

LOK SABHA DEBATES

(English Version)

Fifth Session
(Thirteenth Lok Sabha)



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LOK SABHA DEBATES

LOK SABHA

Thursday, November 23, 2000/Agrahayana 2, 1922 (Saka)

(The Lok Sabha met at Eleven of the Clock)

[MR. SPEAKER in the Chair]

[English]

MR. SPEAKER: Q. No. 61.

...(Interruptions)

[Translation]

SHRI ANANT GANGARAM GEETE (Ratnagiri):
Mr. Speaker, Sir, yesterday also people have been killed
in Kashmir..(Interruptions)

[English]

MR. SPEAKER: Shri Geete, whatever you want to
raise you can do so after the Question Hour.

...(Interruptions)

MR. SPEAKER: Please co-operate with the Chair.

...(Interruptions)

MR. SPEAKER: Nothing will go on record.

...(Interruptions)*

[Translation]

SHRI SURESH RAMARAO JADHAV (Parbhani):
Many Hindus are being killed there...(Interruptions) It is
detrimental to the country...(Interruptions)

[English]

MR. SPEAKER: Please take your seats.

...(Interruptions)

MR. SPEAKER: Nothing will go on record.

...(Interruptions)*

MR. SPEAKER: Whatever you want to say you can
do so in the Zero Hour but not in the Question Hour.

...(Interruptions)

MR. SPEAKER: Nothing will go on record.

...(Interruptions)*

MR. SPEAKER: Shri Geete, do not disturb the
Question Hour. If you want to raise any issue, do so in
the zero hour.

...(Interruptions)*

SHRI SATYAVRAT CHATURVEDI (Khajuraho); Sir,
if they are very serious about it, let them withdraw support
to the Government. This is a political drama.

MR. SPEAKER: Nothing will go on record.

...(Interruptions)*

[Translation]

MR. SPEAKER: Stop the live telecast of the
proceedings.

...(Interruptions)

[English]

MR. SPEAKER: I appeal to you once again. Do not
disturb the Question Hour. This is not the way to raise
matters in the House.

SHRI PRAKASH PARANJPE (Thane): When innocent
Hindus and Sikhs are getting killed, how do we raise the
matter? This is the only forum in which we can tell the
Government.

MR. SPEAKER: Nothing will go on record.

...(Interruptions)*

11.07 hrs.

At this stage Shri Anant Gangaram Geete and other
Hon'ble Members left the House

SHRI SIMRANJIT SINGH MANN (Sangrur): Sir, there
are five Sikhs who have been gunned down in Kashmir.

* Not recorded.

* Not recorded.

MR. SPEAKER: Shri Mann, you should not show papers to the Chair like this in the House. It is a very serious thing. Please sit down.

SHRI SIMRANJIT SINGH MANN: Five Sikhs have been massacred in Kashmir.

MR. SPEAKER: You cannot raise it in the Question Hour. If you want to raise any issue, raise it in the zero hour. If every Member disturbs the House like this it becomes very difficult for the Chair to control the House.

ORAL ANSWERS TO QUESTIONS

[Translation]

Entry of Candidates with Criminal Background in Parliament/Assemblies

*61. SHRI RAMDAS ATHAWALE:
SHRI SHIVAJI MANE:

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

(a) whether there is a proposal to make adequate provisions for banning the entry of people with criminal background in Parliament and State Assemblies;

(b) if so, the details thereof;

(c) whether any direction has been issued by Delhi High Court in this regard;

(d) if so, the details thereof alongwith the steps taken in this regard;

(e) whether the Government have examined the D.N. Vohra Committee report set up for the purpose; and

(f) if so, the recommendations made by the Committee and the action taken by the Government thereon?

[English]

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS AND MINISTER OF SHIPPING (SHRI ARUN JAITLEY): (a) to (d) A number of provisions already exist in law to prevent corrupt and criminal elements from entering electoral arena or from adversely affecting the election process. Section 8 of the Representation of the People Act, 1951, contains provisions for disqualifying a

person on conviction for certain offences. The Election Commission of India, which has been entrusted the task of superintendence, direction and control of elections, has held the view that it is conscious of the fact that in the eyes of law, a person may not be assumed to be innocent unless proved guilty. However, this may not be so in the eyes of the general public. According to the Election Commission, Parliament and State Legislatures are apex law-making bodies and should be composed of persons who enjoy high reputation in the eyes of the general public and should be perceived by them to be persons of integrity. A person who is charged of a serious offence, and a court of law is prima facie satisfied and has after weighing the evidence before it, framed charges against it, should not become a potential law-maker by being permitted to contest elections. On 29th April, 2000, the Election Commission of India convened a meeting of recognized national and State political parties. One of the items in the agenda included "criminalisation of politics". There was no consensus over the proposals of the Election Commission that (a) the law may be simplified by amending section 8 of the Representation of the People Act, 1951 to provide that any person convicted of an offence by a Court of law and sentenced to imprisonment for six months or more should be debarred from contesting elections for a period totaling the sentence imposed plus an additional six years, and (b) that any person who is accused of any offence punishable with imprisonment for five years or more should be disqualified, even when his trial is pending, provided that the competent Court of law has taken cognizance of the offence and framed the charges against him. Recently the Delhi High Court by its judgement dated 2nd November, 2000 in the CWP No. 7257 of 1999 (Association for Democratic Reforms Vs. Union of India and others) has directed the Election Commission to secure to the voters the following information pertaining to each of the candidates standing for elections to Parliament and to the State Legislatures, and the parties they represent:—

- (i) Whether the candidate is accused of any offence(s) punishable with imprisonment? If so, the details thereof.
- (ii) Assets possessed by a candidate, his or her spouse and dependent relations.
- (iii) Facts giving insight into candidate's competence, capacity and suitability for acting as parliamentarian or legislator including details of his/her educational qualifications.
- (iv) Information which the Election Commission considers necessary for judging the capacity and

capability of the political party fielding the candidate for election to Parliament or the State Legislature. The Hon'ble Court has also directed that the norms and modalities to carry out and give effect to the aforesaid directions should be drawn up by the Election Commission within four months. Further, the Court has directed that in order to comply with the aforesaid directions it will be open to the Election Commission to issue directives to the concerned Government(s) or department(s), e.g., Central Government, State Government(s), Intelligence Bureau, etc., to render assistance to gather the requisite and relevant information, as the Election Commission deems fit and proper and the said authorities shall be duty bound to provide the same.

The Election Commission proposes to discuss and deliberate upon the directions of the Hon'ble Court at the appropriate time. The Government is considering filing Special Leave Petition against the judgement of the Delhi High Court in view of its legal and practical implications.

(e) and (f) The Vohra Committee was set up to take stock of available information about the activities of crime syndicates/mafia organizations which had developed links with and were being protected by the Government functionaries and political persons. The report of the said Committee did not deal with the antecedents of the candidates contesting elections to Legislatures. The Government has set up a nodal group which facilitates regular sharing of information with regard to the subject dealt by Vohra Committee report.

[Translation]

SHRI RAMDAS ATHAWALE: Mr. Speaker, Sir, in order to strengthen the democracy of our country, representatives of the people of our country should also be equally strong. However, a strong representative means that the representative should not be a criminal. The representatives of our country should be people of a clean image and should involve in healthy politics. Criminalisation of politics in our country is on the rise. Now there is a need to amend the law, constitution and Section 8 of Representation of People's Act, 1951.

MR. SPEAKER: Are you delivering a speech or asking a supplementary question? Please ask supplementary question.

SHRI RAMDAS ATHAWALE: Election Commission had convened an all party meeting on 29th April. This issue was discussed in that meeting also. I would like to

know about the discussion held during that meeting. Delhi High Court has given a judgement on 2nd November, 2000. Hon'ble Minister is an expert of law. I request him to take some steps to prevent the criminalization of politics. Our representatives in Lok Sabha and Rajya Sabha should not be of criminal background. Whether the Government have any report which help in knowing the number of members who have criminal background? Hon'ble Minister should provide information in this regard also.

SHRI ARUN JAITLEY: Mr. Speaker, Sir, section 8 of the Representation of the People Act, 1951 contains a provision in which a person convicted of a crime cannot contest election. Election Commission had convened an all party meeting on 29th April, 2000. There was a proposal in this meeting that a person should be barred from contesting elections if he has been convicted of any offence and sentenced to imprisonment for more than six months. Besides, any person, whose trial is pending and competent court of law has taken cognizance of the offence and framed the charges against him, should also be debarred from contesting elections. Two regional political parties had supported it. Other regional and political parties were of the view that a candidate can not be debarred from contesting election only because his trial is going on. That's why consensus could not be evolved in that meeting. The Election Commission is still considering this issue but till now consensus has not been evolved on it. A judgement was given by Delhi High Court on 2nd November, 2000 which directed the Election Commission to formulate a scheme within four months so that the information pertaining to each of the candidates could be provided to the voters before elections that such and such candidate standing for election is accused in such and such case. Information regarding the assets possessed by a particular candidate should also be given. Apart from his educational qualification, the information regarding capacity, suitability and his ability as a legislature should be given. Election Commission will discuss the matter with all the political parties whether the judgement should be challenged or it should be implemented. The matter is under consideration of the Election Commission.

SHRI RAMDAS ATHAWALE: Mr. Speaker, Sir, hon'ble Minister has replied accurately. Criminals like Dawood and Chhota Rajan are operating in our country, gangwar goes between them. Will they be allowed to contest election if they would like to do so? Therefore, there is a need make more amendments in this law and to amend the Section 8 of 1951 Act. Whether the Government will consider it or not?

SHRI ARUN JAITLEY: As I have stated, such type of ban can be imposed. Consensus of all the political

parties is required before amending any act or law but the same has not been evolved as on date.

[English]

SHRI SONTOSH MOHAN DEV: Mr. Speaker, the hon. Minister has given a very long answer. In reality, one Chief Minister, when he was not a Chief Minister, committed a crime, and the CBI wanted to prosecute him but by that time, he became the Chief Minister. Now, the Governor did not give permission to prosecute him for reasons best known to him. In such cases what is the position of the law? We say something but we preach something else. It should be made clear as to why protection should be given to a person who committed a crime and *prima facie* the CBI wanted to prosecute him. Why does he take shelter under the umbrella that he is a Chief Minister?

Will the hon. Minister kindly clarify it?

SHRI ARUN JAITLEY: Sir, prior to prosecuting certain categories of public servants, a sanction is required, and therefore, the question of sanction itself is covered by appropriate provisions of law. As to whether it is rightly given or rightly denied, is an issue on which judicial review would also be available.

[Translation]

YOGI ADITYA NATH: Mr. Speaker, Sir, as per the recommendations of the Vohra Committee, criminalisation of politics in Uttar Pradesh has been done in connivance with the politicians, Mafia and bureaucrats. Will the Government take necessary action on the recommendations of Vohra Committee report?

SHRI ARUN JAITLEY: Mr. Speaker, Sir, on the recommendations of the Vohra Committee, Government has set up a nodal group which meets from time to time to share the available information with various agencies about the activities of political persons and crime syndicates etc. so that appropriate action could be taken against them.

[English]

SHRI SURESH KURUP: Sir, the hon. Prime Minister has already set a new and noble precedent of directing certain Ministers who are involved in criminal cases and who are charge-sheeted by courts of law to step down. As everyone knows, there are three Ministers in the Cabinet who are accused in the Babri Masjid demolition case. I would like to know whether this noble precedent would be followed in the case of these three Ministers also, as was assured by the President of the BJP.

SHRI ARUN JAITLEY: Sir, even though the main question does not relate to any of the queries that have been raised by the hon. Member, as far as the existing law is concerned I have already clarified the position and it is absolutely clear. The provisions of Section 8 very clearly state that it is only after conviction that a person is disabled from contesting elections. That is the position as far as the law of the land is concerned....(Interruptions)

SHRI BASU DEB ACHARIA: You have not replied to his question. He wanted to know whether the three Ministers who have been charge-sheeted would be dropped or not.(Interruptions) What about the three Ministers? He has not replied to that question...(Interruptions)

MR. SPEAKER: Please understand. Even though the Supplementary does not relate to the main question, the Minister has given the reply. Please sit down.

...(Interruptions)

SHRI BASU DEB ACHARIA: Why are they not being dropped?... (Interruptions)

MR. SPEAKER: Nothing should go on record now.

...(Interruptions)*

MR. SPEAKER: This is not the proper way. You are raising the question and again disturbing the House. Is this the procedure in the Question Hour? Even though the Supplementary does not relate to the main question, he has given the answer. You have raised the question and again you are disturbing the House.

...(Interruptions)

MR. SPEAKER: Shri Basu Deb Acharia, you are a senior Member. Please understand.

...(Interruptions)

MR. SPEAKER: Hon. Members, please take your seat.

...(Interruptions)

MR. SPEAKER: Shri Basu Deb Acharia, you are creating a nuisance in the Question Hour.

...(Interruptions)

* Not recorded.

MR. SPEAKER: Please take your seat.

[*Translation*]

I do not need your advice.

...(Interruptions)

[*English*]

MR. SPEAKER: Shri Somaiya, please take your seat.

...(Interruptions)

MR. SPEAKER: Shri Dasmunsi, you have to advise the House, not disturb the House.

...(Interruptions)

MR. SPEAKER: Please understand. There are other important questions also.

...(Interruptions)

MR. SPEAKER: Shri Basu Deb Acharia, I am asking you, whether you want to continue with the Question Hour or not.

...(Interruptions)

SHRI BASU DEB ACHARIA: Yes, I want Question Hour.

...(Interruptions)

MR. SPEAKER: Then, please take your seat.

...(Interruptions)

MR. SPEAKER: Nothing should go on record except what Dr. Raghuvansh Prasad Singh says.

...(Interruptions)*

MR. SPEAKER: Shri Ramdas Athawale, please take your seat. You are always disturbing the House. Shri Athawale, I will take action against you.

...(Interruptions)

MR. SPEAKER: Shri Athawale, you are always disturbing the House. You do not know the procedure. Without knowing the procedure, you are doing this.

...(Interruptions)

MR. SPEAKER: Shri Athawale, your behaviour in the House is not proper. Please understand it. You are always disturbing the House.

[*Translation*]

DR. RAGHUVANSH PRASAD SINGH: Mr. Speaker, Sir, Vohra Committee has given its report. The report says that there is a nexus between politicians, officers and criminals, but the Government has not taken any action in this regard as yet. Second point is that politics has been criminalised. Apart from that, the Vohra Committee has discussed other points also. Persons declared criminals win the elections and become MLAs and MPs. I would like to tell the Government that if the Government keeps silent on the Vohra Committee report and the directions of High Court then the Court has to take action. I want to know as to what action Government is taking to stop criminalisation of politics so that criminals may not contest and win elections. ...(Interruptions)

SHRI RAJIV PRATAP RUDY: Please ask these three questions from Laloo ji also.

DR. RAGHUVANSH PRASAD SINGH: Sir,*...cannot understand the question that I have asked.

SHRI RAJIV PRATAP SINGH RUDY: Sir, he should be asked to tender his apology. In your presnece, he is using word. ...(Interruptions)

SHRIMATI BHAVANABEN DEVRAJBHAI CHIKHALIA: Sir, he should not use such a word. ...(Interruptions)

[*English*]

MR. SPEAKER: If there is anything objectionable, it can be expunged. Please sit down now. It will be expunged from the records. Please sit down.

...(Interruptions)

MR. SPEAKER: If there is anything objectionable, it can be expunged from the records. Please sit down.

...(Interruptions)

* Not recorded.

*Expunged as ordered by the Chair.

MR. SPEAKER: Now, you are not allowing the Minister to give his reply. The Minister wants to reply.

[*Translation*]

SHRI ARUN JAITLEY: Mr. Speaker, Sir, Vohra Committee had given its report in the year 1993. Some time after submission of this report, the then Union Government had constituted a nodal group. Its composition was changed a little when Supreme Court gave its verdict in Vineet Narayan's case. The nodal group, under the recommendations of the Committee's report, meets regularly and shares the information received by the agencies and takes the appropriate action. Therefore, it is not good to say that the Government has not properly implemented the report of 1993.

[*English*]

SHRI G.M. BANATWALLA: Mr. Speaker, Sir, the matter has become very serious. The Law Minister himself has publicly defended the three accused Central Ministers. He says that the cases of demolition of *Babri Masjid* against them are concocted.

This is influencing the judiciary. This is encouraging and setting a bad precedent. I would, therefore, like to know from the Law Minister whether it would be the practice of the Government to come to the defence of the accused Ministers one of whom is Home Minister. The Home Minister is prosecuting himself. That is the position. Is not the Law Minister influencing and interfering with justice, and setting a bad precedent by coming out with open statements that *Babri-Masjid* cases against these three Ministers are concocted?...(*Interruptions*) I would like to know the position of the Government clearly.

SHRI ARUN JAITLEY: Sir, the question is more of a statement which the hon. Member has made. Let me just clarify. In the context of any particular individual, the trial goes on in the court. When demands for resignations are made by some individuals, others equally have a right to respond. ...(*Interruptions*)

SHRI G.M. BANATWALLA: You said the cases are concocted. That is influencing the judiciary. ...(*Interruptions*) It is there in the Press and in the television. ...(*Interruptions*)

MR. SPEAKER: Shri G.M. Banatwalla, let the Minister complete the reply. What is this?

...(*Interruptions*)

SHRI ARUN JAITLEY: Sir, he cannot say that he has the right to demand resignations and we do not have the right to defend. ...(*Interruptions*)

MR. SPEAKER: Except the Minister's speech, nothing will go on record.

...(*Interruptions*)*

SHRI ARUN JAITLEY: Since he has mentioned that double standards being maintained, I would like to clarify that this question came up squarely on the April meeting before the Election Commission. The minutes of the meeting very clearly says that the BJP, the Communist Party of India, the Communist Party of India (Marxist), the Indian National Congress, the Janata Dal (Secular), the Nationalist Congress Party, the AIADMK, the Trinamool Congress, the National Conference and several other parties did not agree with the Commission's second proposal because they felt that any one could be implicated in a case and chargesheet framed against him. They felt that conviction should be a 'must' before any disqualification. ...(*Interruptions*)

SHRI BASU DEB ACHARIA: Then, why was the other Minister asked to resign?...(*Interruptions*)

SHRI ARUN JAITLEY: Since you have asked this question, I would like to reply. There are cases which may be under various circumstances. Each one of us, including Members of your Party had cases during the Emergency. That does not mean that people against whom these cases have been framed should not have contested elections. ...(*Interruptions*)

SHRI BASU DEB ACHARIA: You cannot compare. ...(*Interruptions*)

SHRI ARUN JAITLEY: You have agitational and trade union cases against you. ...(*Interruptions*)

SHRI BASU DEB ACHARIA: Can you compare?...(*Interruptions*)

MR. SPEAKER: Now, we will take up question No. 63. If the Members agree, Q. No. 63 and 66 could be clubbed together.

SEVERAL HON. MEMBERS: Yes.

Production/Import of Crude Oil and Impact of Price Rise

*63. SHRI A. NARENDRA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

* Not recorded.

(a) the break-up of country's production of crude oil and quantity imported to meet the country's demand during 1997-98, 1998-99, 1999-2000 and 2000 till date;

(b) the cost of imported crude oil;

(c) whether there has been a shortfall on the production of crude oil during this year;

(d) if so, the steps taken to augment the production of crude oil;

(e) the response to various rounds of bidding for exploration;

(f) the impact of the rise in prices of crude oil in the international market on our import bill during the current year;

Quantity : million metric tonnes (MMT)

Period	Indigenous production (MMT)	Crude oil imports (including imports by Joint Venture and private refineries)	
		Quantity (MMT)	Value (Rs. crore)
1997-1998	33.85	34.49	15,872
1998-1999	32.72	39.81	14,917
1999-2000	31.95	57.81	40,028
2000-2001 (April to September)	16.18	38.72	34,531

(c) and (d) The actual production of indigenous crude oil during first six months of the current financial year has been 16.18 MMT as against the target of 16.08 MMT.

(g) the details of oil pool deficit during the current year; and

(h) the steps taken to minimise the oil pool deficit?

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

Statement

(a) and (b) The country's production of crude oil and quantity imported during 1997-98, 1998-99, 1999-2000 and 2000-2001 (up to September) are given below:—

(e) India has been inviting bids from private companies on a regular basis with seven rounds of bidding carried out so far. The status of various bidding rounds since 1991 is as under:—

Round	Block offered	No. of blocks for which bids received	Block awarded
September, 1991	72	13	5
January, 1993	45	10	6
August, 1993	46	12	5
January, 1994	45	10	7
July, 1994	34	18	7
March, 1995	28	7	5
January, 1999 (NELP)	48	27	25

(f) Due to steep increase in the oil prices in the international market by over three times between February, 1999 and September, 2000, the import bill during the current financial year is estimated to be over Rs. 80,000 crore as against the import bill of Rs. 53,515 crore during the year 1999-2000.

(g) and (h) The oil pool deficit, which was around Rs. 6,300 crore on March 31, 2000, was estimated to go up to Rs. 23,600 crore by March 31, 2001 at the pre-September 30, 2000 prices of controlled products. To contain the oil pool deficit, the Government have made upward revision in the consumer prices of controlled products, namely, petrol, diesel, aviation turbine fuel, kerosene for the public distribution system and domestic LPG, and have reduced the duties of customs on crude oil and some petroleum products and the duties of excise on petrol and diesel.

Hike in the Price of Petrol, Diesel and LPG

*66. SHRI RUPCHAND PAL:
SHRIMATI BHAVNABEN DEVRAJBHAI
CHIKHALIA:

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

(a) whether the prices of Petroleum, Diesel, Kerosene and LPG were substantially increased recently;

(b) if so, the details thereof along-with the reasons therefor, State-wise;

(c) the rationale for the fixation of the revised prices;

(d) the impact of this hike on the farmers and the common man;

(e) whether the Government have considered other alternative proposals viz. reducing or withdrawal of excise and custom duty etc. before taking a decision for this hike in prices;

(f) if so, the details thereof; and

(g) whether the Government are considering to roll back the increased prices?

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

Statement

(a), (b) and (g) The prices of petrol, diesel, kerosene for public distribution, and domestic LPG were revised upwards with effect from 30th September, 2000. Subsequently, prices of kerosene for public distribution and domestic LPG were revised downwards from 22nd November, 2000. The details are as follows:

Name of product	Selling Unit	Ex-storage point price before revision (Rs./selling Unit)	Ex-storage point price after revision as on 30.9.2000 (Rs./selling Unit)	Ex-storage point price after 22.11.2000 (Rs./selling Unit)
Kerosene (PDS)	litre	4.50	7.00	6.11
LPG (Domestic)	Cyl.	154.00	185.00	176.46
Diesel	litre	9.63	11.93	11.93
Petrol	litre	15.40	19.00	19.00
ATF	litre	12.76	14.76	14.76

The State-wise details of retail selling prices following the above price revisions are enclosed at Annexures-I to V.

After the above mentioned revision in the consumer prices, Government had received many representations from various quarters. Government, after considering all aspects of the matter have reduced the ex-storage point price of kerosene for public distribution by Rs. 0.89 per litre and of domestic LPG by Rs. 8.54 per cylinder effective from 21st/22nd November, 2000. This has resulted into a reduction in retail selling price of kerosene for public distribution by around Re. 1 per litre and in domestic LPG by around Rs. 10 per cylinder.

(c) and (d) On account of the steep increase more than 3 times in the prices of crude oil and petroleum products in the international market between February, 1999 to September, 2000, the oil pool deficit which had come down to Rs. 3,408 crore at the end of 1998-99, increased to around Rs. 6,300 crore as on 31.3.2000 and would have gone upto Rs. 23,600 crore by March 31, 2001 at pre-30th September 2000 prices. Such a high level of deficit in the oil pool account was not sustainable as it would have affected the liquidity of the oil companies adversely making it extremely difficult either to import or process crude oil and market products. This necessitated revision in prices.

(e) and (f) Yes, Sir. With a view to reduce burden on consumers, Government have lowered customs duties on crude oil from 15% to 10% and on some petroleum products from 25% to 20%. Duties of excise were reduced from 16% to 12% on diesel and from 32% to 16% on

petrol with effect from 30th September, 2000. The concessions in the duties of customs amount to Rs. 2,400 crore and those in the duties of excise to Rs. 1,600 crore, making a total of Rs. 4,000 crore.

ANNEXURE I

Estimated Retail Selling Price of Petrol

(Rs./Litre)

States	Cities	Revision on 30.09.2000		
		Pre-revision	Post-revision	Increase
Andhra Pradesh	Secunderabad	28.87	31.69	2.82
Arunachal Pradesh	Itanagar	25.87	28.29	2.42
Assam	Guwahati	26.33	29.27	2.94
Bihar	Patna	26.97	29.67	2.70
Chattisgarh	Raipur	27.29	30.00	2.71
Delhi	Delhi	26.07	28.44	2.37
Goa	Panjim	27.51	29.76	2.25
Gujarat	Ahmedabad	27.54	31.01	3.47
Haryana	Chandigarh	27.60	30.25	2.65
Himachal Pradesh	Shimla	26.11	28.93	2.82
Jammu & Kashmir	Srinagar	26.82	29.92	3.10
Jharkhand	Ranchi	27.17	29.89	2.72
Karnataka	Bangalore	29.74	31.98	2.24
Kerala	Trivandrum	28.63	31.14	2.51
Madhya Pradesh	Bhopal	27.28	29.99	2.71
Maharashtra	Mumbai	28.92	31.27	2.35
Manipur	Imphal	25.87	28.29	2.42
Meghalaya	Shillong	25.96	28.39	2.43
Mizoram	Aizwal	23.29	25.50	2.21
Nagaland	Kohima	25.87	28.29	2.42
Orissa	Bhubaneshwar	26.83	29.66	2.83
Pondicherry	Pondicherry	25.11	27.66	2.55
Punjab	Jalandhar	27.01	29.55	2.54
Rajasthan	Jaipur	27.18	29.72	2.54
Tamil Nadu	Chennai	27.99	30.38	2.39
Tripura	Agartala	26.03	28.43	2.40
Uttar Pradesh	Lucknow	26.09	28.97	2.88
Uttaranchal	Dehradun	26.05	29.02	2.97
West Bengal	Calcutta	26.33	29.03	2.70

ANNEXURE II**Estimated Retail Selling Price of Diesel**

(Rs./Litre.)

States	Cities	Revision on 30.09.2000		
		Pre-revision	Post-revision	Increase
Andhra Pradesh	Secunderabad	15.60	18.40	2.80
Arunachal Pradesh	Itanagar	13.92	16.48	2.56
Assam	Guwahati	14.05	16.94	2.89
Bihar	Patna	14.94	17.79	2.85
Chattisgarh	Raipur	16.01	18.93	2.92
Delhi	Delhi	14.04	16.55	2.51
Goa	Panjim	15.55	18.27	2.72
gujarat	Ahmedabad	15.50	19.13	3.63
haryana	Chandigarh	13.87	16.39	2.52
Himachal Pradesh	Shimla	13.97	16.63	2.66
Jammu & kashmir	Srinagar	15.10	17.86	2.76
Jharkhand	Ranchi	15.19	18.03	2.84
Karnataka	Bangalore	16.19	19.33	3.14
Kerala	Trivandrum	16.13	19.00	2.87
Madhya Pradesh	Bhopal	16.00	18.93	2.93
Maharashtra	Mumbai	17.04	20.07	3.03
Manipur	Imphal	13.92	16.48	2.56
Meghalya	Shillong	13.45	15.93	2.48
Mizoram	Aizwal	13.06	15.47	2.41
Nagaland	Kohima	13.92	16.48	2.56
Orissa	Bhubaneshwar	15.44	18.39	2.95
Pondicherry	Pondicherry	14.59	17.33	2.74
Punjab	Jalandhar	14.02	16.56	2.54
Rajasthan	jaipur	14.97	17.66	2.69
Tamil Nadu	Chennai	15.24	18.01	2.77
Tripura	Agartala	13.13	15.54	2.41
Uttar Pradesh	Lucknow	15.19	18.19	3.00
Uttarnchal	Dehradun	15.14	18.19	3.05
West Bengal	Calcutta	14.20	16.92	2.72

ANNEXURE III**Estimated Retail Selling Price of Kerosene for Public Distribution**

(Rs./Litre.)

States	Cities	Pre-revision	Revision on Post-revision	Increase (Estimated)	Net Increase
1	2	3	4	5	6
Andhra Pradesh	Secunderabad	6.00	9.00	7.88	1.88
Arunachal Pradesh	Itanagar	5.99	9.02	7.94	1.95
Assam	Guwahati	5.47	8.30	7.29	1.82
Bihar	Patna	5.85	8.69	7.65	1.80
Chattisgarh	Raipur	6.10	8.90	—	—
	Raipur	—	8.90*	7.92	1.82
Delhi	Delhi	5.54	8.35	7.35	1.81
Goa	Panjim	5.50	8.35	7.37	1.87
Gujarat	Ahmedabad	5.50	8.20	7.24	1.74
Haryana	Chandigarh	5.97	9.02	7.93	1.96
Himachal Pradesh	Shimla	5.93	8.85	7.81	1.88
Jammu & Kashmir	Srinagar	6.18	9.05	8.05	1.87
Jharkhand	Ranchi	5.76	8.62	—	—
	Ranchi	—	8.70*	7.68	1.92
Karnataka	Bangalore	6.00	8.80	7.80	1.80
Kerala	Trivandrum	5.90	8.80	7.78	1.88
Madhya Pradesh	Bhopal	6.02	8.78	7.80	1.78
Maharashtra	Mumbai	5.69	8.54	7.52	1.83
Manipur	Imphal	5.93	8.74	7.74	1.81
Meghalya	Shillong	6.32	9.05	8.07	1.75
Mizoram	Aizwal	6.10	8.84	7.84	1.74
Nagaland	Kohima	5.60	8.43	7.42	1.82
Orissa	Bhubaneshwar	5.74	8.50	7.52	1.78
Pondicherry	Pondicherry	5.64	8.45	7.45	1.81
Punjab	Jalandhar	6.50	9.98	8.79	2.29
Rajasthan	Jaipur	5.88	8.83	7.78	1.90

1	2	3	4	5	6
Tamil Nadu	Chennai	5.70	8.60	7.60	1.90
Tripura	Agartala	6.03	8.86	7.85	1.82
Uttar Pradesh	Lucknow	5.95	8.95	7.90	1.95
Uttaranchal	Dehradun	5.95	8.95	—	—
	Dehradun	—	8.95*	7.87	1.92
West Bengal	Calcutta	5.84	8.76	7.75	1.91

Note:—

- (i) SKO RSPs are Fixed by Respective State Governments above RSPs are indicative and subject to Confirmation by State Govts.
- (ii) *For the New States of Chattisgarh, Jharkhand and Uttaranchal the Prices on Formation of the State has been shown Under Post Revision Column.

ANNEXURE IV*Estimated Retail Selling Price of Domestic LPG*

(Rs./cyl.)

States	Cities	Revision on 30.9.2000 Pre-revision	Revision on 30.9.2000 Post-revision	Revision on 22.11.2000 (Estimated)	Net Increase
1	2	3	4	5	6
Andhra Pradesh	Secunderabad	218.35	257.25	246.55	28.20
Arunachal Pradesh	Itanagar	187.90	222.70	213.10	25.20
Assam	Guwahati	206.55	244.45	234.00	27.45
Bihar	Patna	207.05	244.35	234.10	27.05
Chattisgarh	Raipur	213.40	251.95	—	—
	Raipur	—	250.90*	240.30	26.90
Delhi	Delhi	196.05	232.25	222.25	26.20
Goa	Panjim	198.85	232.90	223.25	24.65
Gujarat	Ahmedabad	227.45	267.00	256.10	28.65
Haryana	Chandigarh	207.70	245.65	235.20	27.50
Himachal Pradesh	Shimla	194.55	230.70	220.75	26.20
Jammu & Kashmir	Srinagar	208.20	245.90	235.50	27.30
Jharkhand	Ranchi	210.95	248.30	—	—
	Ranchi	—	247.65*	237.35	26.40
Karnataka	Bangalore	216.85	253.90	243.70	26.85

1	2	3	4	5	6
Kerala	Trivandrum	216.05	253.60	243.25	27.20
Madhya Pradesh	Bhopal	213.75	252.30	241.65	27.90
Maharashtra	Mumbai	199.00	235.20	225.20	26.20
Manipur	Imphal	204.05	241.65	231.30	27.25
Meghalaya	Shillong	203.05	240.70	230.30	27.25
Mizoram	Aizwal	207.35	245.65	235.05	27.70
Nagaland	Kohima	210.85	249.85	239.10	28.25
Orissa	Bhubaneshwar	214.20	252.15	241.70	27.50
Pondicherry	Pondicherry	185.00	218.85	209.55	24.55
Punjab	Jalandhar	204.35	241.75	231.45	27.10
Rajasthan	Jaipur	207.10	245.20	234.70	27.60
Tamil Nadu	Chennai	202.40	238.60	228.65	26.25
Tripura	Agartala	203.05	240.55	230.25	27.20
Uttar Pradesh	Lucknow	205.45	242.30	232.15	26.70
Uttaranchal	Dehradun	201.00	237.85	—	—
	Dehradun	—	234.60*	227.45	26.45
West Bengal	Calcutta	217.20	256.45	245.65	28.45

Note:—

* For the New States of Chattisgarh, Jharkhand and Uttaranchal the Prices on Formation of the State has been shown Under "Post Revision" Column.

ANNEXURE V

Estimated Retail Selling Price of ATF

States	Cities	Revision on 30.09.2000		
		Pre-revision	Post-revision	Increase
1	2	3	4	5
Andhra Pradesh	Secunderabad	19.5	23.4	3.9
Assam	Guwahati	17.7	21.4	3.7
Bihar	Patna	18.4	22.2	3.8
Delhi	Delhi	17.2	20.7	3.5

1	2	3	4	5
Goa	Panjim	17.7	21.3	3.6
Gujarat	Ahmedabad	19.5	23.4	3.9
Haryana	Ambala	17.5	20.9	3.4
Himachal Pradesh	Shimla	17.7	21.1	3.4
Jammu & Kashmir	Srinagar	16.6	19.9	3.3
Karnataka	Bangalore	19.2	22.9	3.7
Kerala	Trivandrum	20.1	24.0	3.9
Madhya Pradesh	Bhopal	18.0	21.7	3.7
Maharashtra	Mumbai	18.2	22.0	3.8
Orissa	Bhubneshwar	18.1	22.4	4.3
Punjab	Amritsar	16.2	19.3	3.1
Rajasthan	Jaipur	17.8	21.5	3.7
Tamil Nadu	Chennai	18.4	22.1	3.7
Uttar Pradesh	Lucknow	17.7	21.3	3.6
West Bengal	Calcutta	19.0	22.9	3.9

[Translation]

SHRI A. NARENDRA: Mr. Speaker, Sir, hon. Minister has agreed to the fact that there is deficit in the oil and we are importing 70 percent of oil in the country. Around 53,500 crore rupees were spent on this in 1999-2000 and 80,000 crore rupees were spent in the current year. I would like to know from the hon. Minister that whether any other areas have been found out for oil and if so, then what is the quantum of oil obtained from such areas? Hon. Minister may kindly give details in this regard.

SHRI RAM NAIK: Mr. Speaker, I have already furnished the number of exploration blocks given from 1991-1999 in my reply to the question because only after that we come to know whether oil can be obtained or not and then production starts. It is really unfortunate for the country that only 35 blocks were awarded for exploration from 1991 to 1995. In the year 1996-97 and 1998, it seemed that there was no Government in existence, but we have considered this matter seriously and have initiated a new exploration licensing policy in this regard. Under this policy, we have awarded 25 blocks in seven months. A comparative study would show that 35 blocks have been awarded in seven years and 25 blocks have been awarded in just seven months. In the last week, ONGC has identified lot of gas in KG basin. And more better works would be done in the future also

under this policy. Now we are trying to find out other blocks on the basis of exploration licensing of blocks and they would be found out before December itself. We are exploring 25 new blocks and we would explore eight new blocks in the deep sea where the depth of water is more than 500 meter. We would explore eight blocks on the sea coast and nine blocks on the land. I feel that the way this work has started, no sooner shall we obtain gas, our dependence on foreign countries would lower down day by day. We are making active efforts in this direction.

Sir, you also come from the same Godavari basin area. The depth of sea is 854 meter at that place and new gas reserve has been found further 2534 meter deep which means we have got good quality of gas after exploring two and a half kilometers deep in the water. I wish to congratulate Oil and Natural Gas Corporation (ONGC) and this House would definitely feel pride for its capable engineers. This effort is creating a new history. In this way, we would be able to meet the shortage in the country.

SHRI A. NARENDRA: Sir, everyone knows that prices of oil are very high due to various taxes. Whether any talks have taken place with the State Governments with regard to reducing prices through reduction in the Sales tax etc. If so, then what was the reply of those States?

SHRI RAM NAIK: Sir, we increased the prices of all petroleum products in September because their prices in the international market had increased by more than three times. When we decided to increase the rates under compulsion, we wrote letters to the Chief Ministers of all the States. With the increase in prices, we reduced the import duty from 15 percent to 10 per cent and reduced the excise duty on diesel from 16 percent to 12 percent and on petrol from 32 percent to 16 percent. Main aim of this was to reduce the burden of price hike on the consumers. The Union Government will have to give around four thousand rupees under the concession, which means a loss to the Ministry of Finance. They have agreed upon reducing these taxes. I have myself written letters to all the Chief Ministers on behalf of the Union Government to the effect that they should not shift the burden on the consumers with whatever additional amount they are getting through price hike as a result of the incremental difference.

I am glad to tell you all that Government of Goa have decided 15 days back to reduce their sales tax by 3 percent. Chief Ministers of Governments of Maharashtra and Karnataka have written that since their financial position is not very strong presently, they would not be in a position to leave this money. I have not received letters of Chief Ministers of other States and I have reminded them of that.

[*English*]

SHRI RUPCHAND PAL: Sir, may I know from the hon. Minister whether it is not a fact that the Standing Committee on Petroleum and Chemicals, after long deliberations, had unanimously made a specific recommendation to control Oil Pool Account by using the huge corpus of Rs. 36,000 crore in Oil Industry Development Fund to raise production in Oil Sector instead of using the OID Fund to meet the fiscal deficit? If so, when is the Government going to make OID Fund available for increasing oil production in the country?

Secondly, the Government owes Rs. 4500 crore to Oil Pool Account. When is the Government going to pay this huge amount to the Oil Pool Account?

SHRI RAM NAIK: Sir, Rs. 4500 crore were accrued in 1990.

SHRI RUPCHAND PAL: The Government is a continuing body.

SHRI RAM NAIK: I am just asking you to get it confirmed because you are having the Report. So, Rs. 4500 crore were accrued in 1990 as a deposit when

some prices were done. Actually, at that time, that amount should have been given and used for some developmental purposes. Subsequently, so many Governments have been there and a number of Ministers of Finance and Petroleum also have been there but nothing concrete has been done. I am very happy to inform that this matter has been discussed in detail with the Minister of Finance. When we decided to increase the price in September, it had been decided that this amount would be made available to the Ministry of Petroleum as and when we require it for additional development.

SHRI RUPCHAND PAL: What about Rs. 36,000 crore of OID Fund?

SHRI RAM NAIK: Whatever recommendations have been given by the Standing Committee, they are being examined and we will submit an Action Taken Report to the House.

SHRI RUPCHAND PAL: Sir, in view of the fact that HSD constitutes more than 55 per cent consumption of the petroleum products in the country and also in view of the fact that — it had already been admitted by the Government—three-fourths of the price rise that has been caused in the recent time is on account of the rise in the petroleum products only whether the Government is considering a total roll back taking into account the steep hike that has been caused in the prices of essential commodities. Is the Government considering total roll back of the recent hike in prices of diesel, kerosene, LPG and petrol? If yes, when is the Government going to do that and if not, why?

SHRI RAM NAIK: Sir, I would be the most happy person when the day comes when I can roll back all the prices. But I can do that only when the deficit in Oil Pool Account is over and when the international prices are reduced...(*Interruptions*)

MR. SPEAKER: You have asked a very good question. Let him answer it.

SHRI RAM NAIK: Sir, as soon as the international prices—which have increased by more than three-times in the last 18 months—come to its original place and as soon as the Oil Pool Account comes to negative, I will certainly reduce the prices. I would long for that day to come. But as it is happening in the world, which is in a way a very hard world, it is difficult to reduce the prices. When we increased the prices because of the increase in international prices, we had taken into account the average of 30 US dollars per barrel and dollar-rupee ratio. One dollar is equal to Rs. 46.

In the last one and a half months the prices in the international markets have gone up further. The price

prevailing yesterday was something like \$32.89. When the prices in the international markets are going up, how can they be reduced here?

SHRI RUPCHAND PAL: When the prices had come down to \$11 per barrel, you did not bring them down.

SHRI RAM NAIK: That is right. I apologise on behalf of the earlier Governments that they did not bring down the prices.

SHRI RUPCHAND PAL: Your Government was also there.

SHRI BASU DEB ACHARIA: When your Government was there you did not bring down the prices.

SHRI RAM NAIK: I am not interested in this type of gimmicks. I am very serious on this issue. That is why we are trying to increase the indigenous production. As and when the Oil Pool Deficit becomes negative, we will certainly reduce the prices.

[*Translation*]

SHRIMATI BHAVNABEN DEVRAJBHAI CHIKHALIA: Mr. Speaker, Sir, it is correct that this is 53 year of independence of India. If the price of any commodity increases then it create problem for common people, the persons living below poverty line and the middle class people. On behalf of the women of the country, I would like to congratulate, the Government of India that it has reduced price of LPG by Rs. 10 ...(*Interruptions*)

SHRI BASU DEB ACHARIA: Price was increased by Rs. 40 then Rs. 10 has been reduced.

SHRIMATI BHAVNABEN DEVRAJBHAI CHIKHALIA: I would like to submit that if there were no increase in the price in the international market in 1953, its price would not have been increased. If Shri Ram Naik ji were the Minister of Petroleum 53 year back, the present price rise would not have been required. The previous Governments did not formulate proper rules regulations that is why we are compelled to face such crisis and bear the burden. Yesterday Shri Nitish Kumar while answering to part 'd' of the question had dwelt about the impact of price rise on farmers and the common people. Yesterday I got the reply. I have the information that after increase in the LPG price in Nepal there is slight reduction in its price. In the days to come whether the Government is considering to reduce its prices.

SHRI RAM NAIK: Mr. Speaker, Sir, it is a fact that we had increased the price of LPG but now it has been reduced by Rs. 10. Presently the consumers of LPG in the country. ...(*Interruptions*)

[*English*]

MR. SPEAKER: When the Minister is replying, this sort of running commentary is not at all good. Please understand. You are asking questions and are not listening to what the Minister is saying.

[*Translation*]

SHRI RAM NAIK: Presently there are five crore fifty lakh families which are the consumer of LPG in the country. The reduction of Rs. 10 in its price has provided relief to these families. I accept that under certain compulsions its price was raised by Rs. 40 and also it is under the compulsion that its price rise has been pegged at Rs. 30. One more achievement of this year is that the Government have released one crore and twenty seven lakh new connections this year and partial price roll back will benefit these people. The hon'ble Member has aksed about the change carried out in Nepal. I would like to tell you about the price of LPG in our country in comparison to our neighbouring countries. It is definitely comparatively less in our country. The price of LPG in our country after reduction is Rs. 222 while in Nepal it is Rs. 344. That means their price is Rs. 122 more. In Srilanka its price is Rs. 297 means Rs. 74 more and in Bangladesh it is Rs. 245 that means Rs. 22 more.

In Pakistan its price is Rs. 253 that is Rs. 31 more. All these four countries are comparatively poorer, less developed than our country. Even then the people of those countries have to bear more. That is why we should appreciate that our position in terms of kerosene is less painful in comparison to our neighbouring countries.

[*English*]

SHRI PRIYA RANJAN DASMUNSI: Mr. Speaker, Sir, through you, first of all, I thank the Minister for considering the demand for reducing the prices of Petroleum products to a substantial extent and reducing the prices of kerosene and LPG irrespective of the international prices, by giving in to the pressure of Kumari Mamata Banerjee and if he continues to give in to such pressure, I will be happy, at least, because it will give relief to the people. Let him take care of his Cabinet and I am not interested about that. The hon. Minister, in his usual way, by jugglery of figures, has tried to defend the party and the Government very nicely, which he has always done. He said that he has been able to award 25 blocks for exploration. It is a wonderful job, which has not been done for seven years now. I would like to know as to which are those parties that got the blocks and why the Minister is avoiding to reply, in the same spirit of dynamism, about the reasons for the fall in indigenous crude oil production, as per his own statement.

I would also like to know as to what is the reason for suddenly stepping up the import in 1999-2000 to the tune of 57.81 million metric tonnes, which has surpassed all the records of 1997-98 and 1998-99. Is the Minister aware of the fact that the sanction on Iraq is affecting the entire oil market? The flow of oil from Iraq could not be compensated till now and is causing some problem for the oil price in the international market. In that direction, will the Minister persuade his Government to create an international opinion once again to withdraw the sanctions imposed on Iraq, step-by-step, to facilitate our national interest, in so far as oil is concerned.

SHRI RAM NAIK: Sir, I would like to answer the last question first. So far as Iraq is concerned, there are difficulties because of UN sanctions. However, even under UN sanctions, there is a provision that food can be exchanged against oil. For that purpose we have approached the UN and said that we are interested in this respect. We are dealing with it and I hope that the UN would sanction it and if that is sanctioned, it would benefit us as well as the UN. We are following it up and I hope that the result might come in the next 30 days or so.

Secondly, I have not done any jugglery of figures, but I take the compliments from him, and, according to me, they are right handed compliments. But I would like to inform that I am placing the facts before the House. Earlier, we were not self-sufficient in refining. Now, this year, we have become self-sufficient in refining. So, instead of importing petrol, diesel and other value added products, now we are importing more crude oil so that our imports of petrol and diesel are reduced. I am happy to inform the House that our refining capacity has been increased to 112 million metric tonnes as compared to 79 million metric tonnes in the previous year. Since this has been done, we have become self-sufficient in refining and we are in a happy position that we are not importing petrol and diesel now. On the contrary, we are trying to export whatever is surplus with us and so, more crude oil has been imported. Then, our consumption of oil is also increasing by 6 to 7 per cent per year.

SHRI PRIYA RANJAN DASMUNSI: But the indigenous oil production has come down. Why has it come down?

SHRI RAM NAIK: I have already stated that right from March, 1995 to December, 1998, not a single block has been offered for exploration.

SHRI PRIYA RANJAN DASMUNSI: I am not asking about the offer of blocks for exploration. I am asking about the indigenous oil production. The old structures

gave more indigenous oil production and now, according to his own figure, it has come down. I would like the Minister to explain the reason for that.

SHRI A.C. JOS: It is because of the previous Government!

SHRI RAM NAIK: That is what I am telling. The earlier Governments did not go in for new exploration blocks. ...(*Interruptions*) When the earlier Government was there, the flaring from the Mumbai High was to the tune of 20 per cent. Now, we have brought it to four per cent. We are trying our best to utilise all methods in a scientific way to increase the production and reduce the losses.

SHRI PRIYA RANJAN DASMUNSI: Sir, I need your protection. The earlier Governments produced 33 Million Metric Tonnes from Mumbai High whereas his Government produced 31.95 Million Metric Tonnes and it has come down to 16.18 Million Metric Tonnes. Why does he always take the plea of the earlier Governments? The earlier Governments produced more. Why are they producing less? He does not reply to that.

MR. SPEAKER: No, no; he is giving the reply.

SHRI RAM NAIK: Mumbai High has been the country's golden field. It has been giving us oil and gas. Every oilfield has its life. It started depleting in the last six or seven years. The production from Mumbai High has been reducing. Now, we have examined that. We had appointed Consultants. We have studied their Report also. We are going to invest Rs. 7,500 crore for revamping and restructuring Mumbai High by different methods which will help us to even get more crude and gas from Mumbai High. That is what we are doing. That is what was not done earlier.

SHRI M.V.V.S. MURTHI: Mr. Speaker, Sir, I have taken the courage to save the hon. Minister that the indigenous production is progressively coming down. In 1997-98, it was 34 Million Metric Tonnes. In 1998-99, it was 33 Million Metric Tonnes. In 1999-2000, it was 32 Million Metric Tonnes. This year also, as per the current figures for the half-year, we are going to get 32 Million Metric Tonnes.

As per the hon. Minister, the exploration blocks have been given only from 1998 onwards. Even from 1998 onwards up to 2001, there have been no results for three years. It means that we are not pursuing the right policies. Wherever there is oil, we should explore it. Where there is no oil, we are exploring it. There is a lot of oil in the Krishna-Godavari basin. But the exploration is not taking place in the right direction.

SHRI RAM NAIK: It is being explored.

SHRI M.V.V.S. MURTHI: So, I would like to ask from the hon. Minister how many blocks have been given for the Krishna-Godavari basin and how many he would be giving during this year so that we could achieve at least up to 50 per cent. We have 112 Million Metric Tonnes refining capacity. We had arrived at 33 Million Metric Tonnes six years back. We are continuing with the same figure. We are only wasting our money from the Oil Pool Account.

The hon. Minister says that he has reduced the Customs Duty and the Excise Duty and is asking the State Governments to reduce the Sales-Tax. All these steps affect the State Governments. They lose their revenue by reducing the Excise Duty. Instead of reducing the Excise Duty, he should have reduced the prices. So, I would request the hon. Minister to clarify it. Is there anything to reduce 50 per cent of the roll back instead of a rupee or half-a-rupee? Fifty per cent of the roll back or whatever he has agreed to will be a reasonable thing. I would request the hon. Minister to reply to these questions.

SHRI RAM NAIK: Sir, I said that in April, 2000, the awards for 23 contracts were signed. You are a farmer. I also come from a rural area. Now, for any oilfield exploration and commercial production, it takes one year to construct a well in hard rocks. Here, we have to go deep into the earth to the extent of two or three kilometres. It takes a minimum of three to four years to get commercial production out of any field. The contracts have been given in April, 2000. It would certainly take some time.

Now, I come to the question of new blocks which are being given.

SHRI PRIYA RANJAN DASMUNSI: To whom?

SHRI M.V.V.S. MURTHI: We are not concerned to whom they were awarded how many blocks you are giving.

SHRI RAM NAIK: Right. But he is concerned with it. He wants to contact the party!

SHRI PRIYA RANJAN DASMUNSI: Let the House know the names of the lucky people...*(Interruptions)*

MR. SPEAKER: Please, there are so many Members who are interested to ask questions.

SHRI RAM NAIK: Sir, tentatively, we have finalised 25 blocks in the second round of NEMP. In that eight

blocks are in the deep sea waters, eight blocks are on shallow off-shore and nine blocks are on land. Now, in the nine blocks on-land—land exploration and production have not been done in the last so many years—land blocks have been finalised; off-shore and on-shore are being worked out. But, I will say about on-land as many Members could be interested in it. West Bengal and Bengal Purnia, Ganga Valley, Vindhyana, Rajasthan, Cambay (two blocks), Mahanadi, Assam and like that we have finalised nine blocks on land. We have finalised eight blocks deep sea and eight off-shore.

SHRI KIRIT SOMAIYA: Hon'ble Speaker Sir,

[Translation]

I would like to know from the hon'ble Minister as to what was the price of crude oil in the international market in 1997-98 and 1998-99 and was it due to the doubling of the price of the crude oil that led to the excess import bill? Second thing that I would like to know is that you were talking about some exchange with Iraq and in that case are we to get oil at cheaper rate?

SHRI RAM NAIK: Sir, it is quite natural that if we are negotiating with Iraq then we will make efforts to import oil at cheaper rate. The negotiation is on and only after the conclusion of the talks, we will be able to know as to how much oil and at what price are we going to get. That is why it will not be appropriate to make any comment on it.

If the hon'ble Member who have asked about it desires to know more, I will provide him entire information. Last February the price was \$10.39.

[English]

Over the last one and a half years, we have the highest price which was the highest in ten years. It was \$10.37 in the month of September. Over the years every month the prices have been increasing; I will share the month-wise details with the hon. Member.

[Translation]

SHRI HARIBHAU SHANKAR MAHALE: Mr. Speaker, Sir, due to the short supply of the gas in Maharashtra the Enron company is generating electricity at half of its installed capacity. If the full supply of gas is provided to the company, it may utilise its full capacity and that any end power crisis in Maharashtra. Twice earlier too I had asked questions regarding this, but till now the company is not getting full supply of gas. So I would like to know from the hon'ble Minister as to when and how full supply of gas will be made available to Enron to end the power crisis in Maharashtra?

SHRI RAM NAIK: Mr. Speaker, Sir, two days back, the Minister of Energy of Maharashtra and hon'ble Sharad ji along with the officials of Enron Company met me. I discussed with them and told them that we cannot provide more gas to the company as there is short supply of gas, but assured them to explore all the other facilities. The gas plant of Enron, to which the hon'ble Member was referring, runs only on gas. In this situation I have advised them to make efforts to run the plant by means of furnace. I have also told them that diesel is required to run the furnace and diesel will be purchased at the increased price. So if they are ready to pay the increased price, then we may supply them the gas.

Mr. Speaker, Sir, one more point is that Naptha can also be used for generating electricity. The people are importing Naptha as its price has increased because the State Governments have imposed sale tax on it. If the State Governments remove the Naptha from the lists of sale tax, then it may become cheaper in the country itself. We have discussed it and we will solve this problem of Maharashtra.

[English]

MR. SPEAKER: Shri P.C. Thomas, please put a very pointed supplementary.

SHRI P.C. THOMAS: Sir, it has been reported in some of the Press that diesel can be produced from coconut. I think, it must have come to the notice of the hon. Minister. ...*(Interruptions)*

MR. SPEAKER: He is more particular about coconut.

SHRI P.C. THOMAS: If that is so, coconut-growers are also going to have a good time and India is going to be saved because we have got a lot of coconut plantation. My question is, whether the Government will look into it and take up the Malaysian technology and use it in India.

SHRI RAM NAIK: Sir, I have first read it from the newspapers. The day I have read it, I have asked our Petroleum Research Organisation to take cognisance of it and to get the details. If necessary, we will send a separate team also to Malaysia. Once I get the full details, we will certainly try to have alternate sources.

MR. SPEAKER: In that way, coconut-growers get a good price.

WRITTEN ANSWERS TO QUESTIONS

[Translation]

Delay In Bilateral Agreements

*62. DR. ASHOK PATEL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the reasons for delay in effecting bilateral agreements between India and other countries in aviation sector;

(b) whether the international tourists are flying down to other countries owing to non-availability of seats in flights to India due to delay in bilateral agreements;

(c) if so, the impact thereof on the profits earned by the Air India;

(d) whether the Government are contemplating to take any action to expedite the process of bilateral agreements; and

(e) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) to (e) Bilateral air services negotiations are an ongoing process to ensure the availability of adequate air seat capacity. In view of the growing gap between Demand and Supply and high load factors in many sectors, a number of such talks have been held during the last one year resulting in additional entitlements to keep pace with the growing traffic demand. However, there are always peak seasons when the traffic may exceed the capacity available. This extra demand is generally satisfied by operation of additional flights subject to various factors.

Pending cases of Defence Personnel

*64. SHRI SHIVRAJ SINGH CHOUHAN: Will the Minister of DEFENCE be pleased to state:

(a) the number of service related cases of defence personnel lying pending in various High Courts and the Supreme Court as on October 31, 2000;

(b) whether the Government have since decided to make any alternate arrangement to dispose of these cases expeditiously; and

(c) if so, the details thereof and the time by which the new set-up to dispose of the cases urgently is likely to come in force?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) Sir, total number of cases of defence personnel, pending in Supreme Court and various High Courts is as under:

	Supreme Court	High Courts	Total
Army	85	5898	5983
Navy	16	166	182
Air Force	12	691	703

(b) and (c) The Government have decided, in principle, to set up a statutory Tribunal for Armed Forces for hearing of appeals, against orders, in cases of Court Martials and for adjudication of Service matters of Armed Forces personnel. The concerned Departments/Ministries have been consulted on the legislative proposal in this regard. Certain observations have been raised by these Departments/Ministries which are being examined in the Ministry of Defence.

[English]

Declaration of New Pilgrim Centres

*65. SHRI P.C. THOMAS:
DR. V. SAROJA:

Will the Minister of TOURISM AND CULTURE be pleased to state:

Sl. No.	Year	Name of the Project	Amount Sanctioned (Rs. in lakhs)
(i)	1988-89	Tourist Resort at Varkala	Rs. 90.00
(ii)	1992-93	Tourist Lodge at Guruvayoor	Rs. 49.50
(iii)	1994-95	Yatri Niwas at Malayattoor	Rs. 34.56
(iv)	1998-99	Construction of Pilgrim Facilitation Centre at Sabarimala <i>i.e.</i> construction of Dormitory, Rooms, Dining Hall etc.	Rs. 104.89

(d) and (e) No Sir, however, the Government of Kerala informed that Indian Institute of Management, Kozhikode is conducting a study on Guruvayoor.

(f) The place wise tourist arrival figures are not maintained. However, the estimated tourist traffic to the State of Kerala for the last three years is given below:—

(a) whether there is any proposal to declare new pilgrim centres in the country from the point of view of tourism development;

(b) if so, the details thereof and the schemes of development being prepared for them;

(c) the position of Sabarimala, Erumely, Guruvayoor, Bharanaganam, Varkala, Kanjiramattam, Parumala, Manjanikkara and Malayattor in Kerala as Pilgrim centres;

(d) whether the Government have made any study about these centres;

(e) if so, the details thereof; and

(f) the total number of pilgrims visiting each of these centres during each of the last three years?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRI ANANTH KUMAR): (a) No, Sir.

(b) Does not arise.

(c) The development of tourism infrastructure including that of Pilgrim Centres is primarily the responsibility of the State Governments concerned. However, the Central Department of Tourism extends financial assistance for specific projects prioritized in consultation with the State Government/U.T. (Admn.) every year. The details of the Projects Sanctioned in some of these pilgrim centres are given below:

Year	Domestic	Foreign
1997	4953401	182427
1998	4481714	189941
1999	5063143	194175

Company Law Board

*67. SHRI ANANT GANGARAM GEETE:
SHRI KIRIT SOMAIYA:

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

(a) the type of complaints received and entertained by the Company Law Board;

(b) whether all the branches of Company Law Board are computerised;

(c) if so, the number of complaints received, solved and pending with different branches of C.L.B. during the last three years;

(d) whether the Department of Company Affairs is satisfied with the present capacity of C.L.B. to solve the grievances of small investors;

(e) if so, the follow up system of C.L.B., in case the order of C.L.B. is not implemented by the defaulting companies;

(f) whether the Government are aware of the difficulties faced by small investors from a small town or village to approach C.L.B.; and

(g) if so, the measures taken to improve the present system?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS AND MINISTER OF SHIPPING (SHRI ARUN JAITLEY): (a) The Company Law Board is receiving the applications/complaints from the depositors of the Companies u/s 58A(9) of the Companies Act, 1956 and 45QA of the RBI Act, 1934 for non-payment of their deposits.

(b) Yes, Sir.

(c) The details of complaints/applications received, disposed of and pending during the last three years u/s 58A (9) of the Companies Act, 1956 and 45QA of the RBI Act, 1934 are given below:

Period	Opening Balance	Receipts	Total	Disposed of	Pending
1997-98	1504	26718	28222	15437	12785
1998-99	12785	52368	65153	47319	17834
1999-2000	17834	58727	76561	63013	13548

(d) to (g) On the basis of applications received from the depositors, whenever the orders are passed by the Company Law Board under Section 45QA of the RBI Act, 1934 or under Section 58A (9) of the Companies Act, 1956, copies of the orders are forwarded to RBI and Registrar of Companies respectively. In case of non-compliance of order by the company, the prosecution is to be filed by an Officer of RBI under Section 58E of the RBI Act or by the Registrar of Companies under Section 621 of the Companies Act, 1956 respectively. To strengthen the machinery relating to the deposits of the small investors various steps are proposed in the Companies (Second Amendment) Bill, 1999 some of which relate to strengthening the Company Law Board also.

[Translation]

Tour packages by Railways

*68. SHRI RAMPAL SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to launch railway package tours for various places of pilgrimage in the country particularly Vaishno Devi;

(b) if so, the details thereof; and

(c) the time by which the said package tours are likely to be launched?

THE MINISTER OF RAILWAYS (KUMARI MAMATA BANERJEE): (a) to (c) Yes, Sir. Vaishno Devi Package tour has already been launched w.e.f. 2nd November 2000. Pilgrim tourists are offered comprehensive travel package covering rail journey by AC 3 tier coach from New Delhi to Jammu and back and road transport between Jammu and Katra with lodging and boarding facilities during the pilgrimage.

*[English]***Accidents of Defence Planes**

*69. SHRI RAMSHETH THAKUR:
SHRIMATI JAYABEN B. THAKKAR:

Will the Minister of DEFENCE be pleased to state:

(a) the details of IAF aircraft crashed during the last six months, date-wise and place-wise alongwith the causes of accidents and the type of Aircraft, separately;

(b) the details of crew members and civilians killed therein, accident wise and the 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, and the follow-up action taken thereon;

(e) the details of each of the recommendations submitted by the High Powered Committee on Fighter Aircraft Accidents in September, 1997 alongwith the action taken on each of the recommendations, separately; and

(f) the stage at which the matter of inducting Advanced Jet Trainer (AJT) in IAF stands at present?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) to (c) A statement, regarding the details of IAF aircrafts, which crashed during the last six months from May-October, 2000, date-wise, place-wise, cause-wise, aircraft-wise, details of crew members and civilians killed therein, amount of compensation paid to them and quantum of loss of service properties and other properties, accident-wise, is enclosed.

(d) After each accidents, a Court of Inquiry is conducted to find the causes of the accident and to suggest remedial action. The remedials are instituted to prevent the recurrence of an accident, which is a continuous process.

(e) A High Powered Committee on Fighter Aircraft Accidents (COFAA) was constituted under the Chairmanship of Scientific Advisor to Raksha Mantri to analyse the cause 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. By now, about 55 out of the 84 recommendations have been implemented. However, it may not be desirable to disclose the details of each of the recommendations and the action taken thereon.

(f) Commercial negotiations are on with the vendor for induction of Advanced Jet Trainer (AJT).

Statement

Sl.No.	Date	Place	Type of Aircraft	Cause Factor	Pilots killed	Civilians killed	Compensation paid to civilians Property	Loss incurred to Service Property (Provisional)
1	2	3	4	5	6	7	8	9
1.	06 May	Ambala AF	Mig-21	HE (A)	—	—	Nil	Rs. 4.40 Cr.
2.	10 May	4 Km from Halwara AF	Mig-23	HE(A)	—	—	Rs. 52,000/-	Rs. 4.40 Cr.
3.	17 May	Bara-La-Chala Pass	Cheetah	HE(A)	—	—	—	Rs. 4.48 Cr.
4.	17 May	Bara-La-Chala Pass	Cheetah	HE(A)	01 (W/C Chandra Singh)	—	—	Rs. 4.48 Cr.
5.	23 May	20 Km from Uttarlai AF	Mig-21	HE(A)	01 (F/O A Jetley)	—	Nil	Rs. 1.70 Cr.
6.	23 May	BIDAR	Kiran	TD	—	—	Nil	Rs. 1.12 Cr.
7.	12 Jun	Dudhkundi Range near Kalaikunda AF	Mig-27	TD	—	—	Nil	Rs. 16.18 Cr.

1	2	3	4	5	6	7	8	9
8.	04 Jul	Leh	Cheetah	TD	02 (F/L Kagri & F/O Puranik)	—	Nil	Rs. 4.70 Cr.
9.	13 July	5 Km from Kalaikunda AF	Mig-21	TD	02 (W/C Murgai & S/L Srivastava)	—	Nil	Rs. 1.43 Cr.
10.	05 Aug.	Palam AF	Mig-21	BH	01 (F/L Shukla)	—	Nil	Rs. 3.42 Cr.
11.	27 Sep.	Manali	Cheetah	HE(A)	—	—	COI in progress	To be determined
12.	03 Oct.	Base Camp	Cheetah	TD	01 (F/L Krishnamurthy)	—	COI in progress	To be determined
13.	13 Oct.	54 Km from AF Stn NAL	Mig-21	HE(A)	01 (S/L M Kumar)	01	COI in progress	To be determined
14.	16 Oct.	Tezpur Local Flying Area	Mig-21	HE(A)	01 (F/O J Singh)	—	COI in progress	To be determined
15.	16 Oct.	Henkar	MI-17	HE(A)	—	—	COI in progress	To be determined
16.	06 Nov.	Pathankot AF	Mig-21	U/I	—	—	COI in progress	To be determined
17.	12 Nov.	Creek N of Naliya	MI-8	U/I	01+01 (Flt Engr) (S/L A Sharma & S/L Pathan)	—	COI in progress	To be determined
18.	15 Nov.	Hasimara	Mig-27	TD	—	—	COI in progress	To be determined

The compensation to the crew members is paid as per the existing service rules.

The estimated cost of damage given above is as per the 'provisional loss statement'. Actual cost of damage will be subsequently worked out by the Maint, Dte. Provisional cost of damage is not indicated where the COI's are not yet completed.

HE (A) Human Error (Aircrew)
 TD Technical Defect
 U/I Under Investigation
 BH Bird Hit.

Structure and Functioning of Airport Authority of India

*70. SHRI SAHIB SINGH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the structure and function of Airport Authority of India; and

(b) the details of their outputs in terms of enhanced profit, modernisation of air traffic system, upgradation of

airport infrastructure at Delhi, Mumbai, Chennai and Calcutta, upgradation of airport infrastructure in North East parts of the country including Guwahati, Imphal, Agartala, Jammu, Gaya, Lucknow, Jaipur etc., satellite based communication, navigation, surveillance and modern air traffic system during the last three years?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) Airports Authority of India (AAI) consists of a Chairperson, the Director General of Civil Aviation or an Officer not below the rank of the Deputy Director General of Civil Aviation and not less than eight and not more than fourteen members to be appointed by the Central Government. The function of the AAI is to manage the airports, the civil enclaves and the aeronautical communication station effectively. It is also the duty of the AAI to provide air traffic services and air transport services at any airport and civil enclave.

(b) The profit of AAI is Rs. 211.38 crores (provisional) during 1999-2000, Rs. 208.41 crores during 1998-99 and Rs. 196.14 crores during 1997-98. The modernisation of Air Traffic Services at Delhi and Mumbai costing Rs. 423.84 crores have been put into operation. During last three years, modernisation of various infrastructural

facilities like terminal building, runways, taxiways, aprons, car parks, control-tower-cum-technical blocks etc. was also undertaken at Delhi, Mumbai, Chennai and Calcutta airports at an estimated cost of Rs. 266.11 crores.

Works relating to upgradation of airport infrastructure at Dibrugarh, Dimapur, Guwahati, Imphal, Silchar, Lilabari, Jorhat and Tezpur airports in the North East costing Rs. 85.34 crores approximately have been completed during the last three years. Similarly work of construction of new terminal building at 15.23 crores have been completed at Lucknow airport and expansion/modification of terminal building and extension of runway at Rs. 14.24 crores have been completed at Jaipur airport. Upgradation work costing Rs. 18.51 crores at Gaya airport and Rs. 22.00 crores at Jammu airport have also been taken up.

AAI has finalised a plan for transition from the conventional system to Satellite-based CNS system. Indigenously developed Automatic Dependent surveillance Systems have been installed at Calcutta and Chennai and are likely to be commissioned in December, 2000. A Project Report for Technology Demonstration System as a prelude to the implementation of an augmentation system for Global Navigation Satellite Services (GNSS) has also been prepared.

Emergency Landing due to Technical Snags

*71. SHRI G. PUTTA SWAMY GOWDA:
SHRI N. JANARDHANA REDDY:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) the number of occasions the aircraft of Indian Airlines or its subsidiary Alliance Airlines had to be grounded or had to make emergency landings due to various technical snags during the last three years, specially during the last few months;

(b) the reasons for the same;

(c) whether any cases of use of spurious material in the maintenance of aeroplanes have come to the notice of the authorities;

(d) if so, the action taken thereon;

(e) whether any indepth investigations into the causes of emergency landings have been conducted and if so, the details thereof; and

(f) the losses suffered by IA and its allied services due to emergency landing of its flights?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) and (b) There have been no emergency landings to Indian Airlines or its subsidiary Alliance Air during the last three years.

However, during the last three years there have been two major groundings, one to Alliance Air B737 aircraft at Silchar in July, 1998 due to heavy landing and another to Indian Airlines A320 aircraft at Yangon in October, 1999. Aircraft went off the runway during landing in heavy rain.

(c) No, Sir.

(d) Does not arise.

(e) and (f) Since there has been no emergency landing involving aircraft of Indian Airlines and Alliance Air, the question of Company incurring loss on this account does not arise.

The estimated repairs on the two major groundings of the aircraft referred to above is as follows:—

Aircraft	Incident at	Period	Estimated Repair Cost (Rs. in crores)
B-737 (EGH)	Silchar	29.7.1998 to 27.11.1998	1.55*
A-320 (ESL)	Yangon	26.10.1999 to 19.08.2000	140.00**

* Below deductible limit

** Recoverable from Insurance except the deductible amount of Rs. 3.50 crores (US\$ 0.75 Million).

Re-Structuring of Oil Refineries

*72. SHRI PRABHAT SAMANTRAY: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the number of refineries owned by different oil companies;

(b) the condition of each oil refinery as on date;

(c) whether the Government propose to restructure the management of these refineries;

(d) if so, the salient features of the restructural plan; and

(e) the time by which these plans are likely to be implemented?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI RAM NAIK): (a) There are 17 refineries owned by different oil companies as under:—

Public Sector Oil Companies

Indian Oil Corporation Limited	7
Hindustan Petroleum Corporation Ltd.	2
Bharat Petroleum Corporation Ltd.	1
Chennai Petroleum Corporation Ltd.	2
Kochi Refineries Ltd.	1

Bongaigaon Refinery & Petrochemicals Ltd.	1
Numaligarh Refinery Limited	1

Joint Sector/Private Oil Companies

Mangalore Refinery & Petrochemical Ltd.	1
Reliance Petroleum Ltd.	1

17

(b) The condition of an oil refinery is represented by its capacity utilisation *vis-a-vis* its installed capacity. The PSU company-wise capacity utilisation of refineries in 1999-2000 is given below:—

	Installed capacity as on 1.4.1999 (in million metric tonnes per annum)	Actual capacity utilisation in 1999-2000 (in million metric tonnes)	Capacity utilisation as percentage of installed capacity
Indian Oil Corporation Ltd.	31.70	32.42	102.3
Hindustan Petroleum Corporation Ltd.	10.00	10.56	105.6
Bharat Petroleum Corporation Ltd.	6.90	8.90	129.0
Chennai Petroleum Corporation Ltd.	7.00	7.01	100.2
Kochi Refineries Ltd.	7.50	7.83	104.4
Bongaigaon Refinery & Petrochemicals Ltd.	2.35	1.91	81.1
Total	65.45	68.63	104.8

Numaligarh refinery is a new refinery with an installed capacity of 3 million metric tonnes per annum. Commissioning of this refinery has been completed in June, 2000.

(c) to (e) Government has decided to integrate the public sector stand-alone refineries with public sector oil marketing companies. Under the aforesaid arrangement, Chennai Petroleum Corporation Limited (CPCL) and Bongaigaon Refinery & Petrochemicals Limited (BRPL) would be made subsidiaries of Indian Oil Corporation (IOCL) and Kochi Refineries Limited (KRL) and Numaligarh Refinery Limited (NRL) would be made subsidiaries of Bharat Petroleum Corporation Limited (BPCL). It is proposed to complete this process by 31st March, 2001.

Operation of Foreign Airlines

*73. SHRI S.D.N.R. WADIYAR:
KUMARI BHAVANA PUNDLIKRAO GAWALI:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) the details of foreign airlines operating from different international destinations to India and from different Airports in India;

(b) whether some of these foreign airlines have been allowed to operate on some additional routes in the country from September last; and

(c) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) Details of foreign airlines operating to/from India are given in the enclosed Statement I.

(b) and (c) During last one year some additional points of call have been granted to the designated airlines of some foreign countries, details of which are given in Statement II. Actual operations, however, are left to the commercial judgement of the concerned airlines.

Statement I

List of Foreign Airlines Operating to/from India

S.No.	Name of Airline	Name of Airport(s) in India
1	2	3
1.	Aeroflot	Delhi, Calcutta, Mumbai
2.	Air France	Delhi, Mumbai
3.	Air Kazakhshtan	Delhi
4.	Air Mauritius	Delhi, Mumbai, Chennai
5.	Alitalia	Mumbai
6.	All Nippon Airways	Delhi, Mumbai
7.	Asiana Airlines	Delhi
8.	Austrian Airlines	Delhi
9.	Biman Bangladesh	Delhi, Mumbai, Calcutta
10.	British Airways	Delhi, Calcutta, Mumbai, Chennai
11.	Cathay Pacific Airways	Mumbai
12.	Delta Airlines	Mumbai
13.	Druk Air	Delhi, Calcutta
14.	Egypt Air	Mumbai
15.	El-Al Israel	Mumbai
16.	Emirates	Mumbai, Delhi, Chennai
17.	Ethiopian Airlines	Delhi, Mumbai
18.	Gulf Air	Mumbai, Delhi, Trivandrum, Chennai

1	2	3
19.	Iran Air	Mumbai
20.	Japan Airlines	Delhi
21.	Kenya Airways	Mumbai
22.	KLM Royal Dutch Airlines	Delhi, Mumbai
23.	Korean Air	Mumbai
24.	Kuwait Airways	Mumbai, Delhi, Trivandrum
25.	Kyrgyzstan Airlines	Delhi
26.	Lufthansa	Delhi, Mumbai, Chennai
27.	Malaysia Airlines	Delhi, Chennai
28.	Necon Air	Patna, Varanasi
29.	Northwest Airlines	Delhi, Mumbai
30.	Oman Air	Mumbai, Trivandrum, Chennai
31.	Pakistan International Airlines	Mumbai, Delhi
32.	Qantas Airlines	Mumbai
33.	Qatar Airways	Mumbai, Trivandrum
34.	Royal Brunei Airlines	Calcutta
35.	Royal Jordanian	Delhi, Mumbai, Calcutta
36.	Royal Nepal Airlines	Delhi, Mumbai, Bangalore
37.	Sabena	Chennai
38.	Saudi Arabian Airlines	Mumbai, Delhi, Chennai
39.	Scandinavian Airline System	Delhi
40.	Singapore Airlines	Delhi, Mumbai, Chennai, Calcutta
41.	Silk Air	Trivandrum
42.	South African Airways	Mumbai
43.	Sriankan Airlines	Chennai, Trivandrum, Trichy, Mumbai, Delhi
44.	Swiss Air	Delhi, Mumbai

1	2	3
45.	Syrian Arab Airlines	Delhi, Mumbai
46.	Thai Airways International	Delhi, Calcutta
47.	Turkmenistan Airlines	Delhi, Amritsar
48.	Uzbekistan Airways	Delhi, Amritsar
49.	Virgin Atlantic	Delhi
50.	Yemen Airways	Mumbai

Statement II

Additional Points of Call Granted to Foreign Airlines since September, 1999

S.No.	Name of Airline	Name of Airport(s) in India
1.	Air Mauritius	Chennai
2.	Emirates	Chennai
3.	Gulf Air	Bangalore
4.	Kuwait Airways	Chennai
5.	Malaysia Airlines	Mumbai, Bangalore, Hyderabad
6.	Sabena	Chennai
7.	Srilankan Airlines	Calcutta, Varanasi
8.	Thai Airways International	Mumbai
9.	Turkmenistan Airlines	Amritsar, Chochin, Ahmedabad
10.	Uzbekistan Airways	Amritsar, Trivandrum

Non-Provision of Higher Classification for Rock Phosphate

*74. SHRI RAMJEE MANJHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a loss of revenue to the tune of Rs. 65.82 crore due to non-provision of higher classification for carrying rock phosphate use for other than fertilizer;

(b) if so, the reasons therefor;

(c) whether any responsibility has been fixed in the matter;

(d) if not, the reasons therefor; and

(e) the steps taken by the Government to make provision of higher classification for rock phosphate?

THE MINISTER OF RAILWAYS (KUMARI MAMATA BANERJEE): (a) and (b) Rock Phosphate is either used directly as manure or in the manufacture of complex Phosphatic fertilizers. Rock Phosphate is a low value commodity and Ministry of Railways have considered it expedient not to have higher classification for this commodity, when used for other than fertilizer purposes. Dual classification of commodities is generally avoided as this encourages corruption in the form of misdeclaration of commodity by the rail-users for availing the benefit of lower classification. Rock Phosphate booked by rail was charged at the class prescribed by the Central Government and there was no loss of revenue.

(c) and (d) Do not arise.

(e) With effect from 1.4.2000, the classification of Rock phosphate had been revised upwardly from class 85B to Class 85.

[Translation]

Declaration of Year 2002 as International Eco-Tourism Year

*75. DR. JASWANT SINGH YADAV: Will the Minister of TOURISM AND CULTURE be pleased to state:

(a) whether the United Nations has declared the year 2002 as an 'International Eco-Tourism Year';

(b) if so, whether the Government have formulated any scheme to boost tourism for the year 2002;

(c) if so, the details thereof;

(d) whether the Government have issued any guidelines to the State Governments in this regard; and

(e) if so, the details thereof?

THE MINISTER OF TOURISM AND CULTURE (SHRI ANANTH KUMAR): (a) Yes, Sir.

(b) and (c) The Department of Tourism, Government of India promotes Eco-Tourism in the country by extending Central Financial Assistance to Eco-friendly tourism projects prioritized in consultation with the State Governments/Union Territories. Besides this, Eco-tourism attractions are given wide publicity in the country as well as in the overseas to attract tourists.

(d) and (e) The Department of Tourism, Government of India has formulated 'Eco-Tourism Policy & Guidelines' which has been endorsed for implementation by all the State Governments/Union Territories. The Policy Guidelines contain:—

- (i) The Eco-Tourism definition;
- (ii) Eco-Tourism Resources of India;
- (iii) Policy objectives;
- (iv) Operational guidelines for the Government, Developers, Operators/Suppliers, visitors, Destination population/host community, Non-Governmental organisations/scientific and Research institutions.

The policy and guidelines are formulated for creating awareness among all the stakeholders involved in this activity for achieving sustainable tourism development in the country.

[English]

Scam in Purchase of Clothings in Army Ordnance

*76. SHRI DINESH CHANDRA YADAV:
SHRI RAMJIVAN SINGH:

Will the Minister of DEFENCE be pleased to state:

(a) whether a major scam in the purchase of clothings and other stores in the Army Ordnance has been detected recently;

(b) if so, the details thereof;

(c) the outcome of the inquiry conducted by the Government in this regard; and

(d) the follow-up action taken against those found involved in the scam?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) No, Sir. No scam regarding purchase of clothings and other stores by the Indian Army has been detected recently.

(b) to (d) Not applicable in view of reply at (a) above.

Use of Ethanol as Transport Fuel

*77. SHRI SURESH RAMRAO JADHAV: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government have set up pilot projects to study the use of ethanol as transport fuel;

(b) if so, the details thereof;

(c) the final outcome of the field trials/Research and Development studies made so far in the pilot projects; and

(d) the prospects, for its commercialisation?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI RAM NAIK): (a) to (d) The Government have decided to set up three pilot projects to study the environmental, operational and financial aspects of the use of ethanol as transport fuel. An action plan has been drawn up to commission the project and commence supply of ethanol doped gasoline at oil companies depots in Miraj/Hazarwadi, Maharashtra. Two more sites have been identified for commissioning of the pilot projects, one in the State of Uttar Pradesh near Bareilly and the other again in Maharashtra near Manmad. The field trials and the Research & Development studies in this respect have not yet been completed and the prospects for commercialization of the fuel will depend on their outcome.

Shortage of Offices in Armed Forces

*78. COL. (RETD.) SONA RAM CHAUDHARY:
SHRI AJAY SINGH CHAOTALA:

Will the Minister of DEFENCE be pleased to state:

(a) the details of shortage of officers in each of the three wings of Armed Forces especially at level of middle ranking officers as on date;

(b) the number of officers recruited in each of the three services to meet the shortage of officers in Armed Forces during the last year;

(c) the number of officers proceeded on pre-mature retirement during each of the last three years, wing-wise;

(d) the number of applications for pre-mature retirement pending with each of the three services headquarters as on date; and

(e) the steps being taken to check the exodus of officers from armed forces?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES):

(a)	Army	12,155		
	Navy	1044		
	Air Force	1800		
(b)	Army	1712		
	Navy	246		
	Air Force	522		
(c)		1998	1999	2000
	Army	596	496	445
	Navy	192	129	116
	Air Force	218	149	97
(d)	Army	154		
	Navy	35		
	Air Force	51		

(e) There is no exodus of officers from the three services. The exist is not alarming.

Reduction of Sales Tax on Petroleum Products

*79. SHRI RAJIAH MALYALA:
SHRIMATI RENUKA CHOWDHURY:

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

(a) the response from different State Governments to the Central Governments' proposal to cut down sales tax on petroleum products;

(b) whether most of the State Governments have raised objections thereto; and

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

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI RAM NAIK): (a) to (c) The Union Minister of Petroleum and Natural Gas has appealed to Chief Ministers of all States on 26th September, 2000 to consider a pro-rata reduction in sales tax on petroleum products subject to agreed floor rates within their respective States to help in reducing the inflationary increases and neutralizing the impact of increases in prices to the consumers. Some of the Chief Ministers

have acknowledged the letter. Goa & Karnataka have finally responded. The Government of Goa has reduced the sales tax rate on petrol and diesel by 3% effective November 15, 2000. The Government of Karnataka has intimated that it is not in favour of reduction in sales tax. Replies from other States have not been received as yet. The Government will continue pursuing the matter with the States.

[Translation]

Availability of Crude Oil

*80. SHRI NAVAL KISHORE RAI:
SHRI ZORA SINGH MANN:

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

(a) whether the Government have made any assessment of availability of crude oil in the country as on date;

(b) if so, the total quantity of crude oil available in the country at the end of March, 2000;

(c) the number of places identified so far having possibility of exploration of crude oil and assessment made regarding quantity of crude oil available at each of these places; and

(d) the present average annual production of crude oil in the country and the possibility of increasing this average during the coming years?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI RAM NAIK): (a) Yes, Sir.

(b) and (c) There are twenty six sedimentary basins in India besides deep waters in East Coast, West Coast and Southern tip of India. Several of these are being explored for hydrocarbons. Hydrocarbon resources prognosticated in various basins are given in the enclosed Statement. Of these, in the basins where reserves have been established, the quantity of the balance recoverable reserves of crude oil as on 1.4.2000 are 937.72 Million Metric Tonnes (MMT).

(d) The indigenous oil production during the year 2001-2002 is estimated to be about 32.30M MT. The production for the subsequent 2-3 years would have been of a similar magnitude; however, measures enumerated below are expected to increase the production:

- (i) To improve the recovery factor from existing major fields by implementing Enhanced Oil Recovery (EOR)/Improved Oil Recovery (IOR) schemes. These would also help in accelerating oil production from the fields.
- (ii) To add reserves by exploring in the deeper layers in the producing areas.
- (iii) To explore in the new areas specially in deep water and difficult frontier areas.
- (iv) To develop faster the newly discovered oil fields.
- (v) To increase workover and stimulation operations.
- (vi) To increase exploration efforts through the New Exploration Licensing Policy (NELP).
- (vii) To increase use of 3-D seismic surveys in new and producing areas.

Statement

Hydrocarbon Resources as on 1.4.1999

Basins	Hydrocarbon Resources (Million Metric Tonne)		
	Offshore	Onland	Total
Assam-Arakan Fold Belt	—	3,180	3,180
Assam Shelf	—	18,60	1,860
Cambay	—	2,050	2,050
Cauvery	270	430	700
Krishna-Godavari	555	555	1,110
Mumbai	9,190	—	9,190
Kerala-Konkan	660	—	660
Rajasthan	—	380	380
Kutch-Saurashtra	840	210	1,050
Andaman-Nicobar	180	—	180
Bengal	30	160	190
Himalyan foothills and Ganga Valley	—	520	520
Deep water*	7,000	—	7,000
Grand Total	18,725	9,345	28,070

*Hydrocarbon resources in Deep water of East Coast likely to increase further by about 4,000 MMT as per interpretation results of reconnaissance surveys carried out by Directorate General of Hydrocarbons.

Construction of Baitu Railway Station

685. DR. JASWANT SINGH YADAV: Will the Minister of RAILWAYS be pleased to state:

(a) whether new construction and expansion work at Baitu (Rajasthan) railway station has since been started;

(b) if so, the details and the present position thereof;

(c) whether the Government propose to cancel construction work of over bridge at the station;

(d) if so, the reasons therefor; and

(e) the steps taken by the Government to remove the inconvenience being faced by the passengers?

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

(b) A new station building, S&T rooms, broad gauge high level passenger platform of 375 m. length and platform shelter (3 bays length) are in advance stage of completion. The above works are being executed in connection with the work of gauge conversion of Luni-Barmer-Munabao section.

(c) No, Sir.

(d) Does not arise.

(e) Foot-over Bridge is being constructed to remove inconvenience being faced by the passengers.

Utilisation of Gondia-Chandafort Rail Line

686. SHRI SUBODH MOHITE: Will the Minister of RAILWAYS be pleased to state:

(a) whether Gondia-Chandafort broadgauge rail line was inaugurated three years back but no mail or express train has so far been introduced on this line;

(b) if so, the reasons therefor;

(c) whether the Government have chalked out any scheme to utilise this line fully;

(d) if so, the details thereof; and

(e) the time by which this line is likely to be utilised fully?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) Two pairs of passenger trains have been introduced on the Gondia-Nagbhir-Chandafort section after completion of the gauge conversion works.

(b) Introduction of Mail/Express trains on this section is not considered due to inadequate traffic potential of the section.

(c) to (e) At present the line is being utilised to the extent of its traffic potential. Further inputs on this line will be considered as and when warranted by traffic requirements.

Interim Report by C.V.C. on Defence Deal

687. SHRI JAI PRAKASH: Will the Minister of DEFENCE be pleased to state:

(a) whether the Central Vigilance Commission probing into defence purchases, has submitted its interim report;

(b) if so, the details thereof;

(c) if not, the time by which the report is likely to be submitted; and

(d) the steps being taken by the Government to bring about transparency in the future defence deals?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) to (d) The Interim Report on the Investigation held into Defence Deals has been submitted by the Central Vigilance Commission on 7th August, 2000. The observations/findings of the Commission, in this Report, are tentative and not final.

With a view to ensuring high levels of transparency in Defence procurements/purchases, Government has ordered scrutiny/review/special audit by CVC and C&AG of all the procurements, made by the Ministry of Defence from April, 1989, onwards. The scrutiny/review are, currently, in progress. Government have issued orders, with the concurrence of the CVC/C&AG, for mandatory and time-bound scrutiny of all major procurements/purchase decisions, involving cost of above Rs. 75 crores by the C&AG and wherever necessary, by the CVC.

[English]

Amendment to Cantonment Act

688. MOHD. SHAHABUDDIN: Will the Minister of DEFENCE be pleased to state:

(a) whether the Government propose to amend the Cantonment Act;

(b) if so, the time by which a final draft is likely to be prepared in this regard;

(c) the efforts being made at different level to amend the Act; and

(d) the time by which the Bill is likely to be introduced in the Parliament?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) to (d) Yes, Sir. A comprehensive Bill is proposed to be introduced to enact a new legislation. As a new legislation is to be enacted, a definite time-frame has not been fixed, so far.

**Compensation to Farmers Evicted from
Army Land in Hyderabad**

689. SHRI SULTAN SALAHUDDIN OWAISI: Will the Minister of DEFENCE be pleased to state:

(a) whether NHRC has asked the Defence Ministry to pay Rs. 12 lakh as damages to farmers who evicted the Army land in Hyderabad;

(b) if so, whether 300 army personnel went on rampage and demolished farmers' sheds in Rhthu Bazar;

(c) if so, the action taken by the Government in this regard;

(d) whether NHRC has also asked the Government to amend the protection of Human Rights and to probe into the human rights violation by armed forces; and

(e) if so, the details thereof and the reaction of the Government thereon?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) Sir, it is true that the NHRC has given directions/recommendations to the Ministry of Defence to pay a sum of Rs. 12 lakhs as the loss to the property of the State Government of Andhra Pradesh.

(b) and (c) According to the Army Headquarters version of the incident which is at variance with NHRC's findings, vacation of the defence land in question from unauthorised occupiers was carried out by them in a peaceful manner. Hence, no action has been proposed against anybody.

(d) and (e) Yes, Sir. The NHRC have emphasised the need to empower the Commission to inquire more effectively into the violations of human rights by the armed forces. The Government has received the proceedings of NHRC only, recently. The formulation of Government's view-point, in the matter will require consultations with all the concerned authorities.

Status of Ezhimala Naval Academy

690. SHRI T. GOVINDAN: Will the Minister of DEFENCE be pleased to state:

(a) whether the Union Government have any plan to complete the construction of Naval Academy at Ezhimala in Kerala well before its scheduled period in view of its importance;

(b) if so, the details thereof; and

(c) the progress of work and the expenditure incurred thereon so far?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) and (b) Yes, Sir. The Naval Academy Project is planned to be executed over a period of eight years. The project implementation commenced after signing the consultancy agreement with the architect on 9th January 1998. The project has now been placed under fast track procedure so that it can be completed well before its scheduled date of completion.

(c) The work on the project has started in right earnest, and 30% of the pre-construction activities have been completed. Tendering action for trunk services and roads has been taken and construction work is expected to commence by early 2001. The expenditure incurred so far is:—

(i) Payment to consultant	Rs. 2.930 crores
(ii) On security and maintenance of site	Rs. 4.630 Crores
Total	Rs. 7.566 Crores

Setting up of Army College of Dental Sciences

691. SHRI Y.S. VIVEKANANDA REDDY: Will the Minister of DEFENCE be pleased to state:

(a) whether an Army College of Dental Sciences (ACDS) is being set up near Secunderabad;

(b) if so, whether this college is meant exclusively for the children of serving and retired personnel of the army;

(c) the steps being taken to ensure that students are not compelled to serve only defence forces after completing their gradation or post-graduation in dental sciences; and

(d) the time by which this college is likely to start functioning?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) The Army Welfare Education Society is setting up any Army College of Dental Sciences at Secunderabad.

(b) 34 seats are reserved, exclusively, for the children of the serving and the retired Army personnel and 6 seats are reserved for allotment to the students of Andhra Pradesh State.

(c) The students will be under no compulsion to join the Armed Forces.

(d) The College is likely to start functioning in the academic session, commencing in July, 2001.

[*Translation*]

Discovery of Small and Medium Oil Fields

692. SHRI RAJO SINGH: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the number of small and medium oil fields discovered so far, State-wise;

(b) the number of oil fields out of it proposed to be handed over to private companies for their development; and

(c) the progress made so far for the development of these oil fields?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI SANTOSH KUMAR GANGWAR): (a) to (c) Out of the large number of small and medium size fields discovered by Oil and Natural Gas Corporation and Oil India Ltd., 43 small and medium oil and gas fields in the country, including offshore area, were offered for joint venture or private participation in the first such offer of fields in 1992. Out of these, 14 oil fields have been awarded to private companies or the Joint Venture consortium having private companies as partner, and Production Sharing Contracts have been signed. The details of these fields are given in enclosed Statement I. Out of these 14 oil fields, 11 fields are under production.

In 1993, 41 medium and small size oil and gas fields were offered under the second offer. Out of these, 10 oil fields have been approved for award to private companies or their consortium. The details of these fields are given in enclosed Statement II. The PSCs have not been signed so far.

Statement I

Name of Field	State	District
Asjol	Gujarat	Mehsana
Bhandut	Gujarat	Surat
Bakrol	Gujarat	Ahmedabad
Cambay	Gujarat	Kheda
Dholka	Gujarat	Ahmedabad & Kheda
Indora	Gujarat	Ahmedabad
Lohar	Gujarat	Mehsana
Matar	Gujarat	Bharuch & Baroda
Sabarmati	Gujarat	Ahmedabad
Wavel	Gujarat	Gandhinagar
Kharsang	Arunachal Pradesh	Changlang
Ravva	East Coast Offshore	—
Panna & Mukta	West Coast Offshore	—

Statement II*Medium Size Fields*

Sl.No.	Fields	Location/State
1.	Ratna & R-Series	Mumbai Offshore
<i>Small size fields:</i>		
2.	North Kathana	Gujarat
3.	Allora	Gujarat
4.	Unawa	Gujarat
5.	Kanwara	Gujarat
6.	Dholasan	Gujarat
7.	Modhera	Gujarat
8.	Ognaj	Gujarat
9.	Sanganpur	Gujarat
10.	Amguri	Assam

*[English]***Facilities at Petrol Pumps**

693. SHRI SHEESH RAM SINGH RAVI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government are aware that the petrol pumps from Badarpur Border to Mathura on both sides do not provide 'air' and 'water' and other facilities to the motorists;

(b) if so, the reasons therefor; and

(c) the action the Government propose to take against such petrol pump owners?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI SANTOSH KUMAR GANGWAR): (a) to (c) Oil Marketing Companies have informed that the Petrol Pumps on both sides from Badarpur Border to Mathura provide facilities like air, water etc. excluding one petrol pump where building is under construction.

Flying Training Centre in West Bengal

694. SHRI MAHBOOB ZAHEDI: Will the Minister of DEFENCE be pleased to state:

(a) whether in 1998 the Union Government had leased out a land at Panagarh to Government of West Bengal for opening a Flying Training Centre in joint venture with a private organisation;

(b) whether a Foundