sahaspur Junction to Sambhal in Moradabad Division under Northern Railway;

(b) if so, whether the Government are also aware of the inconvenience caused to the travelling public by discontinuing rail services and the loss to the Railways by its stock lying disused and being pilfered;

(c) if so, whether the Government are planning to restart rail services on that route; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) and (b) One pair of passenger train viz. 1SRM/2SRM Sambhal Hatim Sarai-Moradabad passenger is already serving the Raja-ka-Sahaspur-Sambhal Hatim Sarai section.

(c) No train has been cancelled on this section.

(d) Does not arise.

[Translation]

### Railway Projects in Uttar Pradesh

68. SHRI RAGHURAJ SINGH SHAKYA: Will the Minister of RAILWAYS be pleased to state:

(a) the details of rail projects received from Uttar Pradesh during 1997-98, 1998-99 and 1999-2000 so far;

(b) the action taken on each project;

(c) the details of surveys conducted during aforesaid period;

(d) the present status of on-going rail projects, project-wise;

(e) the total expenditure incurred thereon, project wise;

(f) the reasons for slow progress in completion of those projects; and

(g) the time by which work on Etawah-Gwalior sanctioned project is likely to be commenced?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) and (b) While formulating proposals for Railway projects, an integrated view of the system requirements is taken with a national perspective. Geographical boundaries of States, *per se*, do not form a criterion for taking investment decisions, especially when a number of railway projects span across more than one State.

However, demands related to Railway projects located in UP received in the recent past and action taken on them are given in enclosed Statement I.

(c) Details of surveys conducted during 1997-98, 1998-99 and 1999-2000 are given in enclosed Statement II.

(d) to (f) Present status of ongoing Rail projects in Uttar Pradesh, details of expenditures incurred thereon,

and reasons for delay if any, are given in enclosed Statement III.

(g) Gwalior-Nonera section has already been completed. The next phase of work of gauge conversion between Nonera and Bhind is in progress and Nonera-

Soni would be commissioned in 1999-2000 and Soni-Bhind (23 Kms) in 2000-2001. The last phase of this project from Bhind to Etawah involves construction of three major bridges on the river Chambal, Kunwari and Yamuna. The work on Yamuna bridge has already been taken up.

**Statement I**

*The demands related to Rail Projects in Uttar Pradesh and the Action Taken thereon are as follows:*

1.	Railway line between Meerut and Kalagarh.	Taking up this project is not considered necessary at this stage.
2.	Gauge conversion of Kaptanganj-Chhapra.	Sanctioned work.
3.	New line between Sultanpur-Shahganj.	Taking up this project is not considered necessary at this stage.
4.	New line between Panipat-Meerut.	Survey conducted.
5.	Four lines between Aligarh and Delhi.	Taking up this project is not considered necessary at this stage.
6.	Doubling of Agra-Bhuteshwar line.	Taking up this project is not considered necessary at this stage.
7.	New line from Chola - Bulandshahar.	Taking up this project is not considered necessary at this stage.
8.	Gauge conversion of Aunrihar-Jaunpur.	Survey completed, project shelved.
9.	Gauge conversion of Pilibhit-Mailani via Puranpur.	Survey is in progress.
10.	New line Tenakpur-Bageshwar.	Survey from Tanakpur-Pumagiri is in progress
11.	New line Sitapur-Bahraich via Lehanpur-Tambaur.	Survey completed.
12.	Gauge conversion of Bareilly junction - Pilibhit - Bhogipura-Lalkuan, Bhogipura-Pilibhit-Tanakpur and Pilibhit-Shahjhanpur.	Project shelved after consideration of survey report.
13.	Gauge conversion of Gonda-Bahraich.	Work is sanctioned.
14.	New line Rishkesh-Dehradun.	Survey is in progress.
15.	Rail link to Fatehabad.	New Line from Agra to Etawah via Fatehabad has been sanctioned.
16.	New Line Etawah-Mainpuri.	Project has been sanctioned.

**Statement II*****Details of Surveys Conducted during 1997-98, 1998-99 and 1999-2000***


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1.	New line between Farukkabad-Gola-Gokaranath.	Survey completed and project shelved.
2.	New line from Anandnagar to Ghughuli via Maharajganj.	Survey completed and project Shelved.
3.	Sitapur-Bahraich via Laharpur-Tambhor and Mihirpura.	Survey completed and project shelved.
4.	Pilibhit-Shahjahanpur gauge conversion.	Survey completed.
5.	Aunihar-Jaunpur Gange conversion	Survey completed. Survey completed-Gonda.
6.	Gonda-Bahraich-Mailani Gange conversis	Survey completed-Gonda- Bahraich Gange conversion sanctioned.
7.	Bareilly-Lalkuan gauge conversion.	Survey completed and shelved.
8.	Gorakhpur-Gonda loop line.	Work sanctioned.
9.	New line Dehradun-Saharanpur.	Survey completed.
10.	Meerut city-Saharanpur doubling.	Survey completed.
11.	Utretia-Sultanpur-Zafraabad.	Survey completed. Project partly sanctioned.
12.	Lalitput-Rewa-Singrauli (30 kms in UP) New Line.	Project has been sanctioned.
13.	Agra-Etawah New line via Fatehabad-Bah.	Project has been sanctioned.
14.	Agra City-Bilochpura by pass line.	Survey completed and project shelved.
15.	Agra area three bypass lines.	Survey completed.
16.	Provision of bypass lines from Idgah to Fatehpur.	Survey completed.
17.	Etawah-Mainpuri New Line.	Project has been sanctioned.
18.	Rail link to NOIDA.	Survey completed.

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**Statement III***Projects in UP*

(Amounts in crores of Rs.)

Planhead	Project	State	Railway	.Exp 98-99	Outlay 99-2000	Status
1	2	3	4	5	6	7
Double Line	Mathura-Bhuteshwar	UP	Central	0	0.5	
Double Line	Muradnagar-Meerut	UP	Northern	18.54	0	Earthwork and minor bridges have been completed. Major bridges are in progress. The 15 Kms portion from Muradnagar to Partapur is expected to be completed by Dec. 2000.
Double Line	Kanpur-Panki 3rd line	UP	Northern	8.12	8.5	Earthwork is in progress. 76.2 m girders for fly over are being manufactured at Manmad Workshop. The work is expected to be completed by Dec. 2000, subject to availability of resources.
Double Line	Tundla-Yamuna Bridge	UP	Northern	13.11	4.91	The work on Tundla-Etmadpur and on the fly over is in progress. The earth work and minor bridges have been completed. The work of Tundla-Etmadpur including flyover will be completed by Dec. 2000 subject to availability of resources.
Double Line	Ghaziabad-(Hapur) Moradabad Ph-I	UP	Northern	20.35	10	The first block section Ghaziabad-Mehrauli (7 Kms) has been completed and commissioned. The work is in progress on the entire section. Mehrauli-Dasana (8 Kms) is expected to be completed by March, 2000 and rest of the section by March, 2001.
Double Line	Utralia-Chandrauli and Sultanpur-Bandhua Khan	UP	Northern	0.005	5	Final Location Survey has been completed and detailed estimate prepared. Plans are under finalisation. Work is being taken up.
Double Line	Gorakhpur-Sahajanva	UP	North Eastern	1.11	0.001	Work has been temporarily frozen.
Double Line	Gonda-Jarwal Road	UP	North Eastern	7.02	15	The work is in progress, 85% earthwork and 31 minor bridges out of 33 have been completed and 2 are in progress. Work on all 8 major bridges is in progress. 18 Kms. section is expected to be opened by June, 2000.

1	2	3	4	5	6	7
Double Line	Amroha-Moradabad	UP	Northern	0	1	New Work of 1999-2000. Preparation of Plans and estimates is in progress.
Gauge Conversion	Chapra-Aunrihar	UP, BIH	North Eastern	164.57	1	Work completed and commissioned. Financial adjustments are being made.
Gauge Conversion	Kashipur-Lalkuan	UP	North Eastern	4.35	20	Work is in good progress and will be completed by March, 2000.
Gauge Conversion	Agra-Bandikui	UP, RAJ	Western	10.06	10	Work is being progressed as per availability of resources. No target date has yet been fixed.
Gauge Conversion	Mau-Shahganj	UP	North Eastern	55.01	1	The work has been completed and commissioned. Financial adjustments are being made.
Gauge Conversion	Khadda-Gorakhpur	UP	North Eastern	58.46	2.5	The work has been completed. The residual works are in progress.
Gauge Conversion	Gonda-Gorakhpur Loop with Anand Nagar Nautanwa	UP	North Eastern	0.001		The work would be taken up after the requisite clearances have been obtained.
Gauge Conversion	Kaptanganj-Thawe-Sivan-Chapra	UP	North Eastern	0	0.001	New work of 1999-2000. The work will be taken up after necessary clearances have been obtained.
Gauge Conversion	Mathura-Bhuteshwar	UP	Central	0	0.5	This is a new work of 1999-2000. The detailed estimate has been sanctioned. Tenders invited for earthwork.
Gauge Conversion	Agra-Bandikui	UP, RAJ	Western	10.06	10	
Gauge Conversion	Mathura-Achnera	UP	North Eastern	0.11	0.001	It is planned to do this work alongwith Kanpur-Kasganj-Mathura and complete in coming years.
New Line	Etawah-Mainpuri	UP	Northern	0.001	0.001	The work would be taken up after the requisite clearances have been obtained.
New Line	Katra-Faizabad	UP	North Eastern	17.6	10	116 acres of land, out of total 142.29 acres has been acquired. Earthwork 6.64 lakhs cum. The work on the Surya bridge has been taken up and will be completed in the coming years as per availability of resources.
New Line	Lalitpur-Satna & Rewa-Singrauli	MP, UP	Central	1	5	Necessary clearances have been obtained. Final location survey for 70 Kms from Lalitpur end and 45 Kms from Mahoba end has been completed and FLS for balance section is in progress.



1	2	3	4	5	6	7
New Line	Agra-Etawah via Fatehabad & Bah	UP	Central	0	2	Final Location Survey for 49 Kms from Bhandi end has been completed preparation of Plans and estimates has been taken up.
Railway Electrification	Mughalsarai-Zafraabad	UP	Northern	0	0.1	Project report is under Board's appraisal.
Railway Electrification	Kanpur-Lucknow	UP	Northern	3.69	29.43	Section targetted for completion by March, 2000.
Railway Electrification	Khurja-Meerut-Saharanpur	UP	Northern	0	0.001	The work has been pended for the present due to lower operational priority.
Railway Electrification	Ambala-Moradabad	UP, HAR	Northern	64.02	12.63	The work from Ambala to Saharanpur has been completed. Section from Saharanpur to Moradabad, which was frozen earlier has since been defrozen in Nov. 1998 and entire section targetted by Mar. 2003.
Railway Electrification	Sitarampur-Danapur-Mugalsarai	BIH-UP, WB	Eastern	203.8	68.53	286 Rail Kms. since energised till March, 1999. The progress have been slow due to law and order problem and failure of contractor. Works is now targetted for completion by Dec., 2000.

[English]

**Promotion of Home Appliances Based on Solar Energy**

69. SHRIMATI GEETA MUKHERJEE: Will the Minister of NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether the Government are giving monetary support to the State Governments to promote various home appliances based on solar energy; and

(b) if so, the details thereof, State-wise?

THE MINISTER OF STATE OF THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES (SHRI M. KANNAPPAN): (a) and (b) The Ministry of Non-Conventional Energy Sources has been providing

financial support to the State Governments/nodal agencies for promoting the use of some solar home appliances e.g. solar lantern, solar home lighting system and solar cooker. This support includes subsidies to the users of solar lanterns and solar home lighting systems and grants for organizing promotional activities relating to solar cookers such as publicity, training, developing marketing network and awareness promotion through institutions. Solar water heaters for homes are being promoted through the Indian Renewable Energy Development Agency and a few banks under an interest subsidy scheme of the Ministry. Financial support to State Governments/nodal agencies is also being provided for the establishment of Aditya Solar Shops in major cities of the country to make renewable energy products easily available to the public and also provide after sales service. The State-wise funds released for these activities during 1998-99 are given in enclosed Statement.

**Statement**

*Funds released to States for promotion of various solar home appliances during 1998-99*

Sl. No.	State/UT	Funds Released (Rs. in lakhs)
1	2	3
1.	Andhra Pradesh	131.53
2.	Assam	67.90
3.	Bihar	227.54
4.	Delhi	—
5.	Goa	0.85
6.	Gujarat	111.48
7.	Haryana	194.61
8.	Himachal Pradesh	66.00
9.	Jammu & Kashmir	163.13
10.	Karnataka	64.67
11.	Kerala	114.72
12.	Madhya Pradesh	87.00
13.	Maharashtra	15.00
14.	Manipur	30.80

1	2	3
16.	Meghalaya	12.10
17.	Mizoram	24.03
18.	Nagaland	2.95
19.	Orissa	86.70
20.	Punjab	82.66
21.	Rajasthan	454.16
22.	Sikkim	6.21
23.	Tamil Nadu	28.10
24.	Tripura	83.37
25.	Uttar Pradesh	841.55
26.	West Bengal	171.85
27.	Andaman & Nicobar Islands	—
28.	Chandigarh	22.11
29.	Dadra & Nagar Haveli	—
30.	Daman & Diu	—
31.	Lakshadweep Islands	4.00
32.	Pondicherry	4.50

[*Translation*]

### Poor Quality of Foodgrains

70. DR. BALIRAM: Will the Minister of CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) the number of complaints received regarding supply of poor quality foodgrains from the godowns of Food Corporation of India situated in the various States of the country during the last three years;

(b) the name of the regional office or godown regarding which maximum number of complaints have been received; and

(c) the action taken by the Government thereon so far?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI SRIRAM CHAUHAN): (a) Number of complaints regarding supply of poor quality of foodgrains received in the Ministry during the last three years is given below:—

1997-98	4
1998-99	5
1999-2000	8
Total	17

(b) Most of these complaints pertain to supply of rice procured and dispatched from Punjab region.

(c) The Food Corporation of India has been directed to ensure supply of only good quality of foodgrains, free of insect infestation and strictly conforming to PFA standards for distribution under Targeted Public Distribution System (TPDS).

[*English*]

### Heritage Hotels

71. SHRI SUBODH MOHITE: Will the Minister of TOURISM be pleased to state:

(a) whether the Government have asked State Governments to identify heritage buildings which can be converted into heritage hotels;

(b) if so, the response of the State Governments in this regard;

(c) the heritage buildings have been given status of hotels, location-wise;

(d) whether the Government propose to set up tourism development fund; and

(e) if so, the details thereof?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRI ANANTH KUMAR): (a) to (c) Yes, Sir. To encourage the conversion of old heritage buildings, havelies, hunting lodges, forts, palaces etc., the Ministry of Tourism has formulated guidelines for approval and classification of old buildings which can be converted into heritage hotels. The Ministry of Tourism has asked the State Governments/Union Territories to identify and convert heritage buildings into heritage hotels not only to meet the much needed requirement of accommodation but also to preserve the buildings which also serve as tourist attraction. Presently there are 62 heritage hotels on the approved list of the Ministry of Tourism with a total of 1916 rooms. In addition, 53 heritage hotel projects have been approved, which on completion, will add 1188 rooms under the heritage category.

(d) and (e) Yes, Sir. The proposed Tourism Development Fund will *inter-alia* provide financial and other support for developing tourism infrastructure. Detailed scheme is being formulated.

### Gauge Conversion of Purna-Akola Rail Line

72. SHRI SHIVAJI MANE: Will the Minister of RAILWAYS be pleased to state:

(a) whether a survey was conducted for conversion of Purna-Akola Railway line;

(b) if so, the details in this regard and the action taken thereon;

(c) whether any funds has been allocated for the above projects;

(d) if so, the details thereof; and

(e) if not, the reasons therefor and the time by which the funds for the above project is likely to be allocated and conversion work completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) Yes, Sir.

(b) to (e) The survey report has revealed the cost of gauge conversion of the 209 km. long Purna-Akola line as Rs. 228 crores with an ROR of 16.42%. The report is under examination.

**Advance booking of Seats with the International Air Lines**

73. SHRI DANVE RAOSAHEB PATIL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether most of the international passengers have to book their seats with the international airlines at least six months in advance from India to London and other tourist places on the world map;

(b) if so, the reasons therefor; and

(c) the remedial steps proposed to be taken in this regard?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) to (c) Shortage of air seat capacity is generally experienced during peak season. The Government of India permits operation of extra section flights to take care of seasonal traffic. The Government has also formulated a liberal tourist charter policy which has been well appreciated. On the basis of requests, the Government is also holding bilateral talks and views capacity requirements liberally.

**Concession in Passenger Fares**

74. SHRI Y.S. VIVEKANANDA REDDY:  
SHRI MOHAN RAWALE:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the concession in passenger fares cost the Railways Rs. 120 crore every month on an average, and Rs. 1440 crore per year;

(b) if so, the category of persons to whom these concessions are given;

(c) whether Railways propose to review all the existing concessions given to various categories of travellers in view of losses suffered by the Railways;

(d) if so, whether a separate fare regime is proposed for people with income less than Rs. two thousand per month so as to make rail transport affordable to them; and

(e) if so, the criteria to be adopted to identify such low income people?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) The information is being collected and will be laid on the table of the Sabha.

(b) A statement is enclosed.

(c) The concessions are reviewed from time to time depending upon the merits of individual cases.

(d) No, Sir.

(e) Does not arise.

**Statement**

Concession on Indian Railways is being granted to the following categories of persons:—

Orthopaedically Handicapped/Paraplegic, Blind, Mentally retarded and Deaf & Dumb persons; Cancer, T.B./Lupas Valgaris, Non-infectious Leprosy, Thalassaemia, Heart and Ostomy patients; Senior Citizens; Students; Teachers; Recipients of President's Police Medal for Distinguished Service after attaining the age of 60 years; Shram Awardee industrial Workers; National Awardee Teachers; either of parent accompanying the National Bravery Awardee Child; War Widows; Widows of I.P.K.F. Personnel killed in action in Sri Lanka; Widows of Policemen killed in action against Terrorists and Extremists; National Integration Camps; Students and non-students participating in Work Camps; Unemployed youths appearing in interviews for jobs in PSUs; Cadets and Marine Engineers apprentices; Bharat Scouts & Guides; Kisans; Industrial Labourers; Delegates for attending Annual Conferences of certain organisations; Nurses & Midwives; St. John Ambulance; Relief Welfare Ambulance Corps, Calcutta; Bharat Sewa Dal, Bangalore; Volunteers of Service Civil International; Artistes; Sportsmen; Press Correspondents; Persons working in unorganised sectors & earning less than Rs. 400 per month.

**Discontinuation of Flights to Kathmandu due to Hijacking Threat**

75. KUMARI BHAVANA PUNDLIKRAO GAWALI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Indian pilots fear that the hijack threat has not faded yet;

(b) if so, the reasons therefor;

(c) whether the Indian pilots desire that flights to Kathmandu may be resumed only after the terrorist activities from Nepal are flushed out; and

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

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) to (c) No such communication appears to have been received by the Government.

(d) Does not arise.

[*Translation*]

#### **Designing of Anti Ballistic Missile System**

76. DR. LAXMINARAYAN PANDEYA: Will the Minister of DEFENCE be pleased to state:

(a) whether the Government are considering to prepare the design of state of the art Anti-Ballistic Missile System on the line of American 'Starwars' system;

(b) if so, the time by which the said design is likely to be prepared; and

(c) the action being taken to provide funds therefor?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) No, Sir. The Government are not considering to prepare the design of any missile system on the lines of American 'Starwars' system.

(b) and (c) Do not arise.

[*English*]

#### **Open Skies Agreement with US**

77. SHRI ANNASAHEB M.K. PATIL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government are negotiating with United States of America for 'Open Skies' Agreement;

(b) if so, the salient features thereof;

(c) whether the Government propose to accept open sky policy for the country;

(d) if so, the advantages thereof; and

(e) the policy of the Government regarding foreign airlines?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) to (d) During the inter-Governmental talks held in November, 1999, the Government of USA had proposed an Open Sky Agreement with India. As there were differences in views on certain substantive aspects, no agreement could be reached.

(e) India has an open sky policy for cargo operations. The policy of the Government regarding passenger services is to ensure adequate capacity on all routes. The Government also envisages its national carriers to utilise unutilised entitlements through joint flights and code share arrangements.

#### **Construction of Halt Station**

78. SHRI CHANDRA BHUSHAN SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a long pending demand for construction of a halt station between Pakhna and Mota railway stations under Northern Railway;

(b) if so, whether the Railways have received any request in this regard; and

(c) if so, the steps taken by the railways thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) to (c) A representation has been recently received for opening of a halt station between Pakhna and Mota railway stations. The matter is under examination.

#### **Development of Wasteland**

79. SHRI R.S. PATIL: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether any proposals for development of wasteland have been received from Karnataka during the last year and current financial year with particular reference to Gadag and Bagalkot districts;

(b) if so, the details thereof; and

(c) the reaction of the Union Government on each of the proposals?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI A. RAJA): (a) The Department has not received any proposal for development of wasteland from the districts of Gadag and Bagalkot of Karnataka State during the last year and current financial year.

(b) and (c) In view of (a) above, the question does not arise.

#### **Derailment of Express Train at Vijayawada**

80. PROF. UMMAREDDY VENKATESWARLU: Will the Minister of RAILWAYS be pleased to state:

(a) whether an AC Compartment of an Express train derailed at Vijayawada in the month of January, 2000;

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

(c) whether any inquiry has been conducted into this accident; and

(d) if so, the outcome thereof and the action taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) and (b) Yes, Sir. On 27.1.2000 at about 10.50 hrs., one AC Coach of 2841 Coromandel Express derailed while entering into the platform of Vijayawada station of South Central Railway.

(c) and (d) Above accident was inquired into by a Committee of Officers which concluded that it occurred due to poor maintenance of track for which Senior Section Engineer (Permanent Way), Vijayawada has been held primarily responsible.

#### **Gauge Conversion of Virudhanagar-Quilon Rail Line**

81. DR. C. KRISHNAN:  
SHRI VAIKO:

Will the Minister of RAILWAYS be pleased to state:

(a) the date on which the foundation stone for conversion of Virudhanagar-Quilon metre gauge line was laid and the work completed so far;

(b) the amount out of the allocated funds spent thereon so far;

(c) the funds required, including cost escalation, for the completion of the project; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) The foundation stone was laid on 17.6.1999. Work has started in two sections in this project *i.e.* Virudhunagar-Tenkasi and Tirunelveli-Tiruchendur.

(b) Rs. 230 lakhs.

(c) The estimated cost is Rs. 332.18 crores (Approx.). The correct cost escalation will depend on the inflation between now and the date of completion.

(d) No firm target date has yet been fixed for completion of the project. The project will be progressed and completed as per availability of resources.

#### **Development of Calicut Airport**

82. SHRI E. AHAMED: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government are aware that development works *viz.* extension of runway from 7,500 to 9,000 feet at the Calicut Airport is very slow this year in comparison to the last year;

(b) whether the Government are also aware the Airports Authority of India is not complying with the terms and conditions of the memorandum of understanding;

(c) if so, the reasons therefor; and

(d) the steps being taken in the matter?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) Yes, Sir. The progress of work was slowed down due to untimely rains.

(b) No, Sir.

(c) and (d) Do not arise.

#### *[Translation]*

#### **Doubling of Lucknow-Gorakhpur Railway Line**

83. SHRI BRIJ BHUSHAN SHARAN SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have considered any proposal for doubling the Lucknow-Gorakhpur railway line; and

(b) if so, the details thereof and the steps taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) Yes, Sir.

(b) Double line exists between Lucknow and Barabanki. Work is sanctioned from Jarwal to Gonda. Between Gonda and Gorakhpur, doubling will be achieved by gauge conversion of Gorakhpur-Gonda loop, which has been sanctioned. Work on this section will be taken up after obtaining the requisite clearances for which action has already been initiated.

#### **Expansion of Services by Jet Airways**

84. SHRI SATYAVRAT CHATURVEDI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether permission has been granted to the Jet Airways for expansion of its services;

(b) if so, the date on which the permission was granted; and

(c) the impact of it on the business of the Indian Airlines?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) and (b) During the last one year permission has been granted to M/s Jet Airways for expansion of its network, through import of five ATR-72-500 turbo-prop aircraft on 10.5.99 and two Boeing 737-800 aircraft on 7.2.2000.

(c) Since most of the capacity so sanctioned is yet to be inducted, its impact on the business of Indian Airlines cannot be specifically indicated at this stage.

*[English]*

#### **Retired Service Personnel working as Agents of Arms Dealers**

85. SHRI RAMESH CHENNITHALA: Will the Minister of DEFENCE be pleased to state:

(a) whether the Government are aware that many Defence Service Officers become agents of International Arms dealers after retirement;

(b) if so, the details of such cases noticed during the last three years;

(c) whether the Government have ever examined the desirability of this practice;

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

(e) the steps being taken to ensure that stringent provisions are included in the service rules of the Defence Officers to effectively prevent this practice?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) to (e) The Government has taken a note of the allegations made in the Parliament, media and other quarters regarding involvement of Defence Service Officers as agents of International Arms dealers after retirement. The existing Government instructions debar the involvement of agents in the procurement of weapons and weapon systems for the Armed Forces. Contracts concluded by the Ministry of Defence stipulated a clause on non-involvement of agents specifying that in case at a later date agents are found to be involved in a contract, the contract will be liable for termination along with refund of payments made under the contract with interest and blacklisting of the company for a minimum period of five years. The amount paid as commission to the agent will also have to be refunded. The Government has recently requested the Central Vigilance Commission to thoroughly investigate the alleged irregularities in all major defence procurement decisions since the involvement of agents in the procurement of weapons and weapon system was banned by the Government.

An officer of the rank of Colonel and above in Army or equivalent in other Services is required to obtain prior permission from the Government before accepting any commercial employment in the private sector before expiry of two year from the date of his/her release from the Defence Services. Existing provisions on the subject provide that no service or disability pension or other recurring benefit shall be payable to an officer who accepts employment in contravention to the above instructions.

#### **Integrated Transport Policy**

86. DR. S. JAGATHRAKSHAKAN:  
SHRI P.S. GADHAVI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to formulate Integrated Transport Policy;

(b) if so, whether experts on Road Transport is likely to be consulted before finalising the policy to make it mutually beneficial to both the sectors;

(c) if so, the details thereof; and

(d) the time by which it is likely to be formulated?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) to (d) The Task Force on Infrastructure was constituted under the Chairmanship of Planning Commission comprising both Government and industry representatives with the aim of attracting investments to specific projects of national and regional importance and ensuring their timely completion. The mandate of the Task Force was subsequently enlarged to formulate and integrate national transport policy to strengthen transport infrastructure. Draft Integrated Transport Policy is yet to be considered by the Task Force.

#### Amount Provided under JRY

87. SHRI AKBOR ALI KHANDOKER: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether the Government of West Bengal have failed to achieve both financial and physical targets of Jawahar Rozgar Yojana during the last three years;

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

(c) whether the performance of each State Government is taken into consideration before allocation under the scheme in subsequent years; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI SUBHASH MAHARIA): (a) and (b) The availability and utilization of funds and physical performance during 1996-97 to 1998-99 for implementation of JRY in the State has been as given below:—

(Rs. in Lakhs) (Lakh mandays)

Year	Total availability	Amount utilised	% utilization	Employment generated
1996-97	18441.70	12837.59	69.61	178.53
1997-98	17260.69	12404.99	71.87	154.62
1998-99	18311.38	12372.19	67.57	N.A.

(c) No, Sir.

(d) Does not arise.

#### Fair Price Shops in the Country

88. SHRI DINSHA PATEL: Will the Minister of CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) total number of fair Price Shops opened in the country at present and opened during the last three years, State-wise;

(b) whether any norm exists for the opening of such shops; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI SRIRAM CHAUHAN): (a) As per reports received from States/UTs the total number of Fair Prices Shops (FPSs) in the country at present is given in the enclosed Statement I. The information for last three years State-wise is given in the enclosed Statements II, III and IV.

(b) and (c) The operational responsibility for implementing the Public Distribution System (PDS) including opening of FPSs rests with the State Governments/UT Administrations. State Governments take into account the need of the population and the economic viability of the outlet before sanctioning a FPS. The Central Government has advised the States/UTs to open Fair Price Shops to provide easy physical access to consumers. A norm of one FPS for every 2000 persons was suggested to States/UTs. There may be exceptions in view of the terrain and variations in population density.



**Statement I***No of Fair Price Shops at Present*

S.No.	States/UTs	No. of Fair Price Shops		Total
		Rural	Urban	
1	2	3	4	5
1.	Andhra Pradesh	32813	7040	39853
2.	Arunachal Pradesh	842	103	945
3.	Assam	26687	3660	32347
4.	Bihar	47293	10242	57535
5.	Goa	429	161	590
6.	Gujarat	10358	3766	14124
7.	Haryana	5214	2660	7674
8.	Himachal Pradesh	3564	279	3843
9.	Jammu & Kashmir	2237	689	2926
10.	Karnataka	14540	5353	19893
11.	Kerala	12279	1982	14261
12.	Madhya Pradesh	20489	3652	24141
13.	Maharashtra	32400	10346	42746
14	Manipur	1753	175	1928

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1	2	3	4	5
15.	Meghalaya	3257	572	3829
16.	Mizoram	886	195	1081
17.	Nagaland	138	213	351
18.	Orissa	20824	3841	24665
19.	Punjab	9557	3896	13453
20.	Rajasthan	14041	4551	18592
21.	Sikkim	519	359	878
22.	Tamil Nadu	20060	6220	26280
23.	Tripura	1185	174	1359
24.	Uttar Pradesh	64393	12326	76719
25.	West Bengal	15639	4918	20557
26.	A&N Islands	286	118	404
27.	Chandigarh	46	201	247
28.	D&N Haveli	78	N.A.	78
29.	Daman & Diu	7	6	13
30.	Delhi	428	2739	3167
31.	Lakshadweep	21	14	35
32.	Pondicherry	163	233	396
<b>Total</b>		<b>364426</b>	<b>90684</b>	<b>455110</b>

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**Statement II***No of Fair Price Shops as on 31.12.1999*

S.No.	States/UTs	No. of Fair Price Shops		Total
		Rural	Urban	
1	2	3	4	5
1.	Andhra Pradesh	32813	7040	39853
2.	Arunachal Pradesh	842	103	945
3.	Assam	28687	3660	32347
4.	Bihar	47293	10242	57535
5.	Goa	429	161	590
6.	Gujarat	10358	3766	14124
7.	Haryana	5289	2648	7837
8.	Himachal Pradesh	3548	277	3825
9.	Jammu & Kashmir	2237	689	2926
10.	Karnataka	14540	5353	19893
11.	Kerala	12279	1982	14261
12.	Madhya Pradesh	20489	3652	24141
13.	Maharashtra	32400	10346	42746
14.	Manipur	1753	175	1928
15.	Meghalaya	3257	572	3829

1	2	3	4	5
16.	Mizoram	886	195	1081
17.	Nagaland	138	213	351
18.	Orissa	20824	3841	24665
19.	Punjab	9557	3896	13453
20.	Rajasthan	14041	4551	18592
21.	Sikkim	519	358	878
22.	Tamil Nadu	20060	6220	26280
23.	Tripura	1185	174	1359
24.	Uttar Pradesh	64393	12326	76719
25.	West Bengal	15639	4918	20557
26.	A&N Islands	286	118	404
27.	Chandigarh	46	201	247
28.	D&N Haveli	78	N.A.	78
29.	Daman & Diu	7	6	13
30.	Delhi	428	2739	3167
31.	Lakshadweep	21	14	35
32.	Pondicherry	163	233	396

**Statement III***No. of Fair Price Shops as on 31.12.1998*

S.No.	States/UTs	No. of Fair Price Shops		Total
		Rural	Urban	
1	2	3	4	5
1.	Andhra Pradesh	32813	7040	39853
2.	Arunachal Pradesh	642	103	945
3.	Assam	27466	3753	31219
4.	Bihar	47293	10242	57535
5.	Goa	429	161	590
6.	Gujarat	10358	3766	14124
7.	Haryana	5078	2617	7695
8.	Himachal Pradesh	3418	240	3658
9.	Jammu & Kashmir	2237	689	2926
10.	Karnataka	14540	5353	19893
11.	Kerala	12279	1882	14261
12.	Madhya Pradesh	20489	3652	24141
13.	Maharashtra	32400	10346	42746
14.	Manipur	1742	186	1928
15.	Meghalaya	3257	572	3820

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1	2	3	4	5
16.	Mizoram	874	193	1067
17.	Nagaland	138	213	351
18.	Orissa	20980	3620	24600
19.	Punjab	8680	3072	11752
20.	Rajasthan	14041	4551	18592
21.	Sikkim	519	359	878
22.	Tamil Nadu	19872	6196	26068
23.	Tripura	1185	174	1350
24.	Uttar Pradesh	64393	12326	76719
25.	West Bengal	15628	4790	20418
26.	A&N Islands	286	118	404
27.	Chandigarh	46	201	247
28.	D&N Haveli	78	N.A.	78
29.	Daman & Diu	7	6	13
30.	Delhi	428	2739	3167
31.	Lakshadweep	21	14	35
32.	Pondicherry	153	208	361
<b>Total</b>		<b>361970</b>	<b>89182</b>	<b>151152</b>

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**Statement IV***No of Fair Price Shops as on 31.12.1997*

S.No.	States/UTs	No. of Fair Price Shops		Total
		Rural	Urban	
1	2	3	4	5
1.	Andhra Pradesh	32674	6974	39646
2.	Arunachal Pradesh	842	103	945
3.	Assam	27466	3753	31219
4.	Bihar	47293	10242	57535
5.	Goa	428	155	584
6.	Gujarat	10127	3609	13936
7.	Haryana	5033	2629	7662
8.	Himachal Pradesh	3418	240	3658
9.	Jammu & Kashmir	2237	689	2925
10.	Karnataka	14523	5345	19872
11.	Kerala	12254	2029	14283
12.	Madhya Pradesh	20453	3640	24090
13.	Maharashtra	31752	10856	42608
14.	Manipur	1742	186	1928
15.	Meghalaya	3262	574	3836

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1	2	3	4	5
16.	Mizoram	740	335	1075
17.	Nagaland	136	212	348
18.	Orissa	20873	3621	24494
19.	Punjab	8880	3072	11752
20.	Rajasthan	13994	4494	18488
21.	Sikkim	519	359	878
22.	Tamil Nadu	20656	4235	24891
23.	Tripura	1172	180	1352
24.	Uttar Pradesh	64393	12326	76719
25.	West Bengal	15607	4832	20439
26.	A&N Islands	290	114	404
27.	Chandigarh	46	203	249
28.	D&N Haveli	72	N.A.	72
29.	Daman & Diu	7	6	13
30.	Delhi	428	2739	3167
31.	Lakshadweep	21	14	35
32.	Pondicherry	153	208	361
Total		339890	109586	449476

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### **Gauge Conversion of Arasikere-Hassan-Mangalore Railway Line**

89. SHRI G. PUTTA SWAMY GOWDA: Will the Minister of RAILWAYS be pleased to state:

(a) the date on which the gauge conversion work of Arasikere-Hassan-Mangalore Railway line was started;

(b) the estimated cost of the above project and the amount spent thereon so far;

(c) the funds allocated to the above project during 1999-2000; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) The work was started in the year 1994-95.

(b) The cost of the project is Rs. 217.82 crs. and an amount of Rs. 115.01 crs. has been spent so far.

(c) The budget allotment in 1999-2000 was Rs. 28 crs.

(d) Arasikere-Hassan (46.66 km) was commissioned on 23.8.96 and Hassan to Sakleshpur (42.06 km) was commissioned on 26.01.98. The work on Sakleshpur-Kankanadi (142 km) is in good progress and will be completed in a phased manner. No firm target date has yet been fixed for the completion of the project.

### **Subsidy on Consumer Items**

90. SHRI SUNIL KHAN: Will the Minister of CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the Government have decided to stop subsidy on rice, wheat and kerosene distributed through Price Distribution System; and

(b) if so, the reasons and its effect on the fate of those who are living below the poverty line?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI SRIRAM CHAUHAN): (a) and (b) No decision has been taken to stop subsidy on rice, wheat and kerosene under PDS. The Government had decided in November, 1997 that subsidy on kerosene supplied under Public Distribution System (PDS) will be reduced in phases to

reach the level of 33.33% of the import parity price by 2001-2002. The subsidy on kerosene will be transferred to the fiscal budget from the year 2002 onwards.

[*Translation*]

### **Regularisation of Casual Labourers**

91. SHRI RAMSHAKAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether a Tribunal Court has passed any orders to regularise the casual labourers working in Railways;

(b) if so, the details thereof;

(c) whether the Railways have implemented the said orders;

(d) if so, the number of casual labourers regularised by the Railway during 1997-98, 1998-99 and 1999-2000; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) to (e) The decision to regularise all casual labour or. roll was not based on any Court's orders, but on an announcement made by the then Minister of Railways in Parliament during the course of his reply on the Railway Budget for 1996-97, that all of about 56000 Casual Labours on roll as on 30.4.96 would be regularised by 30.4.98. Pursuant to this decision, 26993, 28031, 492 and 71 casual labourers (Total = 55587) were regularised during 1996-97, 1997-98, 1998-99 and 1999-2000 respectively. The remaining few could not be regularised due to their involvement in court cases, vigilance cases, reluctance to move to another place of posting etc.

[*English*]

### **Sale of Aircraft by Air India**

92. SHRI SULTAN SALAHUDDIN OWAISI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government have accorded approval for the sale of the Carrier Boeing 747-200 aircraft;

(b) if so, the number of quotations received and the total amount earned by Air India by selling these aircraft; and

(c) the steps being taken to fill up the gap?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) to (c) Air India has proposed to sell their three B747-200 aircraft bearing Registration Nos. VT-EBE, VT-EBN and VT-EDU for which advertisements were placed in leading aviation magazines. Only one bid was received *i.e.* from M/s. Carry Air Leasing Limited. For two Aircraft Nos. VT-EBE and VT-EBN at a cost of \$1.1 Million per aircraft. No bid has been received for the third B747-200 VT-EDU aircraft. Government has approved the proposal of Air India towards sale of two B747-200 aircraft bearing Registration No. VT-EBE and VT-EBN. Air India has already inducted B747-400 aircraft to replace these B747-200 aircraft which are now being sold off.

#### **Militancy in Kashmir**

93. SHRI MADHAVRAO SCINDIA: Will the Minister of DEFENCE be pleased to state:

(a) whether the Indian Army has worked out a new strategy to effectively deal with the stepped up Pakistan backed militancy and terrorism in Kashmir and elsewhere;

(b) if so, the main features thereof; and

(c) the steps taken to eliminate the drawbacks which led to the last Kargil intrusion ?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) to (c) The security situation in J&K has been constantly reviewed and various steps for curbing militancy and terrorism in J&K have been undertaken with a view to check infiltration across the Line of Control more effectively, improve the internal security situation and ensure better coordination among various agencies involved and the speedy execution of developmental projects in the State. The army has enhanced its vigil along the Line of Control and Actual Ground Position Line. Suitably composed forces have also been earmarked and kept ready to be able to react quickly to any misadventure which Pakistan may undertake.

#### **Fire in Shatabdi Express**

94. SHRI MOHAN RAWALE: Will the Minister of RAILWAYS be pleased to state:-

(a) whether four coaches of Delhi bound Shatabdi Express Train Caught fire on December 4, 1999;

(b) if so, the reasons therefor and the total loss suffered as a result thereof;

(c) whether any inquiry has been conducted to ascertain the causes of fire; and

(d) if so, the outcome thereof and the action taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) and (b) No, Sir. There was light smoke from AC duct of one coach.

(c) Yes, Sir.

(d) The outcome of the enquiry confirm that there was no fire. Smoke had caused anxiety among passengers. The lay out of the cables has been suitably modified to prevent such incidents.

[Translation]

#### **Gauge Conversion in Rajasthan**

95. PROF. RASA SINGH RAWAT: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have given up the idea of implementing Unigauge throughout the country;

(b) if so, the reasons therefor;

(c) the length of metre gauge line in kilometres in Rajasthan yet to be converted and the time by which these are likely be converted particularly on Ajmer-Chittaur-Udaipur, Ringas-Rewari-Phulera and Bandikui-Agra Fort sections;

(d) whether the Government of Rajasthan has submitted any representation to the Union Government in this regard; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) and (b) There was no plan to have total unigauge throughout the country. Railways had taken up large scale conversion of those MG/NG lines which could generate additional capacity, serve as alternative routes or provide missing links. Most of the important routes taken up have been completed. Works in progress in Rajasthan area are being given due priority.

(c) 3081 kms of MG lines remain in Rajasthan of which conversion work is sanctioned on 1138 kms at present. The target dates for completion of these works including Ajmer-Chittaurgarh-Udaipur & Bandikui-Agra Fort has not yet been fixed. Gauge conversion of Rewari-Ringas-Phulera is not yet sanctioned.

(d) Yes, Sir.

(e) The representation has been given due consideration and priority is being accorded to the projects mentioned in this representation.

#### **Employment under JRY**

96. SHRI JARBOM GAMLIN: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) the mandays of employment generated under Jawahar Rozgar Yojana in the NER particularly in the State of Arunachal Pradesh, during 1998-99 and 1999-2000, State-wise;

(b) the budget allocations made by the Government under this scheme during this period, State-wise; and

(c) the concrete steps being taken by the Government in generating mandays of employment?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI SUBHASH MAHARIA):

(a) The employment generated under Jawahar Rozgar Yojana in the NER including Arunachal Pradesh during 1998-99 and 1999-2000 is given in the enclosed Statement I.

(b) The budget allocations made by the Centre and the State Governments under Jawahar Rozgar Yojana during 1998-99 and 1999-2000 are given in the enclosed Statement II.

(c) Jawahar Rozgar Yojana has been restructured, streamlined and renamed as Jawahar Gram Samridhi Yojana (JGSY) w.e.f. 01.4.1999. The primary objective of JGSY is creation of need based infrastructure facilities in rural areas. The new program also envisages provision of supplementary wage employment to the rural poor by taking up, as far as possible, labour intensive works with sustainable low cost technology.

#### **Statement I**

#### *Mandays Generation during 1998-99 & 1999-2000 under JRY/JGSY*

(in lakh)

Sl. No.	State/UTs	1998-99		1999-2000
		Annual Target	Achievement	Achievement (upto 11/99)
1.	Arunachal Pradesh	7.97	3.96	1.78
2.	Assam	144.36	199.57	187.55
3.	Manipur	6.92	5.59	0.54
4.	Meghalaya	10.22	5.91	2.76
5.	Mizoram	1.84	4.36	1.00
6.	Nagaland	9.82	23.73	2.03
7.	Sikkim	2.29	6.13	0.82
8.	Tripura	18.02	34.72	12.11

**Statement II***Allocation under JRY/JGSY during 1998-99 & 1999-2000*

(Rs. in lakh)

Sl.No.	State/UTs	Allocation			Allocation		
		Central	State (1998-99)	Total	Central	State (1999-2000)	Total
1.	Arunachal Pradesh	257.32	64.33	321.65	204.90	68.30	273.20
2.	Assam	6686.18	1671.55	8357.73	5324.02	1774.67	7098.69
3.	Manipur	448.24	112.06	560.30	356.92	118.97	475.89
4.	Meghalaya	502.19	125.55	627.74	399.88	133.29	533.17
5.	Mizoram	116.21	29.05	145.26	92.53	30.84	123.38
6.	Nagaland	344.48	86.12	430.60	274.30	91.43	365.73
7.	Sikkim	128.66	32.17	160.83	102.45	34.15	136.60
8.	Tripura	809.31	202.33	1011.64	644.43	214.81	859.24

**Manufacturing of Wagons**

97. SHRI SUNIL KHAN:  
SHRI JASWANT SINGH BISHNOI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether orders for the manufacture of wagons are being placed by the Railways to all the factories on uniform basis;

(b) if so, the number of wagons ordered to be manufactured by different factories during 1999-2000, factory-wise;

(c) whether any order has been placed to wagons manufacturing factory at Bharatpur;

(d) if not, the reasons therefor;

(e) whether the Government have cut down the wagon order to the wagon industries of West Bengal; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) Order for manufacturing of wagons is placed as per laid down policy taking into account many facts viz. Competitiveness of offer, capacity, capability and past performance of the tendering firms with certain purchase preferences to Public Sector.

(b) A statement is enclosed.

(c) Yes, Sir.

(d) Does not arise.

(e) No, Sir. No cut has been imposed on contracts of wagons for the year 1999-2000.

(f) Does not arise.

**Statement**

*Wagon orders for 1999-2000—Wagon-builder wise*

Wagon Builders	Orders against 1999-2000 tender (Figs. in Four-wheeler units)
1	2
Bharat Wagon & Engineering Co. Ltd., Muzaffarpur	972.5
Bharat Wagon & Engineering Co. Ltd., Mokameh	500
Braithwaite & Co. Ltd. Calcutta	1747.5
Burn Standard Co. Ltd. Burnpur	1005
Burn Standard Co. Ltd. Howrah	942.5
Jessops & Co. Ltd. Calcutta	330

1	2
Southern Structurals Ltd. Chennai	275
Cimmco Birla Ltd. Bharatpur, Rajasthan	762.5
Texmaco Ltd. Calcutta	1447.5
Modern Industries Sahibabad, Uttar Pradesh	305
Hindustan Development Corpn., Calcutta	1455
Titagarh Steels Ltd., Calcutta	195
Triveni Structurals Ltd., Allahabad	62.5
<b>Total Industry</b>	<b>10000</b>

(i) Apart from the above, these firms were having an outstanding order of 6917.5 Four Wheeler Units as on 01.4.99.

(ii) Further Orders for 200 Four Wheelers & 165 Four Wheelers has been placed on M/s. Bescor and Titagarh respectively.

**Survey for Puttaparathi-Bangalore Railway line**

98. SHRI SURESH RAMRAO JADHAV: Will the Minister of RAILWAYS be pleased to state:

(a) whether the railways has started a survey for new railway line between Puttaparathi and Bangalore;

(b) if so, the time by which the survey is likely to be completed; and

(c) the percentage of work done so far?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) No, Sir.

(b) and (c) Do not arise.

[Translation]

**Construction of Terminals and Warehouses on Railway Land**

99. SHRI HARIBHAU SHANKAR MAHALE: Will the Minister of RAILWAYS be pleased to state:

(a) whether the private sector has been involved in the construction of terminals and warehouses on railway land in the country;

(b) if so, the details thereof;

(c) the extent to which it would help in smooth transportation of goods;

(d) whether the Central Warehousing Corporation propose to construct warehouses on the railway land in Bangalore; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) to (e) The Government have approved in principle (i) the proposal of Central Warehousing Corporation (CWC) to set up a warehouse as a pilot project at Whitefield, Bangalore on leasing terms and revenue sharing basis and (ii) setting up of privately owned goods terminals on a pilot project basis. These measures are expected to provide value addition in rail transport service.

[English]

**MST holders on Delhi-Rewari Route**

100. DR. (SHRIMATI) SUDHA YADAV: Will the Minister of RAILWAYS be pleased to state:

(a) the number of M.S.T. Holders commute on Delhi-Rewari Section, Station-wise;

(b) the status of punctuality of trains which carry these commuters;

(c) the status of rush in terms of travelling on roof and standing passengers in these trains;

(d) whether these trains are sufficient for these commuters/other passengers in terms of ratio and standards of Railways; and

(e) if not, the reasons for not introducing D.M.U. type train on this section?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) A statement is enclosed.

(b) The punctuality performance of trains on Delhi-Rewari section is by and large satisfactory.

(c) No census of this kind has been done. Roof travelling is not allowed and regular checks are conducted to restrict the same.

(d) The existing trains between Rewari-Delhi section are considered sufficient to handle the present level of traffic.

(e) Introduction of additional trains including DMU services on Delhi-Rewari section is presently not feasible due to operational and resource constraints.

**Statement**

S.No.	Name of the Station	No. of MST Holders
1	2	3
1.	New Delhi	52
2.	Delhi-Kishanganj	7
3.	Delhi	484
4.	Rewari	3170
5.	Khalilpur	518
6.	Inchhapuri	746
7.	Pataudi Road	2219
8.	Jataula Jori Samphka	401
9.	Patli	514
10.	Farukhnagar	191

1	2	3
11.	Chaukhandi	950
12.	Basai-Dhankot	290
13.	Chirgaon	4042
14.	Bijwasan	278
15.	Sahabad Muhammadpur	139
16.	Palam	1416
17.	Delhi Cantt.	1761
18.	Patel Nagar	127
19.	Delhi Sarai Rohilla	37
20.	Sultanpur Kaliawas	191

[*Translation*]

#### **Rural Sanitation Programme**

101. SHRI HARIBHAI CHAUDHARY: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) the proposal regarding rural sanitation submitted by the Government of Gujarat for clearance during 1999-2000;

(b) the number of proposals out of them cleared; and

(c) the details of schemes under the Rural Sanitation Programmes are being implemented in Gujarat?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI A. RAJA): (a) to (c) The information is being collected and will be laid on the table of the House.

[*English*]

#### **Essential Services at IGIA**

102. DR. SANJAY PASWAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether attention of the Government has been drawn to the news-item appearing under caption "Men at work paralyse Airport" appeared in *Hindustan Times* dated January 25, 2000;

(b) if so, the details thereof; and

(c) the reaction of the Government thereon?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) Yes, Sir.

(b) and (c) There was planned shut down for repairs on 24.1.2000 from 1100 hours to 1220 hours which is a lean period for the airport. All the agencies at the airport were informed in advance and essential services were kept operational to the extent possible.

#### **Introduction of Rail Services between India and Bangladesh**

103. SHRI S.D.N.R. WADIYAR:  
SHRI SULTAN SALAHUDDIN OWAISI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have a proposal to reintroduce passenger rail service between India and Bangladesh;

(b) if so, whether any agreement has been made in this regard;

(c) if so, the details thereof; and

(d) the time by which the rail service between India and Bangladesh is likely to be reintroduced?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) Yes, Sir.

(b) No, Sir.

(c) and (d) Do not arise.

[Translation]

### **Increase in Import Cess on Wheat**

104. SHRI NAWAL KISHORE RAI: Will the Minister of CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the import of wheat has been checked by increasing the rate of import cess during the last few months;

(b) if so, whether the above measures will help in enhancing the export of surplus foodgrains available in the country; and

(c) if not, the reaction of the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI SRIRAM CHAUHAN): (a) Yes, Sir.

(b) No, Sir.

(c) Government have taken various measures to dispose of the surplus wheat stocks in the Central Pool.

[English]

### **Railway Safety**

105. SHRI VILAS MUTTEMWAR: Will the Minister of RAILWAYS be pleased to state:

(a) the number of incidents of bomb blast occurred at Old Delhi Railway Station during the last nine months of the year 1999;

(b) whether the Government have announced the deployment of Commandos in all sensitive trains;

(c) if so, the details thereof and the routes identified where commandos are to be deployed;

(d) the total expenditure likely to be incurred thereon;

(e) whether the steps for beefing the Railway Protection Force is also under the consideration of Government;

(f) if so, whether the Government have urged all the State Governments to help and assist the Railway authorities in checking up of bomb blasts with the help of their police;

(g) if so, whether any workable formula has been worked out with the State Governments; and

(h) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) No case of bomb blast was reported at Old Delhi Station during the last nine months of the year 1999 (1.4.1999 to 31.12.1999). However, one case of explosion was reported on 6.1.2000.

(b) No, Sir. However, Commandos training is being started for selected RPF personnel.

(c) and (d) The proposal is at nascent stage.

(e) No, Sir.

(f) Yes, Sir.

(g) Yes, Sir.

(h) Following steps have been undertaken:

- (1) Co-ordination meetings are being held between Railway managers, RPF officers and State Police officers at the Zonal and Divisional level. Meeting is also being held at the level of Railway Board. State Governments have been urged to take preventive measures to check the bomb blasts.
- (2) RPF Officers are holding regular co-ordination meeting with their counter-parts on the GRP and Civil Police.
- (3) Sharing of Special Intelligence and Crime Intelligence between RPF and GRP is being done at all levels.
- (4) Joint Strategies for dealing with anti-social elements operating on Railways have been chalked out by the GRP and RPF.
- (5) RPF Sniffer dogs, wherever available, are being deployed at Railway platforms, yards etc. to sniff out explosive substances. RPF men are being trained in the identification and detection of explosive devices.



**Railway Project submitted by Tamil Nadu**

106. SHRI P.D. ELANGO VAN: Will the Minister of RAILWAYS be pleased to state:

(a) the details of the railway projects submitted by the Government of Tamil Nadu during the last three years;

(b) the action taken by the Union Government thereon;

(c) the approximate funds required for the

implementation of these projects; and

(d) the details of the representations received from the people's representatives from Tamil Nadu during the last three years and the action taken by the Union Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) to (c) Details of rail projects received from Government of Tamil Nadu during the last three years, their approximate cost, and the action taken on these are given below:—

S.No.	Project	Approximate cost and the action taken
1.	Madurai—Rameshwaram (Gauge conversion)	Work has been sanctioned in the Railway Budget 1997-98. Earth work and Bridges have been taken up. Approximate cost of the project is Rs. 240 crores.
2.	Virudunagar-Tenkasi-Quilon-Tirunelveli-Tiruchendur (Gauge conversion)	Work has been sanctioned in the Railway Budget 1997-98. Preliminary arrangements are being made for starting the work. Approximate cost of the project is Rs. 280 crores.
3.	Villupuram-Thanjavur (Gauge conversion)	Work has been included in the Railway Budget 1998-99 subject to clearances. The work will be taken up after necessary clearances have been obtained. Approximate cost of the project is Rs. 223 crores.
4.	Salem-Cuddalore (Gauge conversion)	Work has been included in the Railway Budget 1999-2000 subject to clearances. The work will be taken up after necessary clearances have been obtained. Approximate cost of the project is Rs. 196.68 crores.
5.	Extension of Mass Rapid Transit System Phase-II presently under execution between Tirumayilai and Valachery upto St. Thomas Mount.	A feasibility study has been undertaken by RITES on behalf of Government of Tamil Nadu. Cost will be known after the study has been completed.

(d) While formulating proposals for Railway projects, an integrated view of the system requirements is taken with a national perspective. Geographical boundaries of States, per se, do not form a criterion for taking investment decisions, especially when a

number of railway projects span across more than one State. However, the details of proposals received from the people's representatives in the recent past and the action taken on them are given below:

1.	Kanchipuram-Tindivanam New Line	It is not considered necessary to take up this project at this stage.
2.	Plani-Satyamangalam New Line	It is not considered necessary to take up this project at this stage.
3.	Gauge Conversion of Tiruprati-Katpadi	Both the projects have been sanctioned.
4.	Thanjavure-Nagore Gauge Conversion	This is a sanctioned work and will be progressed as per the availability of resources.
5.	Doubling of Chennai-Kanniyakumari	It is not considered necessary to take up this project at this stage.

**Localiser of Category II Landing System at Indira Gandhi International Airport**

107. SHRI RAM MOHAN GADDE:  
SHRI M.V.V.S. MURTHI:  
SHRI SHIVAJI MANE:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the localiser of Indira Gandhi International Airport Cat-II landing system went off the air on January 5, 2000;

(b) if so, the reasons therefor;

(c) the number of flights diverted to runway No. 10 at that time;

(d) whether some foreign pilots have strong objections for landing on this runway; and

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

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) and (b) Yes, Sir. The localiser was unserviceable between 1105 hours and 1143 hours on 5/1/2000 due to a communication failure of the remote lines in the critical area of the localiser which resulted in equipment getting shut-down.

(c) Nine flights were diverted to runway 10 at that time.

(d) and (e) No, Sir.

[Translation]

**Renovation of Railway Workshops**

108. SHRI RAMDAS ATHAWALE: Will the Minister of RAILWAYS be pleased to state:

(a) the details of the railway workshops under the various railway zones as on date;

(b) whether the Government are aware that the Matunga, Parel and Kurdwadi workshops are on the verge of closure;

(c) whether other railway workshops are also meeting with the similar fate; and

(d) if so, the action plan being prepared or proposed to be prepared by the Government for the renovation of railway workshops particularly Kurdwadi, Matunga and Parel workshops?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) A statement is enclosed.

(b) No, Sir. These shops are not at the verge of closure.

(c) No, Sir.

(d) Does not arise.

**Statement**

Indian Railway system is divided in nine zones. The list of workshops on these railway zones is as follows:

**Mechanical repair workshops:**

**Central Railway-** Parel, Kurduwadi, Matunga, Kurla, Jhansi and Bhopal.

**Eastern Railway-** Jamalpur, Kanchrapara (Loco), Kanchrapara (Carriage) and Liluah.

**Northern Railway-** Charbagh, Alambagh, Jagadhari, Amritsar, Kalka, Jodhpur and Bikaner.

**North Eastern Railway-** Gorakhpur, Izatnagar and Samastipur.

**Northeast Frontier Railway-** Dibrugarh, New Bongaigaon and Tindharia.

**Southern Railway-** Perambur (Loco), Perambur (Carriage & Wagon), Golden Rock and Mysore.

**South Central Railway-** Lalaguda, Hubli, Guntapalli and Tirupati.

**South Eastern Railway-** Kharagpur, Nagpur, Raipur and Mancheswar.

**Western Railway-** Dahod, Parel & Mahalaxmi, Ajmer (Loco), Ajmer (Carriage), Kota, Junagarh, Bhavnagar and Pratapnagar.

**Civil Engineering workshops:**

**Central Railway -** Manmad

**Eastern Railway -** Mughal Sarai

**Northern Railway -** Jalandhar, Lucknow

**North Eastern Railway-** Gorakhpur

**N.F. Railway -** Bongaigaon

**Southern Railway -** Arakkonam

**South Central Railway-** Sini

**South Eastern Railway-** Lalaguda

**Western Railway-** Sabarmati

**Signal & Telecom workshops:**

**Central Railway -** Byculla

**Eastern Railway-** Howrah

**Northern Railway-** Ghaziabad

**North Eastern Railway-** Gorakhpur

**N.F. Railway -** Pandu

**Southern Railway-** Podanur

**South Central Railway-** Mettiguda

**South Eastern Railway-** Kharagpur

**Western Railway-** Sabarmati, Ajmer

**Electrical Engineering Workshops:**

**Central Railway-** Bhusawal, Nasik

**Northern Railway-** Dayabasti (New Delhi)

[English]

**Construction of Wadsa-Gadchiroli Railway Line**

109. SHRI NAMDEC HARBAJI DIWATHE: Will the Minister of RAILWAYS be pleased to state:

(a) whether the survey of Wadsa-Gadchiroli new railway line has been conducted;

(b) if so, the findings of the survey;

(c) the action taken/proposed to be taken in this regard; and

(d) if not, reasons for delay in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) Yes, Sir. The Survey Report is now under finalisation by the South Eastern Railway.

(b) and (c) Findings of the survey and further consideration of the project will be possible only after the Survey Report becomes available.

(d) Does not arise.

[Translation]

**Policy regarding Laying and Extension of Railway Lines**

110. SHRI RAMJIVAN SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have any policy regarding laying of new rail lines and extension of rail lines;

(b) if so, the details thereof; and

(c) if not, the criteria adopted for this purpose?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) to (c) The policy for taking up New Line projects was enunciated by the National Transport Policy Committee in 1980. This policy states that New Lines would be taken up on the following criteria:

- (1) Project oriented lines to serve new industries for tapping mineral and other resources.
- (2) Missing links for completing alternative routes to relieve congestion on existing saturated routes.

(3) Lines required for strategic reasons; and

(4) Lines for establishment of new growth centres or giving access to remote areas.

The Railways have adopted the above policy.

[English]

**Release of Central Funds for Rural Development in Assam**

111. SHRIMATI RANEE NARAH: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether the Union Government have not released its matching share to Assam for various Rural Development Programmes in the State during the last three years; and

(b) if so, the reasons therefor and the steps taken to release the Central funds against each of the schemes?

THE MINISTER OF RURAL DEVELOPMENT (SHRI SUNDAR LAL PATWA): (a) and (b) The fund released by the Union Government to Assam for various major Rural Development Programmes for the last three years is given in enclosed Statement.

**Statement**

*Allocation and Release of funds during 1996-97, 1997-98 and 1998-99 to the State of Assam for Rural Development Schemes*

(Rs. in lakh)

Programme	1996-97		1997-98		1998-99	
	Central Allocation	Central Release	Central Allocation	Central Release	Central Allocation	Central Release
Jawahar Rozgar Yojana	4574.54	3186.93	5111.22	5524.15	6686.18	15112.28
Indira Awaas Yojana	2919.68	1459.84	2952.83	2931.07	4781.82	5004.32
Employment Assurance Scheme*	—	10820.00	—	8592.00	—	11018.00
Integrated Rural Development Programme	1371.75	1304.00	1417.12	1728.48	5246.36	5246.36
Accelerated Rural Water Supply Programme	2026.00	2353.57	2438.00	2376.52	6120.00	6417.00

\*EAS was a demand driven scheme upto 31.3.99 and hence no allocation was made to States.

**Purchase of Pulses by Super Bazar**

112. SHRI PRABHUNATH SINGH: Will the Minister of CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the financial situation of the Super Bazar does not permit it to make purchases of pulses etc. on cash but have to go in on credit basis thereby making the purchases costlier;

(b) if so, the reasons for the present financial situation in the Super Bazar;

(c) whether the Government have made investment into the Super Bazar and have a close control over its activity; and

(d) if so, the steps taken to book the guilty people and to improve the situation?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI V. SREENIVASA PRASAD): (a) and (b) The Super Bazar is an autonomous cooperative organisation having its own Board of Directors to take decisions about its business and other administrative matters. The Super Bazar has informed that its financial position does not permit purchase of pulses etc. on cash basis. Some of the reasons for the present financial situation of the Super Bazar can be attributed to the following:

- (i) Decline in the sales turnover over the years resulting in losses.
- (ii) Increase in the wages of the staff due to the implementation of 5th Pay Commission's recommendations.
- (iii) Erosion in the Working Capital due to losses suffered since 1996-97.

(c) The Govt. have made investment in the Super Bazar by way of subscribing to the paid up share capital of the Super Bazar. The Super Bazar, being an autonomous cooperative organisation, has its own Board of Directors which includes Govt. representatives also. The Chief executive is appointed by the Government.

(d) The management of the Super Bazar is taking all possible steps to improve the situation. As regards booking the guilty people, the CVO, Super Bazar takes necessary measures as per the rules and regulations. The Ministry keeps a close watch on vigilance matters and takes appropriate action based on evidence and merits.

[*Translation*]

**Electrification of Railway Routes**

113. SHRI MANOJ SINHA:  
SHRI BRIJLAL KHABRI:  
SHRI ANANTA NAYAK:  
SHRI ANNASAHEB M.K. PATIL:  
SHRI HARIBHAU SHANKAR MAHALE:  
SHRI ABDUL RASHID SHAHEEN:

Will the Minister of RAILWAYS be pleased to state:

(a) the length of railway track electrified as on date, zone-wise and State-wise;

(b) the details of the routes on which the electrification work is going on at present alongwith the target date for its completion, Zone/State-wise;

(c) whether the Government have reviewed the progress of on-going electrification of rail routes;

(d) if so, the finding thereof and the steps taken by the Government in this regard;

(e) the total length of railway track to be electrified during the Ninth Five Year Plan, Zone/State-wise; and

(f) the achievement made so far in this regard, Zone/State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) As on 31.3.1999, 14579 Route Kilometres have been electrified. Zone-wise and State-wise details are as under:—

*Zone-wise Details of Electrification*

Sr. No.	Zone	Route Kilometres Electrified
1	2	3
1.	Central	2947
2.	Eastern	2053
3.	Northern	1387
4.	Southern	1266

1	2	3
5.	South Eastern	3615
6.	South Central	1518
7.	Western	1793
8.	North Eastern	0
9.	North East Frontier	0
Total		14579

*State-wise Details of Electrification*

Sr. No.	State	Route Kilometres Electrified
1	2	3
1.	Andhra Pradesh	1940
2.	Bihar	1800
3.	Delhi	129
4.	Gujarat	651
5.	Haryana	341

1	2	3
6.	Karnataka	104
7.	Kerala	164
8.	Madhya Pradesh	2741
9.	Maharashtra	1821
10.	Orissa	551
11.	Punjab	159
12.	Rajasthan	491
13.	Tamil Nadu	836
14.	Uttar Pradesh	1219
15.	West Bengal	1632
16.	Other States	0
Total		14579

(b) The details of the routes on which the Electrification work is going on at present is given State-wise/Zone-wise as under:

S.No.	Routes	State	Zone	Target
1	2	3	4	5
1.	Erode-Ernakulam	Tamil Nadu Kerala	Southern	March 2000
2.	Adra-Midnapur	W. Bengal	South Eastern	March 2000
3.	Lucknow-Kanpur	Uttar Pradesh	Northern	March 2000

1	2	3	4	5
4.	Sitarampur-Mughalsarai	West Bengal Bihar Uttar Pradesh	Eastern	March 2002*
5.	Delhi-Ambala-Ludhiana incl. Ambala-Kalka & Sirhind-Narthal Dam	Delhi Haryana Punjab	Northern	March 2001
6.	Bokaro-Barsuan	Bihar Orissa W. Bengal	South Eastern	March 2002*
7.	Kusunda-Jamuniatand	Bihar	Eastern	March 2001
8.	Kharagpur-Bhubaneswar	West Bengal Orissa	South Eastern	March 2003*
9.	Bhubaneswar-Kottavalasa	Orissa Andhra Pradesh	South Eastern	March 2003*
10.	Udhna-Jalgaon	Gujarat Maharashtra	Western	March 2003*
11.	Ambala-Saharanpur- Moradabad	Haryana Uttar Pradesh	Northern	March 2003*
12.	Tambaram-Chengalpattu- Villupuram & Chengalpattu-Arakkonam	Tamil Nadu	Southern	March 2004*
13.	Ludhiana-Amritsar	Punjab	Northern	March 2004*
14.	Renigunta-Hospet	Karnataka Andhra Pradesh	South Central	March 2006*

\* Tentative targets subject to availability of resources.

(c) and (d) Yes, Sir. The progress of electrification projects is monitored periodically. Requisite inputs are provided wherever required.

(e) and (f) The route kilometers to be electrified

during the Ninth Five Year Plan and the achievements during the First two years of the Ninth Plan are indicated Zone-wise & State-wise in the tables below:

*Zone-wise Target/Achievements*

S.No.	Zonal Railway	Target/Achievement for Electrification (Route Kilometres) during Ninth Five Year Plan	
		Target	Achievement till 31.3.1999
1.	Northern	301	118
2.	South-Eastern	1250	637
3.	Southern	141	81
4.	Western	83	—
5.	Eastern	521	222
6.	South-Central	4	4
Total		2300	1062

*State-wise Target/Achievements*

S.No.	State	Target/Achievement for Electrification (Route Kilometers) during Ninth Five Year Plan	
		Target	Achievement till 31.3.1999
1.	Andhra Pradesh	231	181
2.	Bihar	717	309
3.	Gujarat	68	—
4.	Haryana	41	41
5.	Kerala	107	77
6.	Maharashtra	15	Nil
7.	Orissa	450	112
8.	Punjab	148	41
9.	Tamil Nadu	34	4
10.	Uttar Pradesh	166	34
11.	West Bengal	323	263
Total		2300	1062



**Revamping to Public Distribution System**

114. SHRI ARUN KUMAR:  
 SHRI RAVI PRAKASH VERMA:  
 SHRIMATI REENA CHOUDHARY:  
 SHRI R.L. BHATIA:  
 SHRI BHIM DAHAL:  
 SHRI THIRUNAVUKARASU:  
 SHRI NARESH PUGLIA:  
 DR. SUSHIL KUMAR INDORA:  
 SHRI RAMCHANDRA PASWAN:  
 SHRI SHIVAJI VITHALRAO KAMBLE:  
 SHRI N.N. KRISHNADAS:

Will the Minister of CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) the amount of subsidy granted to the P.D.S. and the amount actually goes up to the poor;

(b) whether any appraisal of the working of PDS in the country has been made;

(c) if so, the result thereof and the steps taken or proposed to be taken to safeguard the interest of poor people;

(d) whether there is any proposal to remove the economically well off families from the ambit of the PDS; and

(e) if so, the details thereof and the criteria will be adopted for identifying the persons as economically well off?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI SRIRAM CHAUHAN): (a) The amount of subsidies borne by the Central Government for providing PDS commodities viz., foodgrains, sugar, Edible Oil and Kerosene under Public Distribution System (PDS) during the current year 1999-2000 (Revised Estimates) are as follows:

Commodities	Amount (Rs. in crores)
Foodgrains	8200
Sugar	235
Edible Oil	50
Kerosene	5970 (1998-99)

Government does not pay any subsidy directly to the consumers. In the present form of PDS, population living above poverty line (APL) is also extended the benefits of subsidised foodgrains and other essential commodities and the benefit of subsidy is not received by the people below poverty line (BPL) alone.

(b) and (c) Under the Targeted Public Distribution System (TPDS) introduced in June, 1997 foodgrains are provided to the States/Union Territories at highly Subsidised Central Issue Price (CIP) for issue to the people living below poverty line (BPL) @ 10 kg per family per month. Demands have been raised from various quarters that the provision of only 10 kg. per month per family to BPL population is not adequate. Under TPDS a consensus is needed for providing more foodgrains to BPL families given the constraints of availability of foodgrains and subsidy.

(d) and (e) No, Sir.

[English]

**Corruption in ITDC**

115. SHRI R.L. BHATIA: Will the Minister of TOURISM be pleased to state:

(a) whether the Government have received complaints against corruption and mismanagement in ITDC;

(b) if so, the details thereof; and

(c) the action taken thereon?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRI ANANTH KUMAR): (a) to (c) ITDC has a large number of Trade Unions, Associations and Federations operating in various units offices. Complaints against corruption and mismanagement in the company are received from time to time. These complaints are looked into and necessary action is taken.

**Entering of H.A.L. into Power Sector**

116. SHRI A. NARENDRA: Will the Minister of DEFENCE be pleased to state:

(a) whether H.A.L. has decided to enter into the Power Sector in the country by using its expertise in engines;

(b) if so, the main areas of thrust and the location where the project is likely to be set up along with its capacity;

(c) whether any proposal has been submitted to the Government by H.A.L. in this regard; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI HARIN PATHAK): (a) Yes, Sir.

(b) The important thrust areas are repair, overhaul and support services for the Gas Turbine Prime Movers of Electrical Alternators in the lower ranges. The project has already been set up at Bangalore. The capacity of this plant covers repair and overhaul of the engines mentioned above and in addition the manufacture and overhaul of 20 MW Aero Derivative LM-2500 Gas Turbines.

(c) and (d) The project has already been set up at Bangalore.

#### **Rail Coach Factory at Ambala**

117. SHRI RATTAN LAL KATARIA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to open Rail Coach Factory at Ambala; and

(b) if so, the steps taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) No, Sir.

(b) Does not arise.

#### **Construction of Yatri Niwas in Manipur**

118. SHRI HOLKHOMANG HAOKIP: Will the Minister of TOURISM be pleased to state:

(a) whether the Government of Manipur has sent any proposal for construction of any new Yatri Niwas in the State; and

(b) if so, the details thereof?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRI ANANTH KUMAR): (a) and (b) Yes, Sir. Government of Manipur has sent a proposal for construction of Yatri Niwas at Jiribam involving Central financial assistance of Rs. 65.00 lakhs.

#### **India Thailand Cooperation in Tourism Sector**

119. SHRI ASHOK N. MOHOL: Will the Minister of TOURISM be pleased to state:

(a) whether Thailand is keenly interested in increasing cooperation with India in Tourism sector;

(b) if so, the details thereof; and

(c) the steps taken by the Government to increase the cooperation in tourism sector?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRI ANANTH KUMAR): (a) to (c) Thailand has been identified as one of the priority country for co-operation in Tourism sector. Ministry of Tourism has forwarded a draft Tourism Co-operation Agreement for their consideration.

#### **Development of Railway Network in North-Eastern States**

120. SHRI BHIM DAHAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Union Government had decided to spend a fixed percentage of amount of the Railway Budget for the development of Railways network in North-Eastern States;

(b) if so, the details thereof;

(c) the amount actually spent during each of the last three years and the current year, so far;

(d) whether the amount spent in accordance with the decision taken by the Government; and

(e) if not, the reasons therefore?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) and (b) Union Government had decided to spend 10% of the Budgetary support for the development of Railway network in North-Eastern States.

(c) The amount spent on the development of Railway Network in North-Eastern regions since 1997-98 is as under:—

Year	Total Budgetary Support	Expenditure made	%age
1997-98	1991.83	236.41	12%
1998-99	2200.00	207.28	9%
1999-2000 (BE)	2440.00*	250.43	10%

\*Excludes Rs. 100 crores for Udhampur — Srinagar — Baramulla new line.

(d) Yes, Sir. The shortfall in spending the required amount would be made good in subsequent years.

(e) Does not arise.

#### **Rural Development Schemes from Andhra Pradesh**

121. SHR K. YERRANNAIDU: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether the Government of Andhra Pradesh has submitted a number of Rural Development schemes for approval during the last three years;

(b) if so, the details of schemes/projects submitted and approved, year-wise; and

(c) the time by which the remaining schemes are to be approved?

THE MINISTER OF RURAL DEVELOPMENT (SHRI SUNDAR LAL PATWA): (a) to (c) The Government of Andhra Pradesh has submitted 33 projects for providing

safe drinking water supply under Sub-Mission Projects during 1996-97 and 1997-98. Since 1-4-98 all powers for sanctioning sub mission projects have been delegated to the State Government. In addition, proposals in respect of 5 pilot projects have been received for implementation of sector reforms. These projects are under consideration of the Ministry of Rural Development.

Under Integrated Wasteland Development Projects (IWDP) Scheme, 21 Projects have been received during the last three years, out of which 13 projects have been sanctioned and 8 projects are under process for sanction. No time frame can be fixed for sanction of the projects as it depends upon the viability of the project and availability of funds. The IWDP projects have been prioritised in consultation with the State Govt. of Andhra Pradesh for sanction.

Two special project proposals viz. (i) setting up of Technology and Training Development Centres in Andhra Pradesh and (ii) Setting up of Permanent Marketing Centres have been received under Swarnajayanti Gram Swarozagar Yojana (SGSY) from the State Govt. of Andhra Pradesh and are under consideration of the Ministry.

Under Rural Sanitation Programme, two proposals for construction of Sanitary latrines at the cost of Rs. 32 crore and Rs. 126.03 crore respectively and one Integrated Rural Sanitation Project at the cost of Rs. 259.97 crore were received during last three years for which clarifications have been sought from the State Government which are awaited. Two projects namely, (a) Integrated Sanitation approach in 4 districts of East Godavari, West Godavari, Krishna and Guntur with total cost of Rs. 2908.82 lakh and (b) Rural Sanitation facilities in Khammam District with total cost of Rs. 1462.59 lakh were approved during 1998-99. Another project of Total Sanitation Campaign in Khammam District was approved at a total cost of Rs. 918.80 lakh during 1999-2000.

#### **Construction of Arantangi-Rameswaram Rail Line**

122. SHRI THIRUNAVUKARASU: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways accord importance to new Railway lines like 'Arantangi-Rameswaram' to save time of journey; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) No, Sir. The criteria for constructing new line is that it should have traffic or developmental potential. There is no proposal to construct a new line from Arantangi to Rameswaram which is already linked via Manamadurai.

(b) Does not arise.

#### **Upgradation of MIGs**

123. DR. MANDA JAGANNATH: Will the Minister of DEFENCE be pleased to state:

(a) whether some MIGs, included MIG-29 fighter jets, are being upgraded;

(b) if so, the details thereof along with the approximate expenditure to be incurred thereon; and

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

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) to (c) MIG-21 BiS aircraft and MIG-27 aircraft are being upgraded.

The contract for the upgrade of 125 MIG-25 BiS aircraft was signed in March 1996, with Russia. The total cost of the upgrade is 626 million US Dollars.

The design and development work on two MIG-21 BiS aircraft is being undertaken in Russia, which is in the final stage of completion. Concurrently, the upgradation of the remaining 123 aircraft has commenced at HAL, Nasik and is expected to be completed by the year 2004.

So far MIG-27 aircraft is concerned, upgradation of 40 aircraft at a ceiling cost of Rs. 430 crores has been approved by Government.

This upgrade programme is to be carried out indigenously by Hindustan Aeronautics Ltd. (HAL) and Aeronautical Development Establishment (ADE) and is expected to be completed by 2005.

**Progress of ROBs in Kerala**

124. SHRI K. MURALEEDHARAN: Will the Minister of RAILWAYS be pleased to state:

(a) the progress achieved in regard to construction of road over bridges at seven level crossings between Calicut and Kasaragod in Kerala; and

(b) the expenditure incurred thereon so far?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) Eleven works of Road Over Bridges are sanctioned between Calicut and Kasaragod in Kerala, out of which General Arrangement Drawings for six have already been approved by State Govt. and estimates are under preparation. These are at Padanakkad, Pallikkara, Muzhupliangadi, Cherode-NH-17, Vengalam and Vengali. For three works at Chova, Nadal & Chengothukava, General Arrangement Drawings have been sent to State Govt. for their concurrence and for remaining two proposals *i.e.* one at Nandi and the other between Calicut & West Hills details are awaited from State Govt. for preparation of General Arrangement Drawings.

(b) Works still at planning stage hence, no expenditure has been incurred.

**Price of Ration Items**

125. SHRI T. GOVINDAN: Will the Minister of CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the Union Government have increased the prices of rice, sugar and wheat meant for P.D.S. recently;

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

(c) whether the State Governments were taken into confidence prior to hike the prices;

(d) the details of the cost of procurement, handling and transportation of these items; and

(e) the extent to which it will affect the families below poverty line?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI SRIRAM CHAUHAN): (a) No, Sir.

(b) and (c) Does not arise.

(d) Details as follows:-

	(Rs. per qtl.)	
	Wheat	Rice
Procurement cost	682.12	1007.33
Handling	20.94	23.36
Transportation	53.99	61.92

While wheat and rice are procured by the Central Government, the PDS sugar requirements are requisitioned from the sugar factories. While the sugar factories are paid the ex-factory levy sugar prices fixed by the Government, an amount of Rs. 200 per quintal is added over the ex-factory levy sugar price to arrive at the delivered cost of sugar in the PDS.

(e) Does not arise.

[Translation]

**Modernisation of Railways**

126. SHRI CHANDRESH PATEL: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have recently speeded up the process of modernisation in order to prevent rail accident;

(b) if so, the salient features thereof; and

(c) the amount to be earmarked for it?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) to (c) Yes, Sir. Railways accords highest priority to safety in train Operations. Safety in train operations is an ongoing and continuous process. The provision of safety system and equipment are provided progressively depending upon the availability of funds.

The Railway Safety Review Committee set up under the chairmanship of Justice H.R. Khanna, a Retd. Judge of Supreme Court in Part-I of their Report has recommended, provision of technical aids costing Rs. 2727 crores and renewal of assets costing Rs. 15,000/- crores, besides other recommendations for which no financial repercussion has been given. Action will be taken on those recommendations which are accepted by the Government and the provision of safety equipment and system will depend upon the availability of funds.

[English]

#### **Upgradation of Koodal Nagar Railway Station**

127. SHRI P. MOHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether attention of the Government has been drawn to the repeated demands to upgrade the Koodal Nagar railway station under Madurai Division as a major terminus like that of Nizamuddin railway Station, Delhi Division; and

(b) if so, the steps taken by the Government to fulfil the demands?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) Yes, Sir.

(b) Potential of Madurai Junction Station has not yet been fully developed or exploited. With extensive gauge conversion of meter gauge system of Southern Railway, vast space occupied by a major MG loco shed has been released. Broad gauge coaching terminal facilities are being developed in that space. With Madurai-Rameshwaram section also getting converted, additional BG platforms are planned for Madurai. When these planned works are completed, Madurai Junction will be able to handle additional through and terminating passenger services also. Hence, there is no need at present for a second coaching terminal for Madurai at Koodal Nagar.

Koodal Nagar is already developed as a goods terminal of Madurai. Recently CONCOR has also started operating from this goods terminal. As and when volume of traffic warrants, additional facilities will be developed at Koodal Nagar.

#### **Establishment of Renewable Energy Education Parks**

128. SHRI A. BRAHMANAIAH: Will the Minister of NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether the Government are encouraging the establishment of 'Renewable Energy Education Parks' all over the country;

(b) if so, the names of the States where such parks are proposed to be opened with Government's assistance; and

(c) the criteria adopted for selecting States to open such Parks?

THE MINISTER OF STATE OF THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES (SHRI M. KANNAPPAN): (a) Yes, Sir. The Government has been sanctioning establishment of Renewable Energy Parks to States and Union Territories under Special Area Demonstration Programme.

(b) Renewable Energy Parks have already been sanctioned to 27 States/Union Territories, *i.e.* Andhra Pradesh, Arunachal Pradesh, Assam, Bihar, Delhi, Goa, Gujarat, Haryana, Himachal Pradesh, Jammu & Kashmir, Karnataka, Kerala, Madhya Pradesh, Maharashtra, Manipur, Mizoram, Nagaland, Orissa, Punjab, Rajasthan, Tamil Nadu, Tripura, Uttar Pradesh, West Bengal, Andaman & Nicobar Islands, Chandigarh and Pondichery.

(c) Each State/Union Territory could select about ten important educational institutions and public places for establishment of such parks with Central financial assistance on the capital cost of the sanctioned renewable energy systems and devices up to a maximum of Rs. 10.00 lakh per park.

#### **High Speed Rail Connectivity**

129. SHRI A. VENKATESH NAIK: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government are considering high speed rail connectivity between Mumbai and Ahmedabad, Delhi and Lucknow and Chennai and Bangalore;

(b) if so, the details thereof;

(c) whether the Government are keen to enter into Joint Ventures with the Member Countries of the International Union of Railways;

(d) if so, the details thereof; and

(e) the time by which the said joint venture is likely to take place?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) No, Sir.

(b) to (e) Do not arise.

#### **Premature Retirement by Defence Officers**

130. SHRI PAWAN KUMAR BANSAL: Will the Minister of DEFENCE be pleased to state:

(a) whether there is a significant increase in the number of Defence Officers opting for premature retirement;

(b) if so, the number of Officers and N.C.Os opted for premature retirement during each of the last three years and in the current year so far in each of the three wings of Armed Forces along with the reasons attributed thereto;

(c) the grounds identified for such an approach and the level or the rank at which such retirement has been generally sought; and

(d) the reaction of the Government thereto?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) There has not been any significant increase in the number of Defence Officers opting for premature retirement.

(b) A statement is enclosed.

(c) Premature retirement is generally sought either on compassionate or supersession grounds. The bulk of the officers seeking premature retirement are in the rank of Lt. Col. or equivalent in other Services.

(d) Measures have been taken to make the youth of our country more aware of the opportunities and

challenges in the Armed Forces, both for officers including women officers and other rank categories. Apart from decisions like enhancing the age of retirement, the process of improving the quality of life for armed forces personnel is kept up as an ongoing one.

**Statement**

The number of Commissioned and Non-Commissioned Officers in the Defence Forces who have proceeded on pre-mature retirement during the last three years is as under:—

Rank	1997	1998	1999	2000 (Upto Jan.)
1	2	3	4	5
<b>Army :</b>				
Lt. Gen.	1	—	—	—
Maj. Gen.	3	2	4	—
Brig.	24	26	21	2
Col.	76	80	88	5
Lt. Col. (Incl. TS)	248	294	213	12
Major	70	110	92	4
Capt. & below	13	30	18	—
<b>Total</b>	<b>435</b>	<b>542</b>	<b>436</b>	<b>23</b>
<b>Navy:</b>				
Capt/Cmdes	17	59	41	NA
Cdrs.	28	70	74	NA
Lt. Cdrs/and below	12	68	66	NA
<b>Total</b>	<b>57</b>	<b>197</b>	<b>181</b>	
<b>Air Force:</b>				
Group Captain and above	31	23	26	6
Wing Cdrs & below	160	200	135	8
<b>Total</b>	<b>191</b>	<b>223</b>	<b>161</b>	<b>14</b>

*Personnel below Officers Rank proceeded on premature retirement in the Armed Forces*

Services	1997	1998	1999	2000
Army (As on Sept. 1999)	11,300	14,800	21,900	2,000
Air Force (As on Jan. 2000)	329	559	401	50
Navy	—	—	—	—

**Mobilisation of Resources**

131. SHRI P.C. THOMAS: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have sought any external or internal budgetary support;

(b) if so, the details thereof;

(c) whether the Government propose to spend more on safety and facilities to passengers; and

(d) if so, the proportionate amount being spent by U.S., U.K., France, China and Germany in this respect?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) Yes, Sir. The issue of budgetary support from the general exchequer is decided after consultations with Planning Commission.

(b) A budgetary support of Rs. 2540 crores has been provided in the current year.

(c) Safety related investments on Indian Railways is a continuous and need based exercise. Funds for safety and facility of passenger related measures are being provided as per requirement and availability of resources.

(d) As regards the proportionate amount being spent on safety and facility of passengers in foreign railways, the information is not available.

[Translation]

**Power Generated through NCES**

132. SHRI JAGDAMBI PRASAD YADAV: Will the Minister of NON-CONVENTIONAL ENERGY SOURCES be pleased to state the total quantum of power in MW generated through non-conventional energy sources in the country, State-wise?

THE MINISTER OF STATE OF THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES (SHRI M. KANNAPPAN): State-wise power production from non-conventional energy sources is given in the enclosed Statement.

**Statement***State-wise Power Production from Non-Conventional Energy Sources (As on 31.12.99)*

Sl. No.	State/ Union Territory	Installed Capacity (MW)
1	2	3
1.	Andhra Pradesh	128
2.	Arunachal Pradesh	21
3.	Assam	2
4.	Gujarat	174
5.	Haryana	5
6.	Himachal Pradesh	12
7.	Jammu & Kashmir	9
8.	Karnataka	94
9.	Kerala	8
10.	Madhya Pradesh	37
11.	Maharashtra	52
12.	Manipur	4
13.	Meghalaya	2
14.	Mizoram	12
15.	Nagaland	4
16.	Orissa	4

1	2	3
17.	Punjab	21
18.	Rajasthan	8
19.	Sikkim	9
20.	Tamil Nadu	860
21.	Tripura	1
22.	Uttar Pradesh	83
23.	West Bengal	9
Total		1559

[English]

#### Application of Technical Parameter

133. SHRI PRAKASH YASHWANT AMBEDKAR: Will the Minister of RAILWAYS be pleased to state:

(a) the Technical Parameter applied on Indian Railways to give operational speed certificate to its rolling stock on broad gauge route;

(b) whether there is any different parameters for different types of rolling stock on same route/track;

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

(d) the parameters in which 140 MT cranes falls, to get operational speed certificate from Safety Commissioner in accordance with Sec. 27 of Indian Railways Act, 1989;

(e) whether the Safety Commissioner issued clearance certificate for cranes acquired through 1984-85 and 1997-98 contract in accordance with the parameter and Sec. 27 of Indian Railways Act, 1989; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) During detailed oscillation trials, the new rolling stock should meet the required criteria at speeds 10% higher than the speed at which the speed certificate is issued.

(b) and (c) The procedure for issuing final speed certificate is same for all kinds of rolling stock. However, parameters to be measured and acceptable criteria are different for different rolling stocks like coaches, wagons, locomotives, cranes etc. The acceptance criteria are different because performance expected from different rolling stocks are not same e.g. stability is important for stocks which don't carry passenger while stability and comfort both are important for stocks which carry passenger etc.

(d) The acceptance criteria for 140 MT cranes fall within the acceptance criteria laid down for 'Breakdown Cranes'.

(e) and (f) The first time introduction of a crane of a new design on a Zonal Railway needs the sanction of Railway Board on the recommendation of Commissioner of Railway Safety (CRS) through Chief Commissioner of Railway Safety (CCRS). For running of the similar cranes on other Zonal Railways, each Railway takes permission from CRS based on Railway Board's sanction and depending on local conditions actually obtaining on the Railways.

For cranes acquired through 1984-85 contract, necessary sanctions were issued by the Railway Board for the first crane and the concerned CRS in terms of Sec. 27 of Indian Railways Act, 1989.

Interim Certificate to run the cranes received against 1997-98 contract has also been issued. The issue of final speed certificate in terms of Sec. 27 of Indian Railways Act, 1989 for these cranes is under process after completion of an oscillation trials by RDSO.

#### Construction of Banspani-Jakhapura Rail Line

134. SHRI ANANTA NAYAK: Will the Minister of RAILWAYS be pleased to state:

(a) the target date fixed for the construction of Banspani-Jakhapura line;

(b) the estimated funds required for the construction of remaining portion of the above line; and

(c) the steps taken to expedite the construction work?



THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) Sir, the present target date is December, 2003.

(b) Rs. 375 crore as per present day costs.

(c) This is an operationally important project which has been accorded high priority and is being funded accordingly.

[Translation]

#### **Construction of Lalitpur-Singrauli Railway Line**

135. SHRI RAMANAND SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) the progress made in the construction of Lalitpur-Singrauli railway line alongwith the expenditure incurred thereon so far;

(b) the total estimated amount likely to be incurred thereon; and

(c) the target date fixed for the completion of the said railway line?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) Final Location Survey has been taken up. The expenditure incurred so far is Rs. 97.49 lakhs.

(b) Rs. 925 crores.

(c) No target date has yet been fixed for completion of this line.

[English]

#### **Construction of Railway Level Crossing and ROB in Maharashtra**

136. SHRI RAMSHETH THAKUR: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have received some proposals/requests for construction of Railway level crossings and road over bridges in Maharashtra;

(b) if so, the details thereof; and

(c) the action Government has taken in regard to construction of road over-bridges and railway crossing in Maharashtra and particularly in Raigarh district?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) and (b) Yes, Sir. A proposal has been received from District Collector, Bhandara for construction of a new manned Level crossing at Km. 946/5-7 near Chand Suraj Village on Howrah—Nagpur section. In case of Road Over Bridges/Road Under Bridges there is no firm proposal from State Govt. of Maharashtra for taking up on cost sharing basis during the current year.

(c) Railway have agreed to construct a new manned Level crossing at Km. 946/5-7 near Chand Suraj Village on deposit terms for which District Collector has been advised on 16.8.1999 to deposit charges for preparation of plans, estimates & survey etc.

[Translation]

#### **On-going Railway Projects in Bihar and Madhya Pradesh**

137. SHRI RADHA MOHAN SINGH:

SHRI RAJO SINGH:

Will the Minister of RAILWAYS be pleased to state:

(a) the details of the on-going and proposed Railway projects in Bihar and Madhya Pradesh along with the cost involved therein;

(b) the progress made and the amount spent on each of the project so far; and

(c) the time by which these projects are likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) to (c) While formulating proposals for Railway projects, an integrated view of the system requirements is taken with a national perspective. Geographical boundaries of States, per se, do not form a criterion for taking investment decisions, especially when a number of railway projects span across more than one State. However, ongoing Railway projects in Bihar and Madhya Pradesh along with their cost, amount spent on them, progress and remarks on likely dates of completion are given in enclosed Statement I and II.

The following surveys in Bihar and Madhya Pradesh are in progress.

1. New Line for Daltonganj to Gaya *via* Shengati
2. New Line from Chunar-Sasaram
3. New Line from Dhaniwar-Sheikhpura
4. New Line from Dhaniwar-Danapur-Fatewah (Patna by pass)
5. Dhaniwar-Bihar Sharif New Line
6. New Line from Hajipur to Sagauli *via* Vaishali
7. New Line from Motihar to Sitamarhi *via* Shivpur
8. New Line from Janakpur Road-to Jayanagar *via* Madhuban
9. Sakri-Nirmali Gauge conversion
10. Sakri-Jhanjharpur-Laukaha Bazar Gauge conversion
11. Purna-Akola-Khandwa Gauge conversion
12. Raipur-Dhamtari Gauge conversion
13. Titlagarh-Jharsuguda Doubling
14. Mhow-Ratlam Gauge conversion
15. Khandwa to Nardana *via* Khargone New Line
16. New Line Jabalpur-Patna
17. Dehri-on-Sone to Barwadih New Line
18. Pirpainti to Munger New Line
19. New Line Koderma-Tilaya
20. Bharwadih to Chirimiri restoration of railway line
21. Hazaribagh to Garwa Road New Line
22. Supaul-Araria *via* Triveniganj New Line
23. Biharganj-Chattarpur *via* Muriganj New Line
24. Sitamarhi to Jayanagar *via* Soubarsa New Line
25. Pratapnagar-Bhimnagar-Bathanha New Line
26. Kursela-Manihar *via* Bhavanipur-Jarlahi New Line
27. Salauna (Bakri to Alauli) New Line
28. Madhepura-Pratapganj New Line
29. Hajipur-Samastipur *via* Mahuwa New Line
30. Kursela-Rupali-Saharsa New Line
31. Mansi-Saharsa-Banmankhi-Katihar Gauge conversion
32. Restoration of Nirmali-Bhaptiar section
33. Ramtek to Gotegaon *via* Khawasa New Line
34. Rajnandgaon-Jabalpur New Line
35. Katangi to Tirodi New Line
36. Pendra Road-Korba/Gerva Road New Line
37. Bishrampur-Jabalpur New Line
38. Chakradharpur-Bondamunda 3rd line
39. Bilaspur-Jabalpur New Line
40. Bilaspur-Anuppur Doubling
41. Titlagarh-Raipur Doubling
42. Ujjain-Ramganjmandi *via* Agar, Suswer, Jhalawar
43. Indore-Budhni New Line

**Statement I**

S.No.	Plan	Project	Rly	Cost	Exp.	Outlay	Remarks
					upto 31.3.99	1999- 2000	
				(Amount in Crores of Rs.)			
				Railway Projects in Bihar			
1	2	3	4	5	6	7	8
1.	Doubling	Sonenagar-Mugalsarai	ER	241.00	173.00	30.00	This project is partially funded out of ADB loan. Work is progressing well. Out of 16 block section 8 have been commissioned covering 46 kms. The entire work will be completed by June 2000.
2.	Doubling	Patna-Parsa Bazar (Patna-Gaya, Phase-I)	ER	9.97	7.97	2.00	Earthwork is nearing completion and bridge works are in progress. The work is expected to be completed during this financial year.
3.	Doubling	Parsa Bazar-Punpun (Patna-Gaya, Phase-II)	ER	7.00	0.00	7.00	Plans and estimates have been prepared. The work is being taken up.
4.	Doubling	Goelkera-Manoharpur 3rd line (Chakradharpur Bondamunda Section)	SER	186.91	4.01	10.00	Final location survey and preparation of land acquisition plan and papers has been taken up. Work in Railway land at Manoharpur has been taken up. Work on other sections will be taken up whenonce the land is made available by State Govt.
5.	Doubling	Sahibganj-New Farakka-Malda	ER	62.35	61.20	0.15	The work has been completed and commissioned.
6.	Doubling	Kishanganj-Dalkolha	NFR	43.73	20.47	15.00	Two block sections from Kisanganj-Hatwar-Kanki (14 kms) have been commissioned and rest will be completed by December, 2000.
7.	Doubling	Punpun-Taregna (Patna-Gaya, Phase-III)	ER	42.35	0.00	5.00	New work included in the budget 1999-2000 Preliminary arrangements are being made for taking up the work.
8.	Doubling	Chapra-Hajipur	NER	49.64	0.00	1.00	New work of 1999-2000 and will be taken up after obtaining the requisite clearances.
9.	Doubling	Karpurigram-Siho	NER	32.67	0.00	1.00	New work of 1999-2000. Preliminary arrangements are being made for starting the work.
10.	Gauge Conversion	Narkatiaganj-Valmikinagar	NER	55.04	42.98	1.50	The work has been completed and commissioned The residual works are in progress.
11.	Gauge Conversion	Hajipur-Bachwara	NER	71.17	67.38	1.00	Work completed & commissioned.

1	2	3	4	5	6	7	8
12.	Gauge Conversion	Mansi-Saharsa-Forbesganj Phase-I	NER	210.00	19.50	10.00	Work is in progress. Earthwork has been completed in 23 km. 9 out of 13 minor bridges completed. 1 major bridge out of 10 completed. 2 bridges on Bagmati river are in progress. Tender for 3 major bridges are under finalisation. Completion of these bridges would take 2-3 years period.
13.	Gauge Conversion	Ranchi-Lohardaga with extension to Tori	SER	193.19	11.45	10.00	The earthwork and minor bridges have been taken up on the Phase-I Ranchi-Lohardaga section. Final location survey on Lohardaga - Tori (Ph-II) is in progress and will be completed by June 2000.
14.	Gauge Conversion	Jayanagar-Darbhang-Narkatiaganj	NER	233.00	0.00	10.00	Necessary clearances have been obtained. EW for 3 km completed. Tenders for Jayanagar-Darbhang invited.
15.	Gauge Conversion	Samastipur-Khagaria	NER	70.00	0.00	0.00	The work will be taken up after the necessary clearances have been obtained.
16.	Gauge Conversion	Katihar-Jogbani (including Katihar-Radhikapur)	NFR	137.24	0.00	0.00	The work will be taken up after the requisite clearances have been obtained.
17.	Gauge Conversion	Chhapra Aunrihar	NER	165.57	164.57	1.00	Work completed and Commissioned. Financial adjustments are being made.
18.	Gauge Conversion	Muzaffarpur-Raxaul	NER	94.55	90.55	4.00	The work has been completed and commissioned. The work for Birgunj to Raxaul which is sanctioned as a material modification is in progress and will be completed by June 2000.
19.	Gauge Conversion	Katihar Div.—MG to BG	NFR	1.11	0.88	0.00	Work is in progress.
20.	Gauge Conversion	Kaptanganj-Thave-Sivan-Chapra	NER	268.00	0.00	0.00	New work of 1995-2000. The work will be taken up after necessary clearances have been obtained.
21.	New Line	Mandarhill-Rampurhat via Dumka	ER	170.47	6.47	4.00	Final location survey has been completed. Preparation of land acquisition plan & papers is in progress. Land acquisition papers for 20 km stretch from Mandarhill side have been submitted to State Government. The work would be started once the land is made available by the State Govt.

1	2	3	4	5	6	7	8
22.	New Line	Sakri-Hassanpur	NER	89.70	14.00	5.00	Land acquisition papers have been submitted to the State Govt. for the entire length and 667 acre land has been acquired. Tenders for EW from 7 km for Sakri end have been invited.
23.	New Line	Khagaria-Kusheshwarasthan	NER	78.00	1.50	1.00	Final location survey has been completed & preparation of land acquisition plan and papers has been taken up. The land acquisition proposals for 18.5 km length have been submitted to State Govt. Earthwork in Khagaria yard has been taken up. The work would be taken up once the land is made available by the State Govt.
24.	New Line	Patna-Ganga bridge	ER	600.00	2.01	5.00	The detailed investigation & final location survey has been taken up by RITES. CCEA clearances is yet to be obtained. Model studies are being done by Uttar Pradesh Irrigation Research Institute, Roorkee and are likely to be completed by June 2000 after which the alignment and configuration of the bridge will get finalise. Once the design and alignment of the bridges is finalised, the cost estimates shall be firmed up and the proposal will be processed for clearances.
25.	New Line	Ara-Sasaram	ER	120.00	5.01	10.00	Final Location survey has been completed for 20 km length and land acquisition papers for this stretch between Sasaram and Nokha covering 206 acre of land have been submitted to State Government. In the remaining portion, final location survey is in progress. Work has been started at both ends, wherever land is available.
26.	New Line	Giridih-Koderma	ER	145.00	0.51	5.00	The requisite clearances has since been obtained. Final location survey has been taken up. This will be followed by land acquisition. Work will be taken up once land becomes available.
27.	New Line	Muzaffarpur-Sitamarhi	NER	100.00	2.01	2.00	Final Location survey for 32 km has been completed and preparation of land plans & papers & other preliminary works are in progress. Earthwork in Sitamarhi Yard for one km length has been completed. The work would be taken up once the land is made available by the State Govt. Papers for acquisition of 67.55 acres of land have been submitted to State Govt.
28.	New Line	Monghyr-Rail Bridge on Ganga	ER	600.00	1.00	2.00	The work would be taken up after the requisite clearances have been obtained. Surveys and detailed investigations are being taken up.

1	2	3	4	5	6	7	8
29.	New Line	Duraunda-Maharajanj	NER	3.57	0.34	2.00	The work will be taken up after the requisite clearances have been obtained.
30.	New Line	Fatua-Islampur Restoration	ER	49.50	1.00	14.00	Earthwork and bridges have been taken up between Islampur and Hilsa. For the rest of the section land acquisition is in process and work would be taken up as soon as the land becomes available.
31.	New Line	Rajgir-Hisua-Tilaya	ER	49.50	1.00	14.00	Final Location Survey has been completed and land acquisition papers for 20 kms. stretch covering 70 hectares of land have been submitted to State Govt. Work will be done by IRCON. The alignment in Rajgir area is under re-consideration due to restriction around archaeological monuments.
32.	New Line	Koderma-Ranchi	ER	491.20	0.50	14.00	The requisite clearances has since been obtained. Final location survey has been taken up and will be followed by land acquisition. Work will be taken up once land is made available by the State Government.
33.	New Line	Deogarh-Dumka	ER	180.00	0.50	2.00	Necessary clearances have been obtained. Final location survey has been completed. Proposal of land acquisition plans and papers have been taken up.
34.	New Line	Bagaha-Chhitauni-MG lines	NER	93.42	93.41	0.00	Work of GC has been completed and commissioned. Work of Rail-cum-Road Bridge across river Gandak (14 spans of 200 ft) has been entrusted to M/s. IRCON which is in progress. The work will be completed in about 2 years time.
35.	Railway Electrification	Sitarampur-Danapur-Mugalsarai	ER	330.75	259.05	50.07	286 RKMs since energised till Mar. 99. The progress has been slow due to law and order problem and failure of contractor. Work is now targetted for completion by Dec. 2000.
36.	Railway Electrification	Chandil-Muri-Barkakana	SER	45.06	41.50	2.55	Work has been completed.
37.	Railway Electrification	Patratu-Sonenagar	ER	172.26	168.12	4.14	Works completed.
38.	Railway Electrification	Bokaro Steel City Muri-Hatia-Bondamunda-Bimlagarh-Kiriburu/Barsuan incl. Purulia-Kotshila	SER	214.55	193.42	20.00	221 RKMs energised till Mar., 1999. An entire section targetted for completion by Mar. 2002.

1	2	3	4	5	6	7	8
39.	Railway Electrification	Patna-Gaya	ER	36 80	0.00	0.10	Project report is being re-examined in CORE. ROR is negative.
40.	Railway Electrification	Kusunda-Jamunianitanda	ER	16.42	4.00	7.00	Target date for completion of this work is March, 2001.

**Statement II**

S. No.	Plan-Head	Project	Rly	Cost	Exp. upto 31.3.99	Outlay for 1999-2000	Status
(Amount in Crores of Rs.) Railway Projects in Madhya Pradesh							
1	2	3	4	5	6	7	8
1.	Double Line	Hatempur-Gher-single line	CR	44	42.61	1	Work completed.
2.	Double Line	Nishatpura A&D Cabins	CR	3.97	3.53	0.001	The work has been completed and commissioned.
3.	Double Line	Akaltara-Champa	SER	44.2	42.2	2	Akaltara-Naila (16 Kms) completed. Naila-Hasdeo (7 Kms) completed, except the Hasdeo bridge which will be completed by, June 2001. Commissioning is awaiting CRS's sanction which will be after condonation of grade infringement from Board.
4.	Double Line	Urkura-Raipur-Sarona	SER	22.82	0	0.001	Work completed and commissioned.
5.	Double Line	Korba-Saragbundia	SER	27.59	23.59	4	Korba-Urga (6.5 Kms) has been completed. The work on balance portion is in progress and will be completed by March, 2000.
6.	Double Line	Sarona-Bhillai 3rd line	SER	33.29	6.5	17	Earthwork and minor bridges are in progress. Site investigation for important major bridge Kharum has been taken up.
7.	Double Line	Bilaspur-Urkura	SER	151.53	0.5	10	Preliminary arrangement for starting the work are being made.
8.	Double Line	Champa-Saragbundia	SER	39.74	18.06	20	Work is in progress and three block sections covering 15 Kms section from Saragbundia-Kathari Road-Bolpur (15 Kms) will be completed during 1999-2000.
9.	Double Line	Korba-Gevra Road	SER	29.39	0.2	5	Work of bridges and formation has commenced.

1	2	3	4	5	6	7	8
10.	Double Line	Kalapipal-Phanda/ Maksi-Bhopal	WR	53	0.01	0.01	This work has been temporarily frozen owing to low operational priority and constraint of resources.
11.	Double Line	Bolai-Kalisindh- Kisoni-Bercha	WR	49.29	22.43	10	The work is in progress on 4 block sections and is being regulated as per availability of resources. Maksi-Pirumrod and Bolai-Kalisindh completed.
12.	Gauge Conversion	Jabalpur-Gondia incl. Balaghat- Katnagi	SER	386.3	20.04	22	Final Location Survey from Gondia to Balaghat including Balaghat-Katangi has been completed including geo-technical investigations of major bridges. The survey between Balaghat-Jabalpur is in progress. Formation work, bridge work and ballast supply are in progress between Gondia and Balaghat.
13.	Gauge Conversion	Neemuch- Ratlam	WR	116.74	4.57	5	Work on long lead items has been taken up.
14.	New Line	Guna-Etawa	CR	337.32	225.35	18	Guna-Gwalior and Gwalior Nonera sections have already been completed. The next phase work of Gauge Conversion between Nonera and Bhind is in progress & Nonera-Soni (27 Kms) will be completed in 2000-2001. The last phase of this project from Bhind-Seoni (23 Kms) is also targeted in 2000-2001. The last phase of this project from Bhind to Etawah involves construction of 3 major bridges on the rivers Chamba, Kunwari and Yamuna. The work on Yamuna Bridge has already been taken up. The work will be completed in the coming years as per availability of resources.
15.	New Line	Lalitpur-Satna & Rewa-Singrauli	CR	925	1	5	Necessary clearances have been obtained. Final location survey for 70 Kms from Lalitpur end and 45 Kms from Mahoba end has been completed and FLS for balance section is in progress.
16.	New Line	Bishrampur- Ambikapur	SER	40	0.05	5	Necessary clearances have been obtained. The final location survey and land acquisition has been completed. Work is being taken up.
17.	New Line	Godhra-Indore Dewas-Maksi	WR	297.14	17.12	4	This work is being executed in phases. The first phase of work between Dewas & Maksi is now in progress. Work is in progress on all 8 major bridges. Work on all 49 minor bridges have been completed. The other items like earthwork and ballast supply are also in progress. This section is expected to be completed in the 9th Plan period, subject to availability of resources.
18.	New Line	Dallirajahara- Jagdarpur	SER	369	4.02	1	This work is included in the Railway Budget since 1995-96. However, this line is to be taken up on



1	2	3	4	5	6	7	8
							a cost sharing basis with Ministry of Steel and M.P. Government, the cost of the first phase of work from Dallirajahara to Rowghat being borne entirely by the Ministry of Steel. For the rest of the line SAIL is providing finances to the tune of Rs. 75 crores at 7% interest to be adjusted through freight concessions. M.P. Government will be providing land free of cost worth Rs. 25 crores and rest of the money is to be given by the Railway. An MOU has been signed and estimate sanctioned. SAIL has been requested to deposit Rs. 50 crores with Railways for taking the work on Dallirajahara Rowghat, section. Final Location survey for Jagdalpur to Rowghat 130 Kms out of 140 Kms has been completed.
19.	Railway Electrification	Katni-Anuppur-Bilaspur	SER	355.5	295.8	5	Work completed.

Targets are fixed on yearly basis depending upon overall availability of resources. Tentative targets have been indicated against each project wherever fixed. These projects will be progressed to completion as per availability of resources in the coming years.

[English]

### Security Agency at Airports

138. SHRI KODIKUNNIL SURESH:  
SHRI MOHAN RAWALE:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether involvement to several Government agencies in the Security aspects at international and domestic airports is one of the problems being faced by the Government;

(b) if so, whether the Government propose to hand over this responsibility to one agency for ensuring impregnable security; and

(c) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) Yes, Sir.

(b) and (c) It has been decided to hand over the security duties at all operational domestic airports in the country to the Central Industrial Security Force (CISF) in the first phase. The CISF has already taken over the security duties at Jaipur, Vadodara, Guwahati and Port Blair airports.

### Rail Wheel Interactions Study Cell

139. SHRI SUBODH MOHITE: Will the Minister of RAILWAYS be pleased to state:

(a) whether the recommendation of the Commission of Railway safety to set up a 'Rail Wheel Interaction Study Cell' has not been implemented since 1994-95;

(b) if so, the reasons therefor;

(c) whether the Railways have reviewed the performance for the year 1999-2000; and

(d) if so, the loss suffered due to accidents, material-wise and revenue-wise?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) Indian Railways have recently set up two Professional Chairs in University of Roorkee, one of which is on the subject of Dynamics of Rail Vehicle System. The main objective of the chair is to promote research and development on Rail Wheel interaction.

(b) Does not arise.

(c) and (d) During April 1999 to January 2000, there have been 387 consequential train accidents. Material-wise and revenue-wise loss is not available. However, loss to property was Rs. 64.31 crores (provisional) up to December, 1999.

### Price of Wagons

140. SHRI MOINUL HASSAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Officers' association of the B.B.U.N.L. has raised objection to the orders of the Railway Board regarding reduction in the price of wagons;

(b) if so, the action taken thereupon by the Government;

(c) whether the Government would still implement the policy of placing 60% of order for wagons with the P.S.U. units manufacturing wagons; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) and (b) Lower rates for manufacture of wagons were received in new tender opened on 07.12.99. Due to this lower rate, Railway Board have invoked negative Options Clause as per terms of the contracts. As an alternative, the lower rates applicable in the new tender opened on 07.12.99, have been offered to the wagon manufacturers on quantities reduced under the Option Clause to help the wagon industry for continued production. No specific representation has been received for the above reduction in the wagon price. All the firms in Public Sector have accepted the lower rates.

(c) Order for wagons are decided keeping in view the capacity-cum-performance of the wagon manufacturers, the competitiveness of offers duly according certain purchase preference to Public Sector Units as per policy.

(d) Does not arise.

### Test Flight of Light Fighter Planes

141. DR. LAXMINARAYAN PANDEYA: Will the Minister of DEFENCE be pleased to state:

(a) whether the Government are considering to test fly Light Fighter Planes;

(b) if so, the time by which the said design is likely to be prepared; and

(c) the action being taken to provide funds therefor?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) and (b) The first test flight of the

Light Combat Aircraft is expected towards end March/ April, 2000.

(c) An amount of Rs. 2188 crore has been sanctioned for Phase-I of the project.

### Railway Accident Relief Cranes

142. PROF. UMMAREDDY VENKATESWARLU: Will the Minister of RAILWAYS be pleased to state:

(a) the number of Railway Accident Relief Cranes in service and operational at present, zone-wise;

(b) whether all such Cranes are imported or indigenous; and

(c) the manner in which the Government propose to make up the shortfall?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) At the moment, Indian Railways has 79 nos. Accident Relief Cranes on its BG system and 47 nos. of Steam Cranes on MG System. This excludes the one no. 140 Tonne Crane available with Konkan Railway Corporation. A statement indicating the number of Cranes of different capacities presently in operation on various Zonal Railways is given below:

#### Number of Accident Relief Cranes Available on Indian Railways

Railway	Cranes			
	140 Tonne Diesel	120 Tonnes Diesel	BG Steam	MG Steam
Central	4	0	6	0
Eastern	5	2	2	0
Northern	4	1	7	5
North Eastern	1	0	1	10
Northeast Frontier	3	0	3	7
Southern	2	0	4	8
South Central	4	0	6	6
South Eastern	6	3	5	0
Western	4	0	6	11
<b>Total</b>	<b>33</b>	<b>6</b>	<b>40</b>	<b>47</b>

(b) Out of 126 Cranes, 31 Nos. 140 Tonne and 6 Nos. 120 Tonne Diesel Hydraulic Breakdown Cranes are imported, while the steam Cranes and 2 Nos. 140 Tonne Diesel Hydraulic Breakdown Cranes are indigenous.

(c) Presently, there is no shortfall of Cranes on Indian Railways. However, more of 140 T high capacity cranes are being progressively inducted to phase out low capacity steam cranes depending upon need and availability of funds.

#### **Small Hydro Power Projects**

143. DR. C. KRISHNAN: Will the Minister of NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether any Small Hydel Power Projects are pending before the Government for clearance;

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

(c) the steps taken by the Government to tap vast potential small hydel energy across the country?

THE MINISTER OF STATE OF THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES (SHRI M. KANNAPPAN): (a) and (b) The clearances for setting up of Small Hydro Power projects are provided by the respective State Governments. The Ministry of Non-Conventional Energy Sources only provides the financial incentives applicable for such projects based on approved schemes and conditions thereof.

(c) Ministry of Non-conventional Energy Sources is providing various financial incentives for the development of small hydro power (SHP) projects, which includes assistance for conducting detailed Surveys & Investigation, preparation of Detailed Project Reports, capital subsidy for demonstration projects, interest subsidy for commercial projects and support for Renovation and Modernisation of old SHP projects. These incentives are presently available for SHP projects up to 3 MW capacity.

#### **Private Investment in Expansion of Rail Network**

144. SHRI ANNASHEB M. K. PATIL: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways have identified areas for private participation and investment in development activities to strengthen and expand Railways operations/network;

(b) if so, the details thereof; and

(c) the projection of funds flowing from private participation in development activities of Railways during next five years?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) to (c) Yes, Sir. The following areas have been identified for private participation and investment:

1. **The Build Own Lease Transfer (BOLT):** The scheme seeks to attract participation in building, construction or manufacturing of railway assets through a lease agreement with Indian Railways Under the scheme, Railways pay the entrepreneur a lease rental for the asset for a pre-specified period. Thereafter the asset is taken over by Indian Railways for the remainder of its economic life. Gauge conversion of Mudkhed-Adilabad section is being undertaken by BOLT scheme and is intended to attract investment to the tune of Rs. 132 crores.
2. **Own Your Wagon Scheme:** Under this scheme, a company or a firm can procure wagons directly from the approved wagon builders or through Indian Railways. The owner receives a fixed return on the capital invested by him from Indian Railways for the first 10 years and at a rate of 1 percent for the next 10 years. The maintenance of wagons is undertaken free of charge by Indian Railways. Indian Railways assures transportation of the consignments of the company on a priority basis.  
  
As Own Your Wagon Scheme is a voluntary scheme, no firm projections can be made.
3. Leveraging the right of way for communication channels.
4. Private Ownership of Tourist Trains, privatisation of Yatri Niwases and hotels presently managed by Railways and private participation in catering. As these proposals are in the preliminary stage of formulation, it is difficult to assess additional revenue that will be generated.
5. Leasing of Parcel Space.
6. Commercial utilisation of Land and Air space. Commercial development of Railway land being new to the Railways, it is proposed to proceed cautiously to protect Railway's rights and title

over land. More over, property market is uncertain and highly fluctuating. Therefore, it is not possible to provide any estimate for the funds likely to be generated from this exercise at the moment.

7. Public-private partnership for funding Railway projects. Efforts are being made to involve the user agencies such as Ports, Public Sector Undertakings as also the State Governments in raising of resources and execution of Railway projects. As this endeavour is still at a preliminary stage, no firm projection can be made.

[Translation]

**Imported Machines Lying Idle in Kanpur Ordnance Factory**

145. SHRI SATYAVRAT CHATURVEDI: Will the Minister of DEFENCE be pleased to state:

(a) whether the Government are aware that some machines which are being imported since long by the Ordnance Factory, Kanpur, Uttar Pradesh, are lying idle and as a result of which they have become inoperative; and

(b) if so, the remedial action taken/being taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI HARIN PATHAK): (a) and (b) All the machines imported by Ordnance Factory, Kanpur, Uttar Pradesh are in active productive use.

[English]

**Survey of Madikere-Channarayapatna Rail Line**

146. SHRI G. PUTTA SWAMY GOWDA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways have conducted the Survey for the new railway line between Madikere-Channarayapatna via Holenarasipura in Karnataka;

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

(c) whether the Government have given clearance to the above project;

(d) if so, whether the construction work has been started; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) Yes, Sir.

(b) Rs. 212 crores.

(c) No, Sir.

(d) Does not arise.

(e) Due to constraint of resources and unremunerative nature of the line, the project has not been cleared.

**Gauge Conversion of Delhi-Rewari Metre Gauge Route**

147. DR. (SHRIMATI) SUDHA YADAV: Will the Minister of RAILWAYS be pleased to state the time by which Railway propose to convert existing Delhi-Rewari metre gauge rail line into broad gauge?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): One of the two lines on Delhi-Rewari section has already been converted to broad gauge. The work on the second line has been taken up. No firm target date has been fixed for its completion.

**Allocation of Food Items to States**

148. SHRI S.D.N.R. WADIYAR:  
SHRI THAWAR CHAND GEHLOT:

Will the Minister of CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the Government have released food items including kerosene oil and sugar to various States for the first quarter of 2000;

(b) if so, the details thereof, State-wise and month-wise; and

(c) the details of demand of the food items, kerosene oil and sugar made and actual quantum of each item released for the distribution to the poor and backward people from the fair price shops during each of the last three years, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI SRIRAM CHAUHAN): (a) Yes, Sir. The Government have allocated rice, wheat, sugar, edible oil and kerosene to various States for the first quarter of the year 2000 for distribution under the Public Distribution System (PDS).

(b) State-wise and month-wise allocations of the rice, wheat, sugar and edible oil commodities for the period January-March, 2000 are given in enclosed Statement I, II and III. State-wise and month-wise allocations of kerosene for the month of January and February, 2000 are given in enclosed Statement IV.

(c) The quantum of wheat, rice, sugar, edible oils and kerosene allocated to each State/Union Territory under the Public Distribution System (PDS) as well as the actual offtake during the years 1997-98, 1998-99 and 1999-2000 may be seen in enclosed Statement V, VI and VII.

Under the Targeted Public Distribution System (TPDS) introduced in June, 1997 foodgrains are provided at specially subsidised Central Issue Prices (CIP) for issue to the people living below poverty line (BPL) @ 10 kg. per family per month. The State-wise details of allocation and offtake of the BPL quota of rice and wheat during each of the last three years are given in enclosed Statement VIII and IX.

Demands for the PDS commodities, which are subsidised, is generally higher and requests are received from the States/Union Territories from time to time for enhancing their quota.

### **Statement I**

*Allocation of Foodgrains to States/UTs for PDS for January-March, 2000 Month-Wise and State-wise*

(Figures in tones)

Sl. No.	State/UT	January		February		March	
		Rice	Wheat	Rice	Wheat	Rice	Wheat
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	191700	13000	191700	13000	191700	13000
2.	Arunachal Pradesh	9100	600	9100	600	9100	600
3.	Assam	60000	10300	60000	10300	60000	10300
4.	Bihar	42280	63420	42280	63420	42280	63420
5.	Goa	6330	2810	6330	2810	6330	2810
6.	Gujarat	26000	61500	26000	61500	4500	65000
7.	Haryana	0	13050	0	13050	0	13050
8.	Himachal Pradesh	12230	11870	12230	11870	12230	11870
9.	Jammu & Kashmir	40000	30379	40000	30379	32230	30379

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1	2	3	4	5	6	7	8
10.	Karnataka	75000	35000	75000	35000	75000	35000
11.	Kerala	145320	37720	145320	37720	145320	37720
12.	Madhya Pradesh	34350	41990	34350	41990	34350	41990
13.	Maharashtra	63540	100680	63540	100680	6000	115840
14.	Manipur	10000	1710	10000	1710	10000	1710
15.	Meghalaya	17298	1000	17298	1000	17298	1000
16.	Mizoram	10423	1010	10423	1010	10423	1010
17.	Nagaland	10400	1730	10400	1730	10400	1730
18.	Orissa	71226	30000	156074	30000	71226	30000
19.	Punjab	960	5130	960	5130	960	5130
20.	Rajasthan	1030	54130	1030	54130	1030	54130
21.	Sikkim	7310	100	7310	100	7310	100
22.	Tamil Nadu	165230	30000	165230	30000	165230	30000
23.	Tripura	16200	1280	16200	1280	16200	1280
24.	Uttar Pradesh	62200	127570	62000	127570	62000	127570
25.	West Bengal	42800	88350	42800	88350	42800	88350
26.	A&N Islands	2500	750	2500	750	2500	750

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1	2	3	4	5	6	7	8
27.	Chandigarh	300	1800	300	1800	300	1800
28.	D&N Haveli	550	250	550	250	550	250
29.	Daman & Diu	600	200	600	200	600	200
30.	Delhi	12890	60400	12890	60400	12890	60400
31.	Lakshadweep	525	42	525	42	525	42
32.	Pondicherry	2000	750	2000	750	2000	750

**Statement-II***Allocation of Sugar to States/UTs for PDS for January-March, 2000 Month-wise and State-wise*

(Figures in MT)

Sl.No.	State/UT	January	February	March
1	2	3	4	5
1.	Andhra Pradesh	28267	28267	28267
2.	Arunachal Pradesh	602	602	602
3.	Assam	16411	15687	15687
4.	Bihar	36707	39707	36707
5.	Goa	508	508	508
6.	Gujarat	17557	17557	17557
7.	Haryana	6996	6996	6996
8.	Himachal Pradesh	3619	3619	3619

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1	2	3	4	5
9.	Jammu & Kashmir	5404	5838	5404
10.	Karnataka	19170	19170	19170
11.	Kerala	12368	12368	12368
12.	Madhya Pradesh	28127	28127	28127
13.	Maharashtra	33550	33550	33550
14.	Manipur	1288	1288	1288
15.	Meghalaya	1239	1239	1239
16.	Mizoram	483	483	483
17.	Nagaland	847	847	847
18.	Orissa	13456	14456	13456
19.	Punjab	8619	8619	8619
20.	Rajasthan	18704	18704	18704
21.	Sikkim	174	174	174
22.	Tamil Nadu	23741	23741	23741
23.	Tripura	1173	1173	1173
24.	Uttar Pradesh	67090	59122	59122

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1	2	3	4	5
25.	West Bengal	28934	28934	28934
26.	A&N Islands	282	282	282
27.	Chandigarh	391	391	391
28.	D&N Haveli	60	60	60
29.	Daman & Diu	43	43	43
30.	Delhi	11973	11973	11973
31.	Lakshadweep	81	81	81
32.	Pondicherry	360	360	360

**Statement III**

*Allocation of Edible Oil to States/UTs for PDS for January-March, 2000 Month-wise and State-wise*

Sl.No.	State/UT	Allocation (In MT)		
		January	February	March
1	2	3	4	5
1.	Andhra Pradesh	5400	5000	5000
2.	Arunachal Pradesh	0	0	0
3.	Assam	0	0	0
4.	Bihar	0	0	0
5.	Goa	300	300	300

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1	2	3	4	5
6.	Gujarat	2000	3500	3500
7.	Haryana	0	100	100
8.	Himachal Pradesh	350	0	0
9.	Jammu & Kashmir	125	0	0
10.	Karnataka	1200	1000	1000
11.	Kerala	0	0	0
12.	Madhya Pradesh	0	0	0
13.	Maharashtra	3600	0	0
14.	Manipur	650	650	650
15.	Meghalaya	100	0	0
16.	Mizoram	60	0	0
17.	Nagaland	400	400	400
18.	Orissa	1200	0	0
19.	Punjab	0	0	0
20.	Rajasthan	0	0	0
21.	Sikkim	200	100	100
22.	Tamil Nadu	500	200	200

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1	2	3	4	5
23.	Tripura	100	50	50
24.	Uttar Pradesh	1500	1500	0
25.	West Bengal	2700	1000	1000
26.	A&N Islands	25	0	0
27.	Chandigarh	0	0	0
28.	D&N Haveli	80	80	80
29.	Daman & Diu	190	130	120
30.	Delhi	500	450	450
31.	Lakshadweep	30	30	30
32.	Pondicherry	600	500	500

**Statement IV**

*Allocation of Kerosene to States/UTs for PDS for January-February, 2000 Month-wise and State-wise*

(Figures in MT)

Sl.No.	State/UTs	January	February
1	2	3	4
1.	Andhra Pradesh	55152	55051
2.	Arunachal Pradesh	858	858
3.	Assam	22719	22719

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1	2	3	4
4.	Bihar	72503	72503
5.	Goa	2340	2340
6.	Gujarat	69369	69369
7.	Haryana	14311	14311
8.	Himachal Pradesh	5089	5089
9.	Jammu & Kashmir	9192	9192
10.	Karnataka	44264	44264
11.	Kerala	25173	25173
12.	Madhya Pradesh	55553	55553
13.	Maharashtra	131496	130008
14.	Manipur	1898	1898
15.	Meghalaya	1747	1747
16.	Mizoram	679	679
17.	Nagaland	1190	1190
18.	Orissa	26575	26575

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1	2	3	4
19.	Punjab	28594	28594
20.	Rajasthan	36939	36939
21.	Sikkim	658	658
22.	Tamil Nadu	60006	60006
23.	Tripura	2713	2713
24.	Uttar Pradesh	116771	116771
25.	West Bengal	67692	67692
26.	A&N Islands	561	561
27.	Chandigarh	1284	1284
28.	D&N Haveli	270	270
29.	Daman & Diu	203	203
30.	Delhi	17056	17056
31.	Lakshadweep	77	77
32.	Pondicherry	1280	1280

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N.B. Allocation orders for March, 2000 is under issue in Ministry of Petroleum and Natural Gas.

**Statement-V****State-wise Allocation and Lifting of Wheat, Rice, Edible Oils, Kerosene, Sugar for  
Financial Year 1997-98 Distributed through PDS**

(Figures in 000' Tonnes)

Sl.No.	State/UTs	Wheat		Rice		Sugar		Edible Oils		Kerosene	
		Alloc.	Lift	Alloc.	Lift	Alloc.	Lift	Alloc.	Lift	Alloc.	Lift
1	2	3	4	5	6	7	8	9	10	11	12
1.	Andhra Pradesh	183.00	125.29	2309.00	2000.07	348.82		28.00	11.92	655.95	620.14
2.	Arunachal Pradesh	7.11	5.76	107.85	89.38	4.57				11.06	11.21
3.	Assam	323.08	193.94	590.86	438.31	116.41				265.32	270.67
4.	Bihar	788.40	513.74	479.80	156.31	447.36		0.30	0.06	683.86	680.58
5.	Goa	32.30	27.10	76.80	51.95	6.26		3.50	0.43	28.04	28.29
6.	Gujarat	741.65	519.31	308.00	178.75	215.94		20.00		849.39	854.59
7.	Haryana	178.55	98.44	5.00	4.10	86.21				165.61	165.83
8.	Himachal Pradesh	131.00	115.66	135.00	90.07	26.24		1.40	0.60	59.97	59.52
9.	Jammu & Kashmir	283.32	167.74	430.75	296.56	44.62		0.40	0.02	95.48	99.13
10.	Karnataka	260.00	248.84	1027.52	833.94	235.02		10.00	4.89	516.71	516.03
11.	Kerala	389.04	370.93	1827.36	1612.38	136.16				290.86	288.34
12.	Madhya Pradesh	584.90	308.91	463.50	297.27	346.00				540.52	541.31
13.	Maharashtra	1251.80	987.43	678.40	562.37	411.81		30.00	25.13	1664.27	1559.14
14.	Manipur	25.66	27.61	101.40	45.19	9.98		0.80	0.80	22.40	22.12

1	2	3	4	5	6	7	8	9	10	11	12
15.	Meghalaya	26.54	28.70	199.60	152.89	9.45				20.60	20.75
16.	Mizoram	16.94	17.70	106.18	95.25	3.84		0.80	0.15	8.17	8.04
17.	Nagaland	28.73	29.24	108.97	92.22	6.86		1.60	1.04	14.06	13.98
18.	Orissa	299.00	207.19	715.40	550.84	164.38		7.30	4.28	242.37	242.32
19.	Punjab	91.00	14.18	12.60	1.82	107.57				338.25	335.92
20.	Rajasthan	901.30	451.44	56.86	4.17	230.71				367.25	367.12
21.	Sikkim	5.68	5.32	77.38	89.85	2.14		0.88	0.54	8.05	8.02
22.	Tamil Nadu	254.60	124.18	1359.71	1261.92	291.79		4.00	4.00	701.99	689.44
23.	Tripura	17.96	14.49	167.33	153.49	14.81				31.64	31.71
24.	Uttar Pradesh	1214.82	867.00	521.59	320.98	722.64		1.70	0.01	1189.08	1411.87
25.	West Bengal	1193.20	927.66	536.90	315.98	356.90		20.00	3.22	787.96	788.68
26.	A&N Islands	7.35	0.10	20.60	0.20	5.41		0.11		6.65	6.62
27.	Chandigarh	17.58	5.27	2.94	2.08	4.10				21.62	18.40
28.	D&N Haveli	1.90	1.32	4.95	2.78	0.73		0.32	0.31	3.25	3.22
29.	Daman & Diu	1.50	0.69	4.38	3.34	0.45		0.52	0.49	3.01	2.86
30.	Delhi	661.47	532.02	174.30	100.34	147.34		2.12	1.48	246.02	242.90
31.	Lakshadweep	0.86	0.89	13.14	3.11	1.00		0.40	0.20	0.88	0.70
32.	Pondicherry	4.82		20.14		5.28		2.00	1.68	15.38	14.62
<b>Total</b>		<b>9925.36</b>	<b>6938.39</b>	<b>12653.91</b>	<b>9807.84</b>	<b>4510.77</b>		<b>136.15</b>	<b>62.26</b>	<b>9755.73</b>	<b>9699.33</b>

**Statement VI***State-wise Allocation & Lifting of Wheat, Rice, Edible Oils, Kerosene, Sugar for  
Financial Year 1998-99 Distributed through PDS*

(Figures in 000' Tonnes)

Sl.No.	State/UTs	Wheat		Rice		Sugar		Edible Oils		Kerosene	
		Alloc.	Lift	Alloc.	Lift	Alloc.	Lift	Alloc.	Lift	Alloc.	Lift
1	2	3	4	5	6	7	8	9	10	11	12
1.	Andhra Pradesh	137.00	113.88	2350.40	2116.28	347.19		56.00	42.92	678.99	618.18
2.	Arunachal Pradesh	7.80	5.74	109.20	94.18	4.56				10.20	8.94
3.	Assam	346.30	294.44	645.00	555.04	117.36				271.20	248.84
4.	Bihar	767.62	653.12	507.36	235.77	449.16		0.80		863.76	784.25
5.	Goa	64.02	58.63	75.96	59.97	6.26		2.00	1.74	28.27	25.91
6.	Gujarat	557.42	464.72	356.00	251.36	215.92		28.00	24.82	847.16	778.34
7.	Haryana	156.60	75.35			86.16		0.40		170.52	155.71
8.	Himachal Pradesh	127.81	114.57	144.87	94.00	26.91		1.30	1.19	60.72	56.83
9.	Jammu & Kashmir	334.18	135.55	386.52	318.28	45.00		0.62	0.19	96.12	86.87
10.	Karnataka	311.87	291.78	940.00	888.06	235.64		8.00	6.89	528.27	484.60
11.	Kerala	483.02	435.69	1788.81	1625.90	148.51				300.00	273.84
12.	Madhya Pradesh	503.88	319.81	417.20	305.99	345.90				661.80	604.95
13.	Maharashtra	1178.16	1093.66	722.48	666.11	411.86		40.23	40.05	1576.32	1443.81
14.	Manipur	32.60	30.98	122.52	42.96	10.16		1.60	0.72	22.68	181.13



1	2	3	4	5	6	7	8	9	10	11	12
15.	Meghalaya	29.52	29.58	209.60	182.36	9.44		0.40	0.11	20.88	19.04
16.	Mizoram	24.06	28.75	125.04	123.15	3.82		0.27	0.13	8.09	7.46
17.	Nagaland	35.33	32.85	125.80	114.80	7.19		2.40	1.78	14.16	13.19
18.	Orissa	95.60	381.37	656.98	375.78	164.52		9.00	5.49	316.56	285.06
19.	Punjab	595.16	12.09	11.52	0.77	107.40				342.36	313.72
20.	Rajasthan	805.43	450.62	47.47	5.45	230.81		2.00	0.32	440.04	400.96
21.	Sikkim	14.92	8.87	877.28	63.03	2.12		1.00	0.65	7.92	7.24
22.	Tamil Nadu	404.13	222.44	1310.76	1282.72	291.86		5.00	4.54	716.88	648.08
23.	Tripura	20.69	17.53	200.00	182.90	27.06		0.20	0.11	32.40	29.68
24.	Uttar Pradesh	1222.87	957.04	632.40	462.50	719.22		5.00	1.75	1395.54	1278.21
25.	West Bengal	1049.15	960.33	567.25	249.70	356.89		14.00	7.70	809.36	750.25
26.	A&N Islands	133.67	71.30	30.00		2.26		0.29		7.20	6.64
27.	Chandigarh	21.60	4.64	3.60	1.71	4.85				21.80	18.12
28.	D&N Haveli	3.00	2.02	6.60	3.76	0.73		0.50	0.39	3.24	2.98
29.	Daman & Diu	2.40	0.74	7.20	1.47	0.45		0.79	0.59	3.04	2.78
30.	Delhi	694.80	560.16	164.68	112.67	147.25		6.41	6.03	237.39	210.64
31.	Lakshadweep	0.99	0.26	3.18	2.62	0.65		0.29	0.22	0.96	0.47
32.	Pondicherry	8.25	0.51	26.00	1.64	5.23		4.00	2.59	15.36	13.95
Total		9933.25	7824.02	12782.15	10620.93	4532.52		190.48	150.92	10509.26	9597.63

**Statement VII**

*Statewise Allocation & Lifting of Wehat, Rice, Edible Oils, Kerosene, Sugar for Financial Year 1999-2000 distributed through PDS*

(Figures in 000 Tonnes)

Sl.No.	State/UTs	Wheat		Rice		Sugar		Edible Oils		Kerosene	
		Alloc.	Lift	Alloc.	Lift	Alloc.	Lift	Alloc.	Lift	Alloc.	Lift
1	2	3	4	5	6	7	8	9	10	11	12
1.	Andhra Pradesh	141.00	67.02	2108.70	1503.12	290.57		56.70	11.53	509.85	282.84
2.	Arunachal Pradesh	7.20	3.61	100.10	70.71	3.81				7.74	4.30
3.	Assam	23.60	174.68	590.00	372.33	98.86				204.48	113.32
4.	Bihar	797.62	456.43	465.08	152.95	374.57				652.50	362.62
5.	Goa	30.91	8.19	69.63	33.08	5.31		2.44	0.67	21.06	11.79
6.	Gujarat	674.50	194.89	288.00	125.62	179.12		25.40	9.93	624.91	347.19
7.	Haryana	143.55	33.40			72.08		0.20		128.79	71.40
8.	Himachal Pradesh	130.57	31.98	134.53	40.69	22.29		1.92	0.62	45.81	25.30
9.	Jammu & Kashmir	334.18	33.44	401.05	241.74	37.00		1.02	0.05	70.56	31.52
10.	Karnataka	385.00	143.46	825.00	530.69	196.75		13.60	2.34	398.34	221.80
11.	Kerala	414.92	183.31	1598.52	912.14	127.31				226.53	125.41
12.	Madhya Pradesh	461.89	7.69	377.85	220.07	289.49				499.95	278.05

1	2	3	4	5	6	7	8	9	10	11	12
13.	Maharashtra	1107.48	805.95	698.94	505.19	344.72		41.80	9.35	1183.50	652.08
14.	Manipur	21.51	1.29	115.00	33.96	8.41		5.22	0.06	17.10	9.22
15.	Meghalaya	13.46	1.11	190.30	137.77	7.85		0.57	0.03	15.75	8.73
16.	Mizoram	13.07	9.42	114.62	63.00	3.22		0.30	0.04	6.12	3.39
17.	Nagaland	21.76	15.17	114.40	83.44	5.73		3.74	1.64	10.71	5.89
18.	Orissa	390.00	111.88	971.50	409.71	125.39		9.10	0.95	239.16	131.70
19.	Punjab	56.43	3.04	10.56	0.27	90.20				257.31	142.28
20.	Rajasthan	639.09	140.58	26.50	1.94	193.19				295.52	184.76
21.	Sikkim	1.99	0.81	80.41	49.41	1.81		1.73	0.88	5.94	3.29
22.	Tamil Nadu	330.00	103.75	1649.53	1056.55	244.29		3.95	0.92	540.09	299.74
23.	Tripura	15.88	5.21	181.30	112.41	12.47		0.67	0.10	24.39	13.58
24.	Uttar Pradesh	1401.87	331.20	673.40	3381.66	609.69		5.00		1051.09	581.97
25.	West Bengal	972.75	516.40	480.28	164.91	298.85		28.00	4.39	609.21	338.81
26.	A&N Islands	8.25	4.74	27.50	16.02	4.29		0.17		5.04	2.84
27.	Chandigarh	19.80		3.30		4.06				11.52	6.33

1	2	3	4	5	6	7	8	9	10	11	12
28.	D&N Haveli	2.75	0.006	6.05	0.05	0.61		0.81	0.35	2.43	1.33
29.	Daman & Diu	2.20		6.60	0.20	0.42		1.56	0.43	1.80	1.00
30.	Delhi	664.40	28.55	141.79	53.85	123.11		4.95	1.49	153.54	84.66
31.	Lakshadweep	0.44	0.10	5.76	3.29	1.21		0.33	0.12	0.72	0.16
32.	Pondicherry	8.25	5.52	22.00	13.95	3.15		6.80	0.87	11.52	6.49
Total		9416.32	3431.70	12478.20	7247.72	3778.83		215.92	46.77	7833.00	4353.78

Programme Name: PDS — 22 PRG.

1. Allocation of Wheat and Rice reported upto February, 2000 and lifting reported upto November, 1999.
2. Allocation of Sugar reported upto January, 2000.
3. Lifting of Levy Sugar is assumed to be 100%.
4. Allocation of Edible Oils reported upto March, 2000 and lifting upto January, 2000.

### Statement VIII

*Statement Showing Allotment and Offtake of Rice Under T.P.D.S. to States/UTs for BPL Population During 1997-98, 1998-99 & 1999-2000*

(In '000 Tonnes)

Sl. No.	States/UTs	1997-98 (June, 97-March, 98)		1998-99		1999-2000 (April, 99 to Dec. 99)	
		Allotment	Offtake	Allotment	Offtake	Allotment	Offtake
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	348.84	326.00	442.79	425.46	340.02	346.83
2.	Arunachal Pradesh	6.94	6.40	8.40	9.46	6.30	6.41
3.	Assam	183.57	132.74	228.72	206.18	171.54	163.25
4.	Bihar	343.60	146.90	412.32	231.72	309.24	175.91

1	2	3	4	5	6	7	8
5.	Delhi	7.20	0.00	4.32	0.00	0.00	0.00
6.	Goa	2.60	0.16	3.12	0.62	2.34	0.63
7.	Gujarat	0.00	0.96	120.00	106.79	74.00	75.85
8.	Haryana	0.00	0.00	0.00	0.00	0.00	0.00
9.	Himachal Pradesh	0.00	0.00	0.00	1.76	0.00	0.00
10.	Jammu & Kashmir	40.19	31.40	56.41	56.41	42.31	31.15
11.	Karnataka	230.00	229.06	276.00	275.61	207.00	206.37
12.	Kerala	153.50	177.46	184.20	223.26	138.15	164.15
13.	Madhya Pradesh	240.00	160.98	288.00	222.45	216.00	205.27
14.	Maharashtra	211.60	184.97	253.92	231.56	190.44	186.79
15.	Manipur	12.02	6.52	15.60	15.00	11.70	16.84
16.	Meghalaya	12.78	10.52	17.16	14.25	12.87	13.86
17.	Mizoram	4.66	3.47	6.36	6.08	4.77	5.30
18.	Nagaland	7.52	6.06	9.24	8.61	6.93	7.51
19.	Orissa	318.20	297.52	381.84	384.59	350.50	353.81

1	2	3	4	5	6	7	8
20.	Punjab	6.80	1.36	8.16	0.78	6.12	0.26
21.	Rajasthan	2.50	0.57	3.00	1.56	2.25	0.97
22.	Sikkim	3.36	5.61	4.08	3.40	3.06	3.19
23.	Tamil Nadu	457.90	381.28	549.48	477.19	412.11	398.95
24.	Tripura	22.92	16.46	27.72	26.39	20.79	18.81
25.	Uttar Pradesh	315.00	193.66	378.00	329.87	283.50	266.76
26.	West Bengal	241.96	156.69	288.49	88.14	198.63	99.09
27.	A&N Islands	1.80	0.00	1.50	0.00	1.35	0.00
28.	Chandigarh	0.20	0.00	0.24	0.04	0.18	0.00
29.	D & N Haveli	1.20	0.80	1.44	1.34	1.08	0.24
30.	Daman & Diu	0.20	0.30	0.24	0.11	0.18	0.01
31.	Lakshadweep	0.24	0.00	0.12	0.00	0.18	0.00
32.	Pondicherry	6.50	0.00	7.80	0.00	5.85	3.56
Total		3183.80	2477.55	3978.67	3348.61	3019.39	2759.13



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1	2	3	4	5	6	7	8
13.	Madhya Pradesh	293.40	168.83	352.08	217.69	264.06	14.80
14.	Maharashtra	393.00	266.47	471.60	394.08	353.70	329.19
15.	Manipur	0.31	0.00	0.00	0.00	0.00	0.00
16.	Meghalaya	1.22	1.46	0.00	0.03	0.00	0.00
17.	Mizoram	0.04	0.05	0.00	0.62	0.00	0.00
18.	Nagaland	1.87	1.78	2.28	2.17	1.71	1.73
19.	Orissa	0.00	0.00	0.00	0.00	0.00	0.00
20.	Punjab	36.20	5.55	43.44	8.33	32.58	4.20
21.	Rajasthan	214.50	108.99	257.40	140.56	193.05	139.91
22.	Sikkim	0.04	0.00	0.00	0.00	0.00	0.00
23.	Tamil Nadu	0.00	4.87	0.00	2.27	0.00	0.00
24.	Tripura	0.00	0.00	0.00	0.00	0.00	0.00
25.	Uttar Pradesh	640.00	486.44	768.00	741.02	576.00	313.86
26.	West Bengal	217.00	186.68	260.15	239.93	212.85	205.05
27.	A&N Islands	0.84	0.00	0.70	0.00	0.63	0.18

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1	2	3	4	5	6	7	8
28.	Chandigarh	1.60	0.16	1.93	0.00	1.44	0.00
29.	D & N Haveli	0.30	0.19	0.36	0.24	0.27	0.09
30.	Daman & Diu	0.10	0.01	0.12	0.15	0.09	0.00
31.	Lakshadweep	0.00	0.00	0.00	0.00	0.00	0.00
32.	Pondicherry	0.00	0.00	0.00	0.00	0.00	0.00
Total		2734.32	1922.50	3137.84	2622.05	2377.32	1730.86.

**Agreement between Virgin Atlantic and Singapore Airlines**

149. SHRI MADHAVRAO SCINDIA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the international carriers 'Virgin Atlantic' and 'the Singapore Airlines' have entered into a mega deal to present a tough competition to Air India;

(b) if so, the details of the Virgin-SIA collaboration and the manner in which it likely to affect Air India adversely; and

(c) the steps taken and being taken by the Air India to meet the challenge?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) to (c) According to unofficial reports, Singapore Airlines would acquire some equity in Virgin Atlantic. Details of this agreement are not available with the Government of India. However, such a deal does not affect traffic rights between India and Singapore on the one hand and India and the UK on the other.

[*Translation*]

**Procurement, Storage and Transportation of Foodgrains**

150. SHRI NAWAL KISHORE RAI:  
DR. SUSHIL KUMAR INDORA:  
SHRI AJIT SINGH:  
SHRI SUKDEO PASWAN:

Will the Minister of CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the Government had taken a decision last year to review the total amount being spent by Food Corporation of India and other Government agencies on procurement; storage and transportation, etc. of foodgrains, keeping in view the constant increase in it;

(b) if so, whether the Government have taken any action to implement this decision;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI SRIRAM CHAUHAN): (a) to (d) Yes, Sir. Administrative Staff College of India, Hyderabad has been given the assignment of studying the cost of acquisition and distribution of foodgrains by the FCI, so as to arrive at ways and means for reducing its Economic Cost.

[*English*]

**Gauge Conversion of Mudkhed-Adilabad Rail Line**

151. SHRI SURESH RAMRAO JADHAV: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government are aware that the gauge conversion work of Mudkhed-Adilabad railway under South Central Railway is standstill as the 'BOLT' contractor has failed to complete the work in time;

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

(c) the time by which the conversion work is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) to (c) The contract for executing the work under BOLT Scheme was awarded in June, 1996. The contractor had started the work but faced problems in arranging finances for the project which resulted in slowing down of the work. However, the contractor has since tied up funds with M/s. HUDCO and work is now expected to be restarted shortly. The firm target date has not yet been fixed.

#### **Level Playing Field for Sugar Industry**

152. SHRI VILAS MUTTEMWAR: Will the Minister of CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the Government have decided to bring imported sugar under statutory levy obligation and monthly release mechanism to provide a level playing field to the domestic industry; and

(b) if so, the steps being taken in this direction?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI V. SREENIVASA PRASAD): (a) and (b) Yes, Sir. The Government has already issued necessary orders bringing imported sugar under monthly release mechanism and levy obligation of 30% on importers of sugar.

[Translation]

#### **Operation on Loss Making Routes by Private Airlines**

153. SHRI HARIBHAI CHAUDHARY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government propose to direct Private Airlines operators to provide air services at some of the routes on which Indian Airlines is suffering losses; and

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

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) and (b) Airlines are free to operate on any routes in their commercial judgement subject to compliance with the Route Dispersal Guidelines which provide for certain minimum operation in specified category of routes.

#### **Incident of Hijacking**

154. SHRI RAMDAS ATHAWALE:  
SHRI THAWAR CHAND GEHLOT:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) the details of the Indian aeroplanes that had been hijacked by the terrorists along with the loss of life and property during the last three years;

(b) whether any inquiry has been conducted in each case;

(c) if so, the details thereof and the action taken by the Government on the basis of each inquiry reports, Committee-wise and year-wise;

(d) the steps being taken or proposed to be taken by the Government to prevent incident of hijacking of Indian planes; and

(e) the compensation paid by the Government to the victims of the hijacking incidents?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) Only one incident of hijacking of Indian aeroplanes during the last three years has taken place. The Indian Airlines flight IC-814 was hijacked on 24.12.1999 on route from Kathmandu to Delhi when the plane was in Indian airspace. After intermediate halts at Amritsar and Lahore on 24.12.1999 and Al-Minad (UAE) on 25.12.1999, the aircraft finally landed at Kandahar on 25.12.1999, the aircraft continued to be parked at Kandahar Airport until the termination of the hijacking in the evening of 31.12.1999. All the passengers were released by the five hijackers, found to be Pakistani nationals, in exchange for three terrorists who were under custody in the Indian prisons namely:

1. Maulana Masood Azhar
2. Ahmed Umar Sayed Sheikh
3. Mustaq Ahmed Zargar

One passenger Shri Rupen Katyal was killed and another passenger Shri Satnam Singh was seriously injured during the incident. Indian Airlines is incurring an estimated loss of revenue of Rs. 25.5 lacks per day due to suspension of flights to/from Kathmandu.

(b) and (c) Central Bureau of Investigation is conducting an investigation into the criminal case registered against the hijacking.

(d) The following measures have been taken for safety of air passengers:

- (i) Development of Central Industrial Security Force (CISF) personnel in place of the State Police for security duties at the domestic operational airports in a phased manner. The CISF has already taken over the security duties at Jaipur, Guwahati, Vadodara and Port Blair Airports.
- (ii) Frisking of passengers and hand baggage at the time of entry into sterile area has been tightened. Ladder point secondary frisking has been introduced.
- (iii) Strict control on access to the airports is being ensured by comprehensive review of Photo Identity Cards to restrict the number of pass-holders and banning of entry of the visitors upto 28.2.2000.
- (iv) Deployment of Sky Marshals on some identified routes of Indian Airlines and Air India as an added safety precaution.
- (v) Raising of the perimeter wall to the prescribed height at all the operational airports.
- (vi) Replacement of old X-Ray machines and installation of new colour X-Ray machines wherever necessary so as to ensure that atleast two X-Ray machines are available at every point.
- (vii) Modernisation and upgradation of security related technological set up at the airports is being done in a phased manner.

(e) A compensation of Rs. 8.70 lacs has been paid by Indian Airlines to the next of the kin of the deceased passenger.

[*English*]

#### **Private Airlines in Domestic Sector**

155. SHRI RAMJIVAN SINGH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the reasons for the enhanced participation of private airlines in the domestic sector;

(b) whether the public sector airlines are unable to provide facilities to the domestic passengers;

(c) if so, whether the Indian Airlines is suffering heavy losses on account of the enhanced participation of private airlines in domestic sector;

(d) if so, whether the Government have formulated any policy to put a check thereon; and

(e) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) to (e) The decision to allow operation of private airlines in the domestic sector was taken in 1994. This has facilitated growth and improvement in air-services. While Indian Airlines have lost part of their market share, affecting their revenue also, they are operating more professionally in the competitive environment, and have again started making profits since 1997-98, after incurring losses from 1989-90 onwards.

#### **Permission to UK Based Company to Transport Haj Pilgrims**

156. SHRI PRABHUNATH SINGH:  
SHRIMATI SHYAMA SINGH:  
SHRI C.N. SINGH:  
SHRI AVTAR SINGH BHADANA:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether a UK-based Company (Midos) has been permitted to fly 1970-Vintage aircraft to transport Haj Pilgrims to Saudi Arabia endangering the lives of the passengers;

(b) if so, the reasons therefor;

(c) the steps taken to ensure the safety of the pilgrims on the flight; and

(d) the reasons for awarding the contract to UK based company Midos without floating a global tender for carrying 77,000 Haj Pilgrims?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) to (d) Haj charter contract was awarded to M/s. MIDO Aviation Group, UK through a global tender. Two aircraft are of 1970 manufacture, one of 1974, one of 1977, one of 1981 and one of 1984 vintage. The acceptance of these aircraft was subject to technical clearance by a technical team of the Directorate General of Civil Aviation and Air India representatives. These

aircraft were recommended for Haj operation as they met with the requisite airworthiness standards as stipulated by the DGCA. For carrying the Haj pilgrims for the year 2000. Air India had floated global tenders and M/s. MIDO Aviation Group were selected by the Haj Tender Committee consisting of the Chairman and members of the Central Haj Committee and representatives of the Ministry of Civil Aviation, Ministry of External Affairs, DGCA and Air India.

#### **Prices of Essential Commodities**

157. SHRI R.L. BHATIA: Will the Minister of CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the retail consumer prices of the wheat flour and other essential commodities are increasing in the open market day by day;

(b) if so, the details thereof during each of the last twelve months, item-wise; and

(c) the reasons for increasing the prices of essential commodities specially the wheat and the steps taken by the Government to check such price rise?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI V. SREENIVASA PRASAD): (a) and (b) The retail prices of most of the essential commodities including wheat flour remained at reasonable levels during the last one year. A statement showing the month-end retail prices of atta and other 12 essential commodities at Delhi for the period March, 1999 to February, 2000 is enclosed.

(c) Apart from certain long term measures to increase production for stabilization of offices of essential commodities imports of items which are in short supply, like pulses have been placed under OGL at zero per cent import duty. One lakh tonnes of different varieties of pulses have been imported on Government account to augment their availability in the country. Export of onion has been placed under quantitative restriction. Some of the essential commodities like rice, wheat, palmolein and kerosene are also supplied through the outlets of public distribution system at below market prices. Stringent actions are being taken against hoarders, black marketeers and others indulging in unfair trade practices under the Essential Commodities Act and Prevention of Black Marketing and Maintenance of Supplies of Essential Commodities Act by the State/UT Governments.

#### **Statement**

*Month end retail prices of selected essential commodities at Delhi for the period March, 1999 to February, 2000*

(Rs. Per Kg.)

	Atta	Wheat	Rice	Gram	Ahar	Sugar	Groundnut Oil*	Mustard Oil*	Vanas-pati	Tea (loose)	Potato	Onion	Salt (Packed)
	1	2	3	4	5	6	7	8	9	10	11	12	13
March, 1999	9.00	8.00	11.00	19.00	29.00	16.00	77.00	61.00	45.00	110.00	4.00	8.00	6.00
April, 1999	8.00	7.00	12.00	18.00	31.00	16.00	77.00	55.00	44.00	110.00	5.00	8.00	6.00
May, 1999	8.00	7.00	12.00	19.00	36.00	17.00	77.00	49.00	44.00	115.00	6.00	8.00	6.00
June, 1999	8.50	7.50	13.00	19.00	34.00	17.00	77.00	45.00	42.00	115.00	9.00	10.00	6.00
July, 1999	8.50	7.50	13.00	20.00	34.00	17.00	70.00	45.00	37.00	115.00	9.00	11.00	6.00

	1	2	3	4	5	6	7	8	9	10	11	12	13
August, 1999	8.50	7.50	13.00	18.00	33.00	17.00	68.00	53.00	42.00	115.00	9.00	10.00	6.00
September, 1999	8.50	8.00	12.00	20.00	34.00	17.00	71.00	51.00	40.00	115.00	9.00	11.00	6.00
October, 1999	9.00	8.00	13.00	20.00	34.00	17.00	73.00	51.00	40.00	115.00	12.00	13.00	6.00
November, 1999	9.00	8.00	13.00	20.00	34.00	17.00	73.00	49.00	38.00	115.00	6.00	10.00	6.00
December, 1999	9.00	8.00	13.00	20.00	32.00	17.00	68.00	48.00	35.00	115.00	4.00	7.00	6.00
January, 2000	9.00	8.00	13.00	20.00	30.00	17.00	69.00	47.00	35.00	115.00	4.00	7.00	6.00
February, 2000@	9.00	8.00	13.00	20.00	29.00	17.00	69.00	44.00	35.00	115.00	3.50	7.00	6.00

@ As on 18.2.2000

\*Packed refined oil

Source: Food & Civil Supplies Department, Govt. of NCT of Delhi.

#### **Loss to Tourism Industry Due to IA Plane Hijacking**

158. SHRI A. NARENDRA: Will the Minister of TOURISM be pleased to state:

(a) whether the Tourism Industry has assessed the losses to be suffered due to the sudden hijacking of Indian Airlines plane during the month of December, 1999;

(b) if so, the details thereof;

(c) whether the arrival of foreign tourists have declined after the hijacking incident;

(d) if so, the details thereof; and

(e) the steps taken by the Government to tide over the above situation and ensure safety of domestic and foreign tourists?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRI ANANTH KUMAR): (a) Ministry of Tourism has analysed the situation. However, actual losses cannot be assessed.

(b) Date-wise tourist arrivals have been analysed at four major airports.

(c) There was an initial decline.

(d) Statement is enclosed.

(e) According to information from the Ministry of Civil Aviation, some of the major steps taken are:

(i) Deployment of Central Industrial Security Force (CISF) personnel in place of the State Police for Security duties at Airports.

(ii) Frisking of passengers and hand baggage at the time of entry into sterile area tightened.

(iii) Strict control on access to the airports is being ensured by comprehensive review of photo identity cards and banning of entry of the visitors up to 28.2.2000.

(iv) Deployment of sky marshals on some identified routes of Indian Airlines and Air India.

(v) Raising of the perimeter wall to the prescribed height at all the operational airports.

(vi) Modernisation and upgradation of security related technological set up is being done.

**Statement**

*Datewise foreign tourist arrivals from Delhi, Mumbai, Calcutta and Chennai for the month of December 1999*

Date	Arrivals			Difference	
	1997	1998	1999	1998/97	1999/98
25	6217	6744	5776	527	-968
26	5712	6137	6432	425	295
27	6718	8021	5534	1303	-2487
28	6751	6514	5842	-237	-672
29	5884	6082	5201	198	-881
30	4788	5311	4598	523	-713
31	5647	5369	3818	-278	-1551
Total	41717	44178	37201	2461	-6977

*Datewise foreign tourist arrivals from Delhi, Mumbai, Calcutta and Chennai for the month of January 2000*

Date	Arrivals			Difference	
	1998	1999	2000	1999/98	2000/99
1	2	3	4	5	6
1	4003	5101	2980	1098	-2121
2	5493	5877	4530	384	-1347
3	6352	6528	5083	176	-1445

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1	2	3	4	5	6
4	6618	6082	4793	-536	-1289
5	5779	6170	5014	391	-1156
6	5686	7166	6014	1480	-1152
7	5213	5582	5539	369	-43
8	5150	6048	5409	898	-639
9	5927	6452	6625	525	173
10	5849	7638	7573	1789	-65
11	5751	5651	5299	-100	-352
12	6410	5335	6801	-1075	1466
13	4984	6090	6599	1106	509
14	7277	5412	5513	-1865	101
15	5430	6270	6261	840	-9
16	5943	5362	7693	-581	2331
17	7509	7245	7355	-264	110
18	7138	5622	5879	-1516	257
19	6822	6180	6853	-642	673

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1	2	3	4	5	6
20	5805	7000	7207	1195	207
21	6633	5994	5969	-639	-25
22	6129	5335	6023	-794	688
23	5768	6687	8129	919	1442
24	6500	7356	6179	856	-1177
25	7092	6609	5746	-483	-863
26	6273	6072	7036	-201	964
27	5804	6021	5071	217	-950
28	6467	5842	6929	-625	1087
29	5493	5514	6770	21	1256
30	6258	5434	7266	-824	1832
31	6577	7891	7258	1314	-633
<b>Total</b>	<b>188133</b>	<b>191566</b>	<b>191396</b>	<b>3433</b>	<b>-170</b>

#### **Changes in Sugar Policy**

159. SHRI ASHOK N. MOHOL: Will the Minister of CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether Sugar Industry has suffered a lot due to frequent changes in sugar policies;

(b) if so, the details thereof and the reasons for frequent changes in sugar policy;

(c) whether sugar output continues to fluctuate between extreme lows and highs in regular cycle as a result thereof;

(d) if so, the details thereof; and

(e) the steps being taken by the Government to boost sugar industry?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI V. SREENIVASA PRASAD): (a) No, Sir.



(b) Does not arise.

(c) and (d) Although the production of sugar have shown fluctuations in the past, the same cannot be attributed to changes in sugar policy. A statement indicating the fluctuations in the production of sugar during the last ten sugar seasons is enclosed.

(e) Government has recently taken several steps to boost sugar industry as indicated below:

- (i) Government has reduced the levy obligation on domestic producers of sugar from 40% to 30% with effect from 1.1.2000.
- (ii) Government has imposed levy obligation of 30% on importers of sugar vide notification dated 17.2.2000.
- (iii) Government has imposed regulated release mechanism on importers of sugar vide notification dated 22.11.99 read with notification dated 29.12.99.
- (iv) Government increased the customs duty on imports of sugar from 25% plus 10% surcharge to 40% on 30.12.99 and it has been further increased to 60% with effect from 9.2.2000 along with continuance of countervailing duty of Rs. 850/- per tonne.

Sl.No.	Sugar Year	Sugar Production (In lakh tonnes)	Increase or decrease (In lakh tonnes)
1.	1989-90	109.89	
2.	1990-91	120.47	10.58
3.	1991-92	134.11	13.64
4.	1992-93	106.09	-28.02
5.	1993-94	98.24	-7.85
6.	1994-95	146.43	48.19
7.	1995-96	164.29	17.86
8.	1996-97	129.05	-35.24
9.	1997-98	128.44	-0.61
10.	1998-99	155.2	26.76

### Problems of Rail Fracture

160. SHRI SULTAN SALAHUDDIN OWAISI: Will the Minister of RAILWAYS be pleased to state:

(a) whether due to temperature fall, Railways are facing problems of rail fracture, particularly in North India;

(b) if so, the total number of cases of rail fracture reported from different parts of the country during the last three years and the damage caused by these fractures;

(c) whether Railways have conducted any analysis in this regard;

(d) if so, the main findings thereof;

(e) whether the quality of rails from the SAIL is one of the major factor causing fractures; and

(f) if so, the details and the corrective steps being taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) Yes, Sir.

(b) Number of rail fractures reported from different parts of the country in last 3 years are as under:—

1997-98	1612 Nos.
1998-99	1747 Nos.
1999 upto Jan. 2000	2448 Nos.

The main damage caused by these fractures is loss of punctuality to trains.

However, there have also been stray cases of accidents due to Rail Fractures. These accidents have caused an approximate damage of Rs. 3.14 crores during 1997-98, Rs. 4.93 crores during 1998-99 and Rs. 2.46 crores during 1999-2000.

(c) Yes, Sir.

(d) Sudden impact, high internal stresses, corrosion, manufacturing defects and fatigue of boltholes, are the main causes of the rail fractures as analyzed by Research, Design & Standards Organisation of Indian Railways.

(e) Yes, Sir.

(f) To improve the quality of rails in Bhilai Steel Plant, the Vacuum Arc Degasser has recently been commissioned to reduce the Hydrogen Content in liquid steel. For exercising better checks on the quality of rails, On-line Ultrasonic Flaw Detection Testing Machine & Eddy Current Testing Machine have also been recently installed at Bhilai Steel Plant.

**Speeding up Train Service between  
Madurai and Chennai**

161. SHRI P. MOHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to speed up the existing railway service between Madurai and Chennai in view of the Broad Gauge conversion already made;

(b) if so, the details thereof; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) to (c) Yes, Sir. It is proposed to speed up trains on Chennai Egmore-Madurai-Tirunelveli Chord line section from April 2000. However, the details are under finalisation.

**Investment by Singapore Investors in  
International Airports**

162. SHRI A. VENKATESH NAIK: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Singapore investors are keen to invest in the International Airports;

(b) if so, the details thereof; and

(c) the reaction of the Government thereto?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) As per available records, no such proposal appears to have been received by the Government.

(b) and (c) Do not arise.

**Representation of C.O.S.C. on Cabinet  
Committee on S.C.M.**

163. SHRI PAWAN KUMAR BANSAL: Will the Minister of DEFENCE be pleased to state:

(a) whether the Chief of the Staff Committee of the Armed Forces (COSC) has sought representation on the Cabinet Committee on Security and Crisis Management Group; and

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

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) and (b) The Chairman Chiefs of Staff Committee had suggested that the presence of Service Chiefs in the meetings of the Cabinet Committee on Security be institutionalized and the Vice-Chiefs of the three Services be made members of the National Crisis Management Committee. The existing institutional arrangements for ensuring optimal utilization of the national resources including those at the disposal of the Armed Forces for crisis management and the practice of the Chiefs of the Army, Navy and Air Force and the Defence Secretary being in attendance in the meetings of the Cabinet Committee on Security on 'as required' basis are considered adequate.

**Civil Aviation Schemes and Programmes for  
Arunachal Pradesh**

164. SHRI JARBOM GAMLIN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the details of scheme and programme for the development of Civil Aviation Plan to be implemented in the State of Arunachal Pradesh during the next two years; and

(b) the funds earmarked by the Government for this purpose?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADVA): (a) and (b) There is a proposal to construct a new airport at Itanagar in Arunachal Pradesh for operation of 50 seater aircraft under Prime Minister's New Initiatives for North East Region (NER). Government of Arunachal Pradesh has also a plan to construct a new Runway at Passighat and to improve Passenger Terminal facilities at Tezu with the budgetary support from North-Eastern Council.

**Old Age Pension**

165. SHRI SUNIL KHAN: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) the eligibility of National Old Age Pension Scheme (NOAPS), National Family Benefit Scheme (NFBS) & National Maternity Benefit Scheme (NMBS); and

(b) the amount allocated and released to States during 1999-2000, Scheme-wise and State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI A. RAJA): (a) The following eligibility criteria shall apply for the purposes of claiming Central assistance under the three schemes of National Social Assistance Programme (NSAP)

1. National Old Age Pension Scheme (NOAPS):

- (i) Age of the applicant (male or female) should be 65 years or above.
- (ii) The applicant must be a destitute in the sense of having little or no regular means of subsistence from his/her own sources of income or financial support from family members or other sources.

2. National Family Benefit Scheme (NFBS):

Central assistance for a lump sum family benefit is available for household below poverty line on the death

of the primary breadwinner in the bereaved family provided—

- (i) The primary breadwinner is a member of the family whose earnings contribute substantially to the total house-hold income.
- (ii) The death of the primary breadwinner due to natural or accidental causes should have occurred whilst he or she is in the age group of 18 to 64.

3. National Maternity Benefit Scheme (NMBS):

- (i) The maternity benefit is restricted to pregnant women for upto the first two live births provided they are of 19 years of age and above and belong to the families living below the poverty line

(b) The amounts allocated and released to the States during 1999-2000, scheme-wise and State-wise are given in enclosed Statement.

**Statement**

*National Social Assistance Programme (NSAP)*

Year : 1999-2000

(Rs. in Lakh)

Sl. No.	State	NOAPS		NFBS		NMBS	
		Allocation	Release	Allocation	Release	Allocation	Release
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	4361.76	4361.76	3035.50	3035.52	1590.19	1554.06
2.	Arunachal Pradesh	57.12	7.07	22.88	1.90	19.34	1.56
3.	Assam	826.98	640.81	646.36	309.50	292.34	96.51
4.	Bihar	6877.24	5745.28	1700.02	1488.26	823.59	590.65
5.	Goa	27.94	27.94	12.22	18.72	2.58	0.00

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1	2	3	4	5	6	7	8
6.	Gujarat	561.60	250.83	158.76	93.01	104.00	47.54
7.	Haryana	535.80	461.36	54.21	41.02	64.69	31.91
8.	Himachal Pradesh	236.55	210.42	30.72	23.40	19.11	7.91
9.	Jammu and Kashmir	317.26	2839.15	57.38	46.30	49.27	29.62
10.	Karnataka	2959.63	2934.52	649.22	637.66	402.66	386.42
11.	Kerala	1396.31	1230.37	382.10	358.03	136.58	71.61
12.	Madhya Pradesh	4585.46	4610.76	3957.46	4265.42	904.74	469.61
13.	Maharashtra	4158.51	2761.58	1026.74	764.34	453.49	237.06
14.	Manipur	103.06	71.45	28.60	19.75	40.56	21.50
15.	Meghalaya	111.13	79.26	34.32	17.93	39.31	7.56
16.	Mizoram	37.44	29.2	11.44	5.73	15.91	7.96
17.	Nagaland	80.71	41.02	17.16	3.72	27.77	6.01
18.	Orissa	3120.62	3277.2	1346.69	991.81	624.24	481.61
19.	Punjab	386.79	296.73	134.16	66.76	46.98	22.22
20.	Rajasthan	1474.54	1267.82	468.16	397.59	325.34	135.07
21.	Sikkim	29.80	14.9	5.72	2.86	5.98	2.99

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1	2	3	4	5	6	7	8
22.	Tamil Nadu	3276.00	2797.82	1904.76	1468.34	906.36	123.15
23.	Tripura	178.19	178.18	72.54	26.48	81.12	14.57
24.	Uttar Pradesh	8264.83	6843.37	3021.90	2484.78	1713.92	517.68
25.	West Bengal	3312.50	3832.09	975.73	725.56	541.17	369.05
26.	A&N Islands	17.38	8.69	2.86	1.43	1.09	0.00
27.	Chandigarh	13.66	13.66	2.86	2.86	2.65	1.33
28.	D&N Haveli	11.80	0.00	2.86	0.00	0.47	0.00
29.	Daman & Diu	2.48	1.24	2.86	0.29	0.31	0.00
30.	NCT Delhi	249.58	124.79	31.46	15.73	36.97	0.00
31.	Lakshadweep	1.86	0.93	2.86	1.43	0.16	0.00
32.	Pondicherry	49.05	49.05	2.86	1.43	5.25	2.63
Total		47623.58	42454.02	19803.37	17317.56	9278.11	5237.79

Information upto 18-2-2000.

**N.C.C.**

166. SHRI ANANTA NAYAK:  
MAJ. GEN. (RETD.) B.C. KHANDURI:

Will the Minister of DEFENCE be pleased to state:

(a) whether the Government propose to make N.C.C. compulsory in schools and colleges;

(b) if so, the details of the action-plan worked out therefor;

(c) whether guidelines have been issued to every State in that regard; and

(d) if so, the details thereof?

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

(b) to (d) Do not arise.

### Darjeeling Toy Train

167. SHRI MOHAN RAWALE: Will the Minister of RAILWAYS be pleased to state:

(a) whether due to the increase in road traffic on Darjeeling-Siliguri national highway, the toy train has lost its charm and utility;

(b) whether it has even caused massive distortion to the track alignment leading to unending safety hazards; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) No, Sir. In fact the section has recently been declared a World Heritage Site by UNESCO.

(b) No, Sir.

(c) Does not arise.

[Translation]

### Pilotless Supersonic Aircraft

168. DR. LAXMINARAYAN PANDEYA: Will the Minister of DEFENCE be pleased to state:

(a) whether Pilotless Supersonic Aircraft is being developed;

(b) if so, the time by which the said design is likely to be prepared; and

(c) the action being taken to provide funds thereof?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) No, Sir. However, an indigenously developed subsonic pilotless target aircraft is under limited series production.

(b) and (c) Does not arise as no supersonic pilotless aircraft is being developed.

[English]

### Integrated Solar Combined Cycle Power Projects

169. PROF. UMMAREDDY VENKATESWARLU: Will the Minister of NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether the Government have approved any proposals to establish any "Integrated Solar Combined Cycle Power Project" in the country;

(b) if so, the projects approved involving solar and naphtha for production of energy;

(c) whether there is any economic advantage in encouraging projects of this nature;

(d) if so, whether the economies of power generation from solar energy and naphtha been evaluated; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES (SHRI M. KANNAPPAN): (a) and (b) Yes, Sir. The Government of India has approved establishment of a 140 MW Integrated Solar Combined Cycle (ISCC) Power Project at village Mathania, Jodhpur, Rajasthan, as a centrally-assisted project, to be implemented by Rajasthan State Power Corporation Ltd. (RSPCL). The project will comprise a 35 MW solar thermal power plant based on parabolic through collectors, integrated with combined cycle power plant of 105 MW capacity, with the gas turbines to be operated on naphtha.

(c) to (e) Yes, Sir. The levelised cost of power comes to Rs. 2.76 per unit, with a first year energy cost of Rs. 3.03 per unit, which is comparable with other new combined cycle power projects. Economic advantage can be derived from such projects in the long term through higher replacement of the naphtha-based component by the solar component.

### Faulty Escalator at IGI Airport

170. SHRI MADHAVRAO SCINDIA:  
SHRI SHIVRAJ SINGH CHOUHAN:  
SHRI K.E. KRISHNAMURTHY:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether any thorough inquiry has been made into the Escalator episode involving death of a seven-eight years old girl on December 13, 1999 at Indira Gandhi International Airport, New Delhi;

(b) if so, the outcome thereof;

(c) the steps taken and being taken in the light of the enquiry report to prevent any such incidents in future;

(d) whether any sensors or other such equipment are provided at the escalators at Airports and elsewhere to make the escalators stop automatically in cases of such incidents; and

(e) if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) Yes, Sir.

(b) Enquiry Committee submitted its interim report on 7.2.2000. The final report will be submitted by 31st March, 2000. As per the interim report the findings of the inquiry Committee are as under:—

- (i) The quality of the maintenance work by OTIS was not upto the mark. Supervision and monitoring of this work by the staff of the Airports Authority of India (AAI) was also inadequate. As a result, the comb plate and the foot plate of the escalator were loosely held and got shifted under pressure creating a gaping hole resulting in the accident;
- (ii) The escalator was not upgraded;
- (iii) The reaction of various functionaries present on the spot of accident was inadequate and lacked sensitivity; and
- (iv) The treatment meted out to the affected persons was quite inadequate considering the extraordinary nature of the accident.

(c) The following steps have been taken by AAI to prevent recurrence of such incidents in future:—

- (i) The escalator and other such equipments are being upgraded;
- (ii) Instructions for use of these equipments have been displayed prominently for the benefit of the users; and
- (iii) The staff of all the agencies at the airport have been imparted familiarisation training for use of the equipments and for dealing with any unforeseen situation.

(d) and (e) The escalators at airports are provided with requisite safety devices which are being upgraded.

[*Translation*]

#### **Power Generated Through Bagasse**

171. SHRI NAWAL KISHORE RAI:  
SHRI AJIT SINGH:

Will the Minister of NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) the power generated through the bagasse left after crushing of sugarcane in sugar mills of the country;

(b) the quantum of power estimated to be generated thereby in the country, State-wise;

(c) whether any assessment of the cost of the power generated through this source has also been made;

(d) if so, the details thereof; and

(e) the percentage of bagasse to be utilised for the generation of power in the country for which scheme has been formulated by the Government?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES (SHRI M. KANNAPPAN): (a) and (b) The total potential of surplus power generation through bagasse based co-generation in sugar mills in the country has been estimated at 3500 MW. The State-wise break-up is given in enclosed Statement.

(c) and (d) The cost of generation of power from bagasse based cogeneration projects varies from Rs. 1.50 to Rs. 2.75/kwh depending upon the technical and operating parameters; system configuration; plant load factor; interest on term loan; and, project to be taken up in a new or an existing sugar mill.

(e) Under the National Programme on Biomass Power and Cogeneration, various promotional incentives are provided for encouraging optimum generation of power from bagasse based co-generation projects. These include interest subsidy on term loans for such projects.

Attractive policies have also been announced in the potential States for power generated from these projects. A total surplus power capacity of 184 MW has already been installed in the country from bagasse based cogeneration projects.

**Statement****Statewise Potential for Bagasse Based  
Co-Generation**

Sl. No.	State	Potential in MW
1.	Maharashtra	1000
2.	Uttar Pradesh	1000
3.	Tamil Nadu	350
4.	Karnataka	300
5.	Andhra Pradesh	200
6.	Bihar	200
7.	Gujarat	200
8.	Punjab	150
9.	Others	100
Total		3500

*[English]***Construction of Parli Vaijnath-Ahmednagar-Kalyan Rail Line**

172. SHRI SURESH RAMRAO JADHAV: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government are aware that work on construction of new Railway Line from Parli Vaijnath-Ahmednagar-Kalyan under South Central Railway is going on a very slow pace;

(b) if so, the reasons therefor; and

(c) the steps taken by the Government to provide adequate funds for early completion of the Project?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) Only the construction of a new line from Ahmednagar-Beed-Parli Vaijnath is sanctioned. In the initial years the Final Location Survey and land acquisition is done. The work can be started only after land becomes available. Work on these activities is progressing well. Ahmednagar-Kalyan is not a sanctioned work.

(b) Does not arise.

(c) Funds for progressing the work will be provided once land becomes available, subject to overall availability of resources.

**New Civil Aviation Policy**

173. SHRI VILAS MUTTEMWAR:  
SHRI K.P. SINGH DEO:  
SHRI DANVE RAOSAHEB PATIL:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the new Civil Aviation policy will give more sops to airlines;

(b) if so, whether the main aim of the new Civil Aviation policy will be to usher in an area of cheap air travel in the country;

(c) if so, whether under this new policy, Government are keen to launch cheap air operations from smaller and non-metro cities; and

(d) if so, the time by which it is likely to be launched?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) to (d) The draft Civil Aviation Policy which is still under formulation, seeks to set up a policy framework to provide safe, efficient, reliable and widespread high quality air transport services at reasonable prices in the country. The policy, *inter-alia*, seeks to encourage small (turbo-prop) aircraft operation to cover smaller and non-metro cities. The draft policy has been widely circulated for views/comments before finalisation.

*[Translation]***Development of Hotels and Motels**

174. SHRI RAMDAS ATHAWALE: Will the Minister of TOURISM be pleased to state the amount sanctioned and released by the Union Government for the



development of State run hotels and motels in the country during each of the last three years, location-wise and State-wise?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRI ANANTH KUMAR): Ministry of Tourism does not provide assistance to State Governments for running hotels. However, Central financial assistance is provided for tourist complexes/tourist bungalows, motels, yatriniwases/yatrikas, which is basically assistance for developing tourist infrastructure relating to Budget Accommodation. A total number of 98 projects for Budget Accommodation amounting to Rs. 3082.62 lakhs were sanctioned during 1998-99.

#### **Sale of NCE Plants in Rural Areas**

175. SHRI RAMJIVAN SINGH: Will the Minister of NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether the Government have formulated any policy for sale of plants producing non-conventional energy in the rural areas;

(b) if so, the time and the manner in which the same is being followed; and

(c) if not, the manner in which the rural people are being benefited?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES (SHRI M. KANNAPPAN): (a) to (c) Yes, Sir. Ministry of Non-Conventional Energy Sources propagates various systems/devices for utilizing non-conventional energy *i.e.* portable solar lanterns, fixed type home lighting systems, street lighting systems, non-grid connected solar photovoltaic power plants, solar cookers, biomass gasifiers, improved chulhas, etc. through State Nodal Agencies in all State/UTs. Annual targets are allocated for these systems/devices to State Nodal Agencies and the State Governments and the Ministry carries out periodic monitoring for their performance. These devices help in partly meeting the energy requirements of

cooking, heating, electricity, water pumping, etc. in the rural areas.

[*English*]

#### **Train Accidents**

176. SHRI R.L. BHATIA:  
SHRI CHANDRESH PATEL:  
SHRI A. BRAHMANAIAH:  
SHRI CHINTAMAN WANGA:  
SHRI SURESH CHANDEL:

Will the Minister of RAILWAYS be pleased to state:

(a) the number of accidents/derailments/fire in trains, including goods trains which occurred during the last three months and till date, train/location/State-wise along with reasons therefor;

(b) the number of persons killed/injured in each of such accidents and the value of Government property damaged thereby;

(c) the number of Committees appointed to inquire into the causes of such accidents;

(d) the findings of the inquiry Committees and action taken thereon;

(e) the amount of compensation given by the Government to the victims; and

(f) the steps taken by the Government to check such accidents?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) The statistics for consequential Railway accidents are maintained not by train/location/State-wise but by Zone-wise. During the period November, 1999 to January, 2000, 125 consequential accidents occurred out of which 86 were derailments and there were 3 cases of fire. Zone-wise position is as follows:—

Railway

Number of

Consequential

Derailments

Fire

1	2	3	4
Northern Railway	24	14	0
North Eastern Railway	5	2	0
Northeast Frontier Railway	21	21	0
Southern Railway	18	13	0
South Central Railway	11	8	0
South Eastern Railway	20	10	0
Western Railway	6	5	1
Metro Railway	0	0	0
Konkan Railway Corporation	0	0	0
<b>Total</b>	<b>125</b>	<b>86</b>	<b>3</b>

(b) During these three months, 70 people were killed and 139 were injured. Property damaged was approximately Rs. 21.4 cr (Provisional).

(c) Each and every accident is inquired into by Committees of Railway officers or Commissioner of Railway Safety or Chief Commissioner of Railway Safety depending upon the gravity of the accident.

(d) As per inquiries conducted, the accidents were due to following causes:—

Cause	No. of accidents
Failure of Railway Staff	22
Failure of other than Railway Staff	21
Equipment failure	8
Incidental	4
Under investigation	70

(e) No compensation has been paid till date to the victims of aforesaid accidents. The compensation to the victims will be paid on receiving the decree from the Railway Claims Tribunal.

(f) Steps taken to prevent accidents are briefly as follows:—

1. The work of track circuiting has been accelerated on the trunk routes and other important main lines.
2. Modification of the signaling circuitry is being carried out to minimize chances of human errors in causing accidents.
3. Auxiliary warning system for giving advance warning about 'signal at danger' to the driver of the running train has been commissioned on Mumbai suburban sections.

4. Railway Board has cleared a pilot project of AWS for Tughlaqabad-Mathura section of Central railway on a trial basis.
5. Walkie-Talkie sets have been supplied to Drivers and Guards of all Passenger carrying trains. The same is presently being supplied to Drivers and Guards of goods trains also and the same is likely to be completed by 31st March, 2000.
6. There has been progressive increase in use of Tie Tamping and ballast cleaning machines for track maintenance.
7. For monitoring track geometry and running characteristics of the track, sophisticated track recording cars, oscillograph cars and portable accelerometer are being progressively used.
8. For detecting rail fractures and weld failure 96 more double rail Ultra Sonic Flaw Detectors are being procured.
9. Maintenance facilities for coaches and wagons have been modernised and upgraded at many depots.
10. To prevent cases of cold breakage of axles, ROH Depots have been equipped with ultrasonic testing equipment for detection of flaws in the axles.
11. Whistle boards/speed breakers and road signs have been provided at unmanned level crossings and visibility for drivers has been improved.
12. Audio-visual publicity campaigns to educate road users on how to make a safe crossing are conducted.
13. Steps have been taken to prevent inflammable and explosive materials from being carried in passenger trains.
14. Periodic Safety Audit of different divisions by inter-disciplinary teams from zonal headquarters has been introduced.
15. Training facilities for drivers, guards and staff connected with train operation have been modernized including use of simulators for training of drivers.

16. Refresher courses are regularly organized at specified intervals.
17. Performance of the staff connected with train operations is being constantly monitored and those found deficient are sent for crash training.
18. Periodical safety drives are conducted to inculcate safety consciousness among the staff.

**New Legislation for Promotion of  
Renewable and NCES**

177. SHRI A. NARENDRA:  
SHRI C.K. JAFFER SHARIEF:

Will the Minister of NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether the Government propose to enact a Legislation to enforce energy conservation standards evolving policy measures to encourage use of wind, co-generation, biomass and solar;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES (SHRI M. KANNAPPAN): (a) to (c) The Ministry of Non-Conventional Energy Sources has prepared a draft Renewable Energy Policy Statement. The Policy Statement seeks to enhance the contribution of renewables in three main application areas: meeting minimum rural energy needs; provision of decentralised/off-grid supply for agriculture, industry, commercial and household sectors in rural and urban areas; and, grid quality power generation and supply. The draft of the Policy Statement has been submitted by the Ministry for further approvals.

**Touch Screen Passenger Information Kiosks**

178. SHRI A. VENKATESH NAIK: Will the Minister of TOURISM be pleased to state:

(a) whether the Government have decided to set up touch-screen passenger information kiosks at various tourists places;

(b) if so, the details thereof;

(c) the amount involved in setting up of such kiosks; and

(d) the extent to which it is helpful in providing comprehensive information to tourists?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRI ANANTH KUMAR): (a) Yes, Sir.

(b) A total of 60 such kiosks shall be deployed at various places in the four cities of Delhi, Mumbai, Calcutta and Chennai.

(c) It is estimated that Rs. 133.80 lakhs will be spent in setting up of such kiosks.

(d) These kiosks shall provide extensive city based and other information to the tourists.

#### **Security Measures by Airports Authority of India**

179. SHRI SUNIL KHAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Airports Authority of India failed to take security measures even after the several requests made on wireless by the pilot of the hijacked flight of Indian Airlines at Kandahar; and

(b) if so, the facts and reasons therefor?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) No, Sir.

(b) Does not arise.

*[Translation]*

#### **Recruitment of Pilots by Air India**

180. SHRI SATYAVRAT CHATURVEDI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Air India had appointed 86 pilots in November 1996 holding CPL by making a departure from the normal practice of appointing experienced pilots of international carriers;

(b) if so, the reasons therefor;

(c) whether there is any proposal to engage experienced ALTP Pilots keeping in view flight security; and

(d) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) and (b) No, Sir. Air India had recruited 12 co-pilots who are holding ALTP licence.

(c) and (d) There is no proposal for recruitment of any pilots for the time being.

*[English]*

#### **Detachment of Coaches**

181. PROF. UMMAREDDY VENKATESWARLU: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways have computed the annual losses due to Coach detachment caused by poor maintenance;

(b) if so, the approximate number of coaches thus detached in 1998-99 and 1999-2000; and

(c) the remedial measures taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) Railway coaches, like any other engineering system, have some failures leading to their detachments. In fact, detaching coaches during checks and maintenance is an essential and integral part of the preventive maintenance schedules followed by the Railways. The Coach Technology currently available on Indian Railways is of early fifties and is already under upgradation. Notwithstanding the vintage of the technology, the maintenance system aims at ensuring adequate reliability levels to provide better than 90% availability of coaches to ensure full utilization of the fleet. As availability of coaches has remained consistently above 90% over past many years, the question of losses due to detachments does not arise. Also, the passengers are invariably accommodated in other coaches of the same train, in the event of coach detachments enroute.

(b) Overall, 197 coaches were detached during 1998-99 and 124 during 1999-2000 upto December, 1999 from running trains.

(c) The following actions have been taken to sustain the continuous trend of improvements over recent years:

(i) ISO certification of coach Production Units and important Periodic Overhauling Workshops.

(ii) Quality Audits of Periodic Overhauling Workshops and Maintenance Depots.

- (iii) Strict control on the quality of output from coach Periodic Overhauling Workshops through the system of Neutral Examiners.
- (iv) Review and improvements of existing coach maintenance infrastructure and provision of new facilities for additional trains.
- (v) Design improvements and introduction of better material to improve reliability of coaches like Bogie mounted brakes, Composite brake blocks, High capacity couplings, etc.
- (vi) Board band analysis of reliability parameters to identify weak systems, depots, workshops and direct efforts & resources to eliminate the same.
- (vii) In addition to the above improvements in existing coaches and maintenance systems, the Railways are also in the midst of Coach Technology Upgradation through induction of State-of-Art coaches and transfer of technology for their design & manufacture.

#### **Losses Suffered by Railways**

182. SHRI PRABHUNATH SINGH:  
SHRI RAMJEE MANJHI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether in spite of increase in the passenger and goods traffic the Railways are likely to suffer huge losses this year;

(b) if so, the reasons therefor; and

(c) the steps taken to improve the fiscal deficit by the Railways?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) and (b) The Railways are passing through a difficult phase due to the combined effect of the increase in staff cost and pension as a result of the implementation of the recommendations of V Central Pay Commission during 1997-98 and 1998-99 and shortfall in freight earnings in 1998-99. In the current year, while the volume of traffic has increased, the freight load and mix have been below expectations. As a result, some net shortfall in earnings is to be expected. The recovery of dues is not also up to the mark, the expenditure has gone up due to various post-budgetary increases like the cess on diesel oil and hike in prices of diesel oil, revision of electric traction tariff by some of the SEBs, revision of incentive rates in

workshops, restoration work due to Orissa cyclone, etc. While these are largely being met through economy and austerity measures in other areas of working, the pensionary charges are also likely to increase by around Rs. 800 cr as per the latest estimates. On the whole, certain fall in the 'Excess' of receipts over expenditure is likely.

(c) In an effort to increase their internal generation, Railways are taking various measures to contain the expenditure and augment earnings. Apart from formulating an appropriate freight policy, they are also seriously considering non-traditional areas for resource mobilisation which include exploitation of railway land, air space, leasing of 'right of way' of optical fibre cable, advertising rights and parcel services, public/private partnership schemes, etc.

#### **Construction of ROB near Ramawadi Railways Station**

183. SHRI MADHAVRAO SCINDIA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a pressing public demand for provision of an over-bridge across the railway track near Ramawadi Railway Station under South Central Railway;

(b) whether any representation has been received from any Member of Parliament in this regard; and

(c) if so, the action taken by the Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) to (c) No, Sir. There is no demand from the State Govt. for any Road Over Bridge at Ramawadi. However, there was a demand from VIPs/Elected representatives for an under bridge near Ramawadi station of Central Railway which has already been fulfilled by allowing use of an existing culvert as an under bridge. Additional facility can be considered on receipt of firm proposal sponsored by State Govt. as per extant rules.

#### **Rural Building Centres**

184. SHRI VILAS MUTTEMWAR: Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether the scheme of Rural Building Centres have been implemented by the States;

(b) if so, the details thereof; and

(c) the extent to which it has helped these States?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT (SHRI SUBHASH MAHARIA): (a) to (c) The Scheme to set up Rural Building Centres has been launched *w.e.f.* 1.4.99. Proposals received for setting up such centres in the States have been considered and some approved. Since it will be some time before the Rural Building Centres are actually set up and go into operation, the extent to which it has helped the States can be assessed only after some time.

[*Translation*]

#### **Purchases by Jabalpur Vehicle Factory**

185. SHRIMATI JAYASHREE BANERJEE: Will the Minister of DEFENCE be pleased to state:

(a) the total purchases made by Vehicle Factory, Jabalpur during each of the last five years;

(b) the total purchases made by this factory from Jabalpur's small and allied industries during the said period;

(c) whether it has been made mandatory for the management of vehicle factory to purchase spare parts approved only by Tata and Ashok Leyland Industry Groups; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI HARIN PATHAK): (a) to (d) The total purchase made by Vehicle Factory Jabalpur during the last five years are furnished below:

Year	Value of Purchases Made (Rs. in Crores)
1995-96	139.92
1996-97	174.30
1997-98	187.39
1998-99	405.46
1999-2000	510.00 (Anticipated)

Year-wise value of purchase from Industries in Jabalpur areas is as under:

Year	Value of Purchases Made (Rs. in Crores)
1995-96	26.00
1996-97	23.07
1997-98	19.00
1998-99	15.40
1999-2000	10.40 (Upto January, 2000)

As per Transfer of Technology (TOT) Agreement with both the collaborators *i.e.* M/s. Telco & M/s. Ashok Leyland, the components/sub-assemblies can only be purchased from the new source after validation of quality by the collaborators. This is only to ensure quality standard similar to collaborators/original equipment manufacturers.

During 1999-2000 the local purchases for new vehicles have already started. Purchases from small and allied industries of Jabalpur are being made after quality validation by the collaborators in terms of TOT agreement.

[*English*]

#### **Action Against Hijacker by ICAO**

186. SHRI P.C. THOMAS: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the International Civil Aviation Organisation convention (ICAO) provided for action against terrorism and crime on board of a civil aircraft by the victim State as also by other signatories;

b) if so, the details thereof; and

(c) the action taken by the Government and other signatories *viz.* the US under the said convention against Pakistan as perpetrator of terrorism and crime on board IC814 on December 24-31, 1999?

THE MINISTER OF CIVIL AVIATION (SHRI SHAPAD YADAV): (a) and (b) The Tokyo Convention, 1963, the Hague Convention, 1970 and the Montreal Convention,

1971 provide that the signatory States shall prosecute the offender and shall afford one another the greatest measure of assistance in connection with criminal proceedings against the offender.

(c) The Government of India have formally asked Pakistan to hand over the hijackees, who are all Pakistani nationals, to India for judicial process.

#### **Recruitment of Non-Marathas in Maratha Light Infantry**

187. SHRI CHANDRAKANT KHAIRE: Will the Minister of DEFENCE be pleased to state:

(a) whether Non-Marathas are being recruited in the oldest Regiment of Indian Army *i.e.* Maratha Light Infantry;

(b) if so, the reasons therefor;

(c) whether Marathas are thus being deprived of their share in recruitment in view of (a) above;

(d) if so, the steps taken to remedy the situation; and

(e) the broad details of Recruitment Policy of the Government being followed in each of the three wings of the Armed Forces?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) to (e) A small percentage of recruitment of non-Marathi is being made in Maratha Light Infantry which is as per the laid down class composition policy in Army. The laid down class composition of Maratha Light Infantry is as follows:—

(i) Marathas	86.13%
(ii) Mysurians	4.16%
(iii) Muslims of South	4.16%
(iv) All classes including SC/ST from Karnataka, Goa, Gujarat, Andhra Pradesh, Madhya Pradesh without any fixed percentage.	5.55%

Tradesmen *i.e.* Clerk, Safaiwala, Barber etc. are recruited from all Indian all class.

2. Marathas are thus not being deprived of their share in recruitment in Maratha Light Infantry.

3. The recruitment policy being followed is that recruitment to Army is broadly made State-wise. Recruitment to Navy and Air Force is made on all-India basis and there is no State-wise quota.

#### **Availability of Flat Wagons**

188. PROF. UMMAREDDY VENKATESWARLU: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways have any proposals to increase the number and availability of flat wagons to trucking industry;

(b) if so, the details and the number of flat wagons in operation presently with the Railways; and

(c) the steps taken to attract the trucking industry?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) to (c) The Railways have not been moving commercial trucks in the past. Recently, Konkan Railway Corporation Ltd. (KRC), a PSU under the Ministry of Railways, has started such services under which loaded trucks are 'Rolled on' to flat wagons and moved to their destination, where they are loaded off the flat wagons. KRC may consider further expansion of this service based on experience gained from pilot services.

A similar proposal has also been received by the Ministry of Railways from a private sector company. As per the proposal, marketing with truckers etc. is to be done by the promoter. The Railways have to only provide haulage service.

#### **Income and expenditure of A.I. and I.A. and Pawan Hans etc.**

189. SHRI SUSHIL KUMAR SHINDE:  
SHRI KODIKUNNIL SURESH:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) the total income and expenditure incurred by Indian Airlines, Air India and Pawan Hans, the Airports Authority of India and other PSUs under the Ministry during 1996-97, 1997-98 and 1998-99;

(b) the total expenditure incurred by them on advertisements through print, electronic and other media during each year;

(c) the percentage of their total expenditure incurred on advertisement, services to passengers and raising infrastructure; and

(d) the other measures are being taken to bring the National airways out of the red?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) and (b) Detailed statement of total income and expenditure, as well as expenditure on advertisements in respect of Indian Airlines, Air India, Pawan Hans Helicopters Ltd. and Airports Authority of India is enclosed.

(c) Percentage of expenditure incurred by these organisations during 1996-99 on advertisements works out as under:—

Organisation	1996-97	1997-98	1998-99
Indian Airlines	0.4	0.4	0.5
Air India	0.21	0.19	0.09
Pawan Hans Helicopters Ltd.	0.17	0.39	0.49
Airports Authority of India	0.46	0.36	0.41

However, it is not possible to indicate precisely the expenditure on services to passengers and infrastructure since such expenditure is incurred under different heads by each organisation.

(d) At present, only Air India is incurring losses and following steps have taken to economise in expenditure:

- (1) Route rationalisation by cutting down non-profitable routes and concentrating on core routes.
- (2) Closing down un-economical stations and downsizing the offices.
- (3) Cutting down number of staff and establishment costs at Indian/Foreign Stations.
- (4) Freeze on external recruitment on non-operational categories.
- (5) Rolling back of retirement age from 60 years to 58 years.

#### Statement

(Rs. in crores)

	1996-97	1997-98	1998-99
1	2	3	4
<i>Indian Airlines</i>			
(Income)	2914.38	3268.25	3445.61
(Expenditure)	2928.97	3220.98	3431.44
Expd. on advertisement	11.72	12.65	17.50
<i>Air India</i>			
(Income)	3817.78	4174.16	4236.07
(Expenditure)	4114.72	4355.17	4411.20
Expd. on advertisement	8.63	7.96	3.68



1	2	3	4
<i>Pawan Hans Helicopters Ltd.</i>			
(Income)	185.87	180.78	200.92
(Expenditure)	130.49	105.67	113.98
Expd. on advertisement	0.22	0.41	0.56
<i>Airports Authority of India</i>			
(Income)	1142.12	1279.64	1591.27
(Expenditure)	896.42	963.45	1255.49
Expd. on advertisement	4.08	3.43	5.16

**Steps taken to achieve traffic growth  
by Indian Airlines**

190. SHRI SUSHIL KUMAR SHINDE: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Indian Airlines has projected a 3% growth in air traffic market for 2000-2001;

(b) if so, the estimated traffic carried in terms of physical and fiscal achievement during 1999-2000 by Indian Airlines;

(c) the specific measures that are being contemplated to achieve the projected growth during 2000-2001; and

(d) the estimated profit/loss to be incurred by Indian Airlines during 1999-2000 and the contemplated targets for the year 2000-2001?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) Indian Airlines has budgeted for a growth of 3.4% in passenger carriage in 2000-2001.

(b) The revised estimate of passenger carriage by Indian Airlines in 1999-2000 is 58.31 lacs. As per the revised Budget estimates for 1999-2000, the company

is expected to earn an operating revenue of Rs. 3537 crores.

(c) Indian Airlines has taken a number of steps in the area of marketing initiatives, improvement in customer services and deployment of capacity on the criteria of economics and traffic demand.

(d) In the revised budget estimates for the year 1999-2000, Indian Airlines has projected a net profit of Rs. 39.25 crores (before tax), while the estimated net profit for the year 2000-2001 is Rs. 28.75 crores (before tax).

[Translation]

**Price Preference and Vendor Rating System in  
Defence Production Units, Jabalpur**

191. SHRIMATI JAYASHREE BANERJEE: Will the Minister of DEFENCE be pleased to state:

(a) whether facilities of Price Preference and Vendor Rating System are being provided to the local, small and allied industries of Jabalpur; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI HARIN PATHAK): (a) and (b) Ordnance factories follow the policy of price preference to small scale units as formulated by the Government from time to time and this is not location specific. They also follow a vendor rating system by categorising existing suppliers using performance parameters like quality, timely delivery, service etc. This system is applicable to all the suppliers irrespective of their location.

[English]

#### Supply of Kerosene to Ration Card Holders

192. SHRI SUSHIL KUMAR SHINDE: Will the Minister of CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the Government have decided to stop the supply of Kerosene to ration card holders having LPT double cylinder connections;

(b) if so, the quantum of kerosene likely to be saved; and

(c) the extent of savings in subsidy expected therefrom?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI SRIRAM CHAUHAN): (a) to (c) Kerosene is an allocated product and the annual allocation is made by Ministry of Petroleum and Natural Gas to various States/UTs. The distribution of kerosene and its monitoring within the State is the responsibility of the concerned State Government. As PDS Kerosene and LPG (Domestic) are subsidized items. Ministry has insisted upon the State Governments to identify the Ration Card Holders having LPG connections and to discontinue the supply of kerosene to them under PDS.

#### Foreign Exchange earned by Civil Aviation

193. SHRI SUSHIL KUMAR SHINDE: Will the Minister of CIVIL AVIATION be pleased to state the total income in terms of foreign exchange earned by Civil Aviation, during 1997-98, 1998-99 and 1999-2000?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): The details of foreign exchange earned by Air

India, Indian airlines, Pawan Hans Helicopters Ltd., Airports Authority of India and Hotel Corporation of India Ltd. during 1997-98 and 1998-99 are as under:—

(Rs. in crores)

Organisation	Year	
	1997-98	1998-99
Air India	2233.84	2597.43
Indian Airlines	1256.48	1400.88
Pawan Hans Helicopters Ltd.	6.93	6.35
Airports Authority of India	385.54	474.55
Hotel Corporation of India	13.68	11.73

The details in respect of financial year 1999-2000 are not yet available.

#### Security of Indian Airlines at Kathmandu

194. SHRI SUSHIL KUMAR SHINDE: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government are aware about the vulnerability of Kathmandu on the international air map, that Kathmandu is a heaven for terrorists; and

(b) if so, the steps taken for the security of Indian flights to and from Kathmandu?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) and (b) The need for enhanced security and immigration controls at the Tribhuvan International Airport in Kathmandu has been discussed by the Government of India with the Government of Nepal on several occasions. The Government of India is aware of the possibility of anti-India terrorist elements from third countries entering Nepal through the Tribhuvan International Airport and the Nepalese Government has been sensitised on this issue. The Government of Nepal has assured the Government of India that they are taking steps to enhance security at the Tribhuvan International Airport on a priority basis. Security measures required by Indian Airlines at the Tribhuvan International Airport are also under discussion.

HMGN was also requested a number of times to grant permission to Indian Airlines to post its own Security Officer and to have ladder point frisking at Tribhuvan International Airport. The proposal was not accepted by the Nepalese Government stating that the security of flights, including Indian Airlines and the entire operational area, was the exclusive responsibility of HMGN.

#### **New Civil Aviation Policy**

195. SHRI SUBODH MOHITE  
SHRI SATYAVRAT CHATURVEDI:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government propose to bring out New Civil Aviation Policy;

(b) if so, the salient features thereof;

(c) the time by which the new Policy will be made operational;

(d) whether the Government propose to allow private domestic carriers to operate on International Routes; and

(e) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) Yes, Sir.

(b) to (e) The policy is under consideration of the Government, and will be made operational once it is finalised.

#### **Naval Exercise along Western Coast**

196. DR. RAMKRISHNA KUSMARIA: Will the Minister of DEFENCE be pleased to state:

(a) whether the Navy has started naval exercise along the Western Coast of the country;

(b) if so, the details thereof;

(c) whether the Government propose to host an international Naval Fleet review;

(d) if so, the time by which such a review is likely to be hosted; and

(e) the names of countries willing to participate in the said naval exercise?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) and (b) The Naval Exercises called 'SPRINGEX' are being conducted along the Western Coast. Around 40 Ships and Submarines alongwith Aircraft from the Navy and Air Force are taking part in these exercises.

(c) to (e) An International Fleet Review is scheduled to be held off Mumbai on 17th February 2001. So far, Bangladesh, France, Malaysia, Saudi Arabia, Qatar, United Kingdom, Iraq & Sri Lanka have confirmed their participation in the event.

MR. SPEAKER: The House stands adjourned to meet again at 2.00 p.m.

11.12 hrs.

*The Lok Sabha then adjourned till Fourteen of the Clock.*

14.00 hrs.

*The Lok Sabha re-assembled at Fourteen of the Clock.*

(MR. SPEAKER *in the Chair*)

...(Interruptions)

[English]

MR. SPEAKER: There is a small announcement regarding Reference. Please take your seat.

...(Interruptions)

[Translation]

SHRI RAMDAS ATHAWALE (Pandharpur): Hon'ble Speaker, Sir, R.S.S. should be banned.

[English]

SHRI MADHAVRAO SCINDIA (Guna): Mr. Speaker, Sir, I have given a notice for Adjournment Motion. ... (Interruptions)

14.01 hrs.

## REFERENCE BY SPEAKER

**Re: Birth Centenary of  
Shri Balwant Singh Mehta**

*[English]*

MR. SPEAKER: Hon. Members, I am happy to inform the Members that Shri Balwant Singh Mehta, who is one of the few living Members of that galaxy of men and women who laboured vigorously for outlining the dreams and aspirations of our freedom fighters in the Constituent Assembly, completed 100 years of his eventful life on 8 February, 2000.

Shri Mehta was also a member of the First Lok Sabha.

I hope the House would join me in greeting him on this occasion and wishing Shri Mehta, a long and healthy life.

14.02 hrs.

## PAPERS LAID ON THE TABLE

*[English]*

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): Sir, I beg to lay on the Table—

- (1) A copy of the Report (Hindi and English versions) of the Kargil Review Committee (Subrahmanyam Committee).
- (2) A copy of the Executive Summary (Hindi and English versions) of the Kargil Review Committee.
- (3) Report on Action initiated by the Government on the Kargil Review Committee (Hindi and English versions).

[Placed in Library, See No. LT-1292/2000]

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI V. SREENIVASA PRASAD): Sir, I beg to lay on the Table—A copy each of the following Notifications

(Hindi and English versions) under Section 39 of the Bureau of Indian Standards Act, 1986:—

- (i) The Bureau of Indian Standards (Appointment, Terms and Conditions of Service of Director-General) (Second Amendment) Rules, 1999 published in Notification No. G.S.R. 404 in Gazette of India dated the 11th December, 1999.
- (ii) The Bureau of Indian Standards (Terms and Conditions of Service of Employees) Amendment Regulations, 2000 published in Notification No. G.S.R. 31 (E) in Gazette of India dated the 11th January, 2000.

[Placed in Library, See No. LT-1293/2000]

14.03 hrs.

*At this stage, Shri Ramdas Athawale and some other hon. members came and stood on the floor near the table.*

*...(Interruptions)*

14.03<sup>1</sup>/<sub>4</sub> hrs.

## ASSENT TO BILLS

*[English]*

SECRETARY GENERAL: Sir, I beg to lay on the Table the following eight Bills passed by the Houses of Parliament during the Second Session of Thirteenth Lok Sabha and assented to since a report was last made to the House on 23 December, 1999:—

- (1) The Marriage Laws (Amendment) Bill, 1999;
- (2) The Central Industrial Security Force (Amendment and Validation) Bill, 1999;
- (3) The Appropriation (No. 4) Bill, 1999;
- (4) The Vice-President's Pension (Amendment) Bill, 1999;
- (5) The Code of Civil Procedure (Amendment) Bill, 1999;
- (6) The Trade Marks Bill, 1999;

- (7) The Geographical Indications of Goods (Registration and Protection) Bill, 1999; and
- (8) The Copyright (Amendment) Bill, 1999.

I also lay on the Table copies, duly authenticated by the Secretary-General of Rajya Sabha, of the following seven Bills passed by the Houses of Parliament and assented to by the President:—

- (1) The Securities Laws (Amendment) Bill, 1999;
- (2) The Securities Laws (Second Amendment) Bill, 1999;
- (3) The Mines and Minerals (Regulation and Development) Amendment Bill, 1999;
- (4) The Insurance Regulatory and Development Authority Bill, 1999;
- (5) The Foreign Exchange Management Bill, 1999;
- (6) The National Trust for Welfare of Persons with Autism, Cerebral Palsy, Mental Retardation and Multiple Disabilities Bill, 1999; and
- (7) The Constitution (Seventy-ninth Amendment) Bill, 1999.

14.03 1/2 hrs.

## ELECTIONS TO COMMITTEES

### (i) Committee on Official Languages

[English]

THE MINISTER OF HOME AFFAIRS (SHRI L.K. ADVANI): Sir, I beg to move the following:

"That in pursuance of sub-section (2) of Section 4 of the the Official Languages Act, 1963, the Members of Lok Sabha do proceed to elect, in accordance with the system of proportional representation by means of the single transferable vote, twenty Members from among themselves to be Members of the Committee to review the progress made in the use of Hindi for the official purposes of the Union and submit a report to the President making recommendations thereon in accordance with sub-section (3) of Section 4 of the said Act."

MR. SPEAKER: The question is:

"That in pursuance of sub-section (2) of section 4 of the Official Languages Act, 1963, the Members of Lok Sabha do proceed to elect, in accordance with the system of proportional representation by means of the single transferable vote, twenty Members from among themselves to be Members of the Committee to review the progress made in the use of Hindi for the official purposes of the Union and submit a report to the President making recommendations thereon in accordance with sub-section (3) of Section 4 of the said Act."

*The motion was adopted.*

### (ii) Advisory Council of Delhi Development Authority

THE MINISTER OF URBAN DEVELOPMENT AND POVERTY ALLEVIATION (SHRI JAG MOHAN): Sir, I beg to move the following:

"That in pursuance of Section 5(2) (h) of the Delhi Development Act, 1957, the Members of this House do proceed to elect, in such manner as the Speaker may direct, two Members from among themselves to serve as Members of the Advisory Council of the Delhi Development Authority for a term of four years, subject to other provisions of the said Act."

MR. SPEAKER: The question is:

"That in pursuance of Section 5(2) (h) of the Delhi Development Act, 1957, the Members of this House do proceed to elect, in such manner as the Speaker may direct, two Members from among themselves to serve as Members of the Advisory Council of the Delhi Development Authority for a term of four years, subject to other provisions of the said Act."

*The motion was adopted.*

14.04 hrs.

## MOTION RE: REPORT OF JOINT COMMITTEE ON THE PROTECTION OF PLANT VARIETIES AND FARMERS' RIGHTS BILL— EXTENSION OF TIME

[Translation]

SHRI SAHIB SINGH (Outer Delhi): Sir, I beg to move:

"That this House do extend the time for presentation of the Report of the Joint Committee on the

Protection of Plant Varieties and Farmers' Rights Bill, 1999, up to the last day of the last week of the Budget session, 2000."

[English]

MR. SPEAKER: The question is:

"That this House do extend the time for presentation of the Report of the Joint Committee on the Protection of Plant Varieties and Farmers' Rights Bill, 1999, up to the last day of the last week of the Budget Session, 2000."

*The motion was adopted.*

14.05 hrs.

MOTION RE: REPORT OF JOINT COMMITTEE  
ON THE CENTRAL VIGILANCE COMMISSION  
BILL—EXTENSION OF TIME

[Translation]

SHRIMATI BHAVANABEN DEVRAJBHAI CHIKHALIA  
(Junagarh): Sir, I beg to move:

"That this House do extend the time for presentation of the Report of the Joint Committee on the Central Vigilance Commission Bill, 1999 upto the last day of the last week of the Budget Session, 2000."

[English]

MR. SPEAKER: The question is:

"That this House do extend the time for presentation of the Report of the Joint Committee on the Central Vigilance Commission Bill, 1999 upto the last day of the last week of the Budget Session, 2000."

*The motion was adopted.*

...(Interruptions)

14.05 1/4 hrs.

ENERGY CONSERVATION BILL\*

[English]

THE MINISTER OF STATE IN THE MINISTRY OF  
POWER (SHRIMATI JAYAWANTI MEHTA): Sir, on behalf

of Shri P.R. Kumaramangalam, I beg to move for leave to introduce a Bill to provide for efficient use of energy and its conservation and for matters connected therewith or incidental thereto.

MR. SPEAKER: The question is:

"That leave be granted to introduce a Bill to provide for efficient use of energy and its conservation and for matters connected therewith or incidental thereto"

*The motion was adopted.*

SHRIMATI JAYAWANTI MEHTA\*\*: I introduce the  
Bill ...(Interruptions)

14.05 1/2 hrs.

COMMITTEE ON PETITIONS

First Report

[English]

DR. NITISH SENGUPTA (Contai): Sir, I beg to present the First Report (Hindi and English versions) of the Committee on Petitions (Thirteenth Lok Sabha).

...(Interruptions)

MR. SPEAKER: I think, the House agrees that the matters under Rule 377 listed for the day may be treated as laid on the Table of the House.

...(Interruptions)

14.06 hrs.

MATTERS UNDER RULE 377\*

- (i) Need to Release adequate Funds to State Government of Bihar for Early Completion of Tilaiya Dhadhar irrigation project

[Translation]

DR. SANJAY PASWAN (Nawada): Hon'ble Speaker, Sir, Tilaiya Dhadhar project which is an important irrigation project pertaining to Central Bihar is lying pending for the last thirty years. With the completion of this project not only 38000 hectare of land could be irrigated but 12 Megawatt electricity can also be generated. The Central

\* Published in the Gazette of India Extraordinary Part-II Section-2 dated 24.2.2000.

\*\* Introduced with the Recommendation of the President.

Water Commission also has already looked into the report of this project. The estimated cost of this project has been assessed to the tune of Rs. 301.79 crores and out of which Rs. 27.92 crores have already been spent on this project. Though, irrigation is a State subject, it is doubtful to complete such a huge project without the assistance of the Union Government. Therefore, I request the Union Government kindly to provide central assistance to complete this very important and major irrigation project at the earliest.

I have come to know from the sources of Bihar Government that the State Government has already submitted the report of the said hydel Power Project to the Union Government.

Therefore, no file is pending with the State Government in this regard. In Patna edition of the 'Hindustan' dated 21.2.2000 it has been reported by quoting the Chief Engineer that work will be started on this project after getting the approval of the Union Governmer

Therefore, I request that this matter should be taken up seriously.

**(II) Need for Legislation to Ban Cow Slaughter in the Country**

SHRI CHANDRESH PATEL (Jamnagar): Sir, several leaders as well as freedom fighters of the country had demanded for enacting a central legislation before as well as after the independence to ban the cow slaughter in the country. Almost all the religious, social, cultural and educational institutions have also been demanding to enact laws to ban the cow slaughter in the country. But even after 50 years of independence no law has so far been enacted to ban the cow slaughter in the country. Recently, a movement is going on through out the Gujarat State from 15.1.2000 to save the cow and its progeny and the people related to this movement are demanding to enact the "Prevention of Anti-Social Activity Act" - and various institutions are giving their cooperation in this movement and attracting the attention of the Government for enacting a law to ban the unauthorised slaughter of cow and its progeny in Gujarat and other parts of the country.

Therefore, keeping in view the feelings of the people I whole heartedly demand from the Union Government that a central law should be enacted to ban the cow slaughter in the country.

**(III) Need to take steps for repair and maintenance of National Highways particularly National Highway No. 7 in Madhya Pradesh**

SHRI RAMANAND SINGH (Satna): Sir, almost all the roads including the National Highways in Madhya Pradesh are in dilapidated condition. Due to not utilising the amount properly provided by the Union Government for repair and maintenance of the National Highways the condition of almost all the National Highways passing through the State has become miserable. Madhya Pradesh being located in the heart of the country, the to and from vehicular traffic passing through this State is facing a lot of hinderance. The National Highway No. 7 is not in good condition. Repairing work has not been undertaken on it after the Monsoon season. Road transportation in the State is becoming a complicated problem.

Therefore, I request the Union Government to take necessary steps for maintenance and repairing of roads in Madhya Pradesh.

**(iv) Need to provide adequate funds to State Government of Uttar Pradesh to check severe erosion being caused by River Ganga between Rampurai Ghati and Balawali in Haridwar Parliamentary Constituency**

SHRI HARPAL SINGH SATHI (Haridwar): Under my Parliamentary Constituency Haridwar Rampurrai Ghati to Balawali thousands of acre of fertile land of the farmers has been lost due to soil erosion caused by the river Ganga and there is a possibility of further damage of land in the absence of proper arrangements for checking the further erosion resulting in the widespread resentment among the farmers of that region.

Therefore, through you, I would like to request the Minister concerned that an action plan should be formulated immediately to check the soil erosion, being caused by the river Ganga to avoid the further soil erosion of the farmers' land. Necessary funds should be made available to the Uttar Pradesh Government for this purpose.

**(v) Need to declare Cochin Airport in Kerala as an International airport**

[English]

SHRI GEORGE EDEN (Ernakulam): The Cochin International Airport at Nedumpassery in Kerala is one of the unique experiences which has been constructed by a

[Shri George Eden]

company constituted in a combination of Kerala State Government, private individuals and financial institutions. The Airport with international standard and facility is comparable to any international airport. Thousands and thousands of Keralites are working in the other sides of the Globe. The maximum numbers of the private shareholders of the company are NRIs. There are around 10,000 NRIs from 30 countries. They have a dream that if the airport is operational, they can travel directly to their homeland. At the same time there will be a boost to the tourism sector in Kerala. A lot of foreign air carriers are showing keen interest in operating from Cochin Airport. Already, some European countries have started operating regular tourist charters to this airport. Even though, the airport has an international facility and standard, the Central Government has not yet declared this airport as an international airport. If the Government takes the decision to announce this as an international airport, then only the international flight can operate from Cochin Airport. Otherwise, the company will face a heavy financial loss.

I request the Government to take necessary steps to announce this as an international airport.

**(vi) Need to release funds for early completion of rail over-bridge on Dimapur-Tinsukia rail links at Dimapur city, Nagaland**

SHRI K.A. SANGTAM (Nagaland): On the Dimapur-Tinsukia rail links, in the heart of Dimapur city in Nagaland, a rail over-bridge on the main road is under construction for almost a decade. The State has already completed the fly-over on this road and is now put to use. But the second over-bridge construction which is undertaken by the Union Government could not be completed due to paucity of funds.

The State Government has made several requests to the Ministry of Surface Transport for early completion of the bridge but no action seems to have been taken to initiate work on this project. Because of this, movement of vehicles on this stretch of road is causing a great inconvenience to the public and thereby endangering the lives of the people. Movement of traffic is affected severely and many a time, unwanted elements take advantage of this obstacle, and public is harassed.

I, therefore, request the Government to immediately release funds for early completion of this project.

**(vii) Need for early gauge conversion of Luni-Munabao rail line in Rajasthan**

COL. (RETD.) SONA RAM CHOUDHARY (Barmer): I would like to draw the attention of the Government towards gauge conversion of Luni-Munabao rail line.

Munabao is just at the border of Pakistan and this work is strategically very vital for the country from Defence point of view. It is over more than three years but the progress is just negligible. It is learnt that Rs. 39 crore was sanctioned for the work during 1997-98, of which only Rs. 1 crore was spent and the remaining funds were surrendered.

Again during the current financial year Rs. 30 crore was sanctioned but I am told that most of the amount is still unspent. Sir, this project is very important not only for the development of backward desert districts of western Rajasthan but for Defence preparedness of the country as well. Any further delay will undermine and jeopardise the national security in a fluid situation prevailing across the border.

Therefore, I shall request the Government for the following:—

(a) Inordinate delay in execution of work and continuous surrender of funds during the last three years should be looked into and remedial measure taken to avoid recurrence of such lapses in future.

(b) Since the Project is connected with Defence preparedness and also development of most backward THAR desert, the execution of work should be taken up on war footing and completed at the earliest. This will also generate employment opportunities in drought-prone area which is reeling under severe drought for the third consecutive year.

**(viii) Need to look into the problems being faced by Handloom sector**

SHRI T. GOVINDAN (Kasargod): I would like to draw the attention of the Union Government towards the problems being faced by the handloom sector. Marketing is the major difficulty of handloom sector. It is learnt that the Market Development Scheme is likely to be discontinued from 1-4-2000. Till recently, the Government of India have provided financial assistance to the tune of 10 per cent on the sales of handloom cloth. This assistance was a great help in selling handloom cloth. The system of Market Development Scheme should be continued after 1-4-2000.

Under the Project Package Scheme, Government of India used to grant financial assistance to the tune of Rs. 1 lakh for showrooms. But the assistance is limited for construction of only one showroom, that too, only if the land is owned by the society. This is not generally possible, since showrooms are to be established in thickly populated areas where there is accessibility and marketability of the products. In such places, the cost of



land is too high for it to be purchased by Primary Apex Cooperative Societies. Hence, the societies may be permitted to set up showrooms in rented premises also. This assistance may be provided for setting up of at least five showrooms for the larger Cooperatives as many of the Handloom Weavers Cooperative Societies operate more than one hundred looms.

The second instalment of the scheme "Handloom Development Centre and Decentralised Dyeing Units" is yet to be reimbursed. The scheme has been discontinued from 1998-99 onwards. So, I would request the Government to sanction the amount immediately.

**(ix) Need to Declare Delhi Chaudgara-Bindki State Highway in U.P. as National Highway**

[*Translation*]

SHRI CHANDRA BHUSHAN SINGH (Farukhabad): Hon'ble Speaker, Sir, the vehicular traffic on G.T. Road from Delhi to Chaudgara-Bindki is increasing day by day. The vehicular traffic from Punjab, Delhi and Western Uttar Pradesh prefers this route in order to save time and fuel.

It is well known that density of traffic on this route (500/550 kilometre stretch) is not less than the traffic on any other National Highway but it has been given a status of the State Highway only. Hence this route is not being developed as it should have been developed.

Therefore, I request the hon'ble Minister of Surface Transport to declare the 500 to 550 kilometre stretch of the above route between Delhi-Chaudgara-Bindki as National Highway so that widening work on above route could be undertaken which is absolutely necessary for the ever increasing vehicular traffic.

**(x) Need to set up a Krishi Vigyan Kendra in Khagaria District of Bihar**

SHRIMATI RENU KUMARI (Khagaria): Sir, the Indian Council for Agricultural Research has made an effort to set up an Agriculture Science Centre at Khagaria in Bihar in 1984 but due to non-availability of land it could not be set up there. Wheat, paddy, maize, gram, mustard, chilli, spice, sweet potato, sunflower, sugarcane etc. are grown in abundance in this district but no agency is functioning in this district to impart scientific information related to agriculture to the farmers. Similarly Leechi, Tomato, Gauva, Plum and Banana etc. are also produced in this district in abundance but the poor farmers who are ignorant of the fruits preservation technique are unable to get even their cost of production of their produces.

Today the farmers of the Khagaria district need improved seeds and fruits preservation technique, training in respect of agriculture inputs and proper utilisation of ground water etc. and I believe that these objectives can be fulfilled by setting up an agriculture science centre there. Therefore, I request the Union Government to set up an agriculture science centre there.

**(xi) Need to revive N.T.C. and M.S.T.C. units of Maharashtra**

[*English*]

SHRI CHANDRAKANT KHAIRE (Aurangabad): National Textile Corporation and Maharashtra State Textile Corporation have proposed to shut down the mills run by them. About 30,000 workers will be rendered jobless in Maharashtra alone with the closing of these mills by NTC & MSTC.

I urge upon the Union Government to take necessary steps in reviving the State units by way of providing adequate funds and save the thousands of workers from starvation.

**(xii) Need to take suitable steps for prevention of acid rains in the country**

SHRI VAIKO (Sivakasi): I wish to bring to the notice of Government a serious matter concerning the alarming increase of 'acid rain hotspots' in the country.

The quantum of air pollutants such as carbon, nitrogen and sulphur in the atmospheric air was 3371.74 kilo ton in 1990 in the country. That has now risen to 6594.44 kilo tons. It is expected to reach a dangerous proportion of 10,932.15 kilo tons in 2010.

The North Eastern region, Delhi, South Bihar and the Central region of West Bengal are said to be under the threat of acid rain. A recent study has revealed that Konkan coast and Tamil Nadu too have acid rain hotspots.

The acid rain water isolates mercury in the soil and thus affects the plants and trees. Cattle that eat such plants and grass will be badly affected. Scientists have warned that the children born in acid rain areas could be mentally retarded. It is so serious a matter that it merits as much attention as that of an impending nuclear disaster.

Analysis of rain water collected at Delhi, Calcutta, Bhopal, Lucknow and Pune has revealed dangerous proportions of carbon and sulphur content. It shows that the threat of acid rain looms large on several parts of India.

In view of the gravity of the matter, I call upon the Government to rise to the occasion and take steps on a warfooting to prevent acid rains at all cost in the country.

MR. SPEAKER: The House stands adjourned till tomorrow.

14.07 hrs.

*The Lok Sabha then adjourned till Eleven of the Clock on Friday, February 25, 2000/Phalgun 6, 1921 (Saka)*

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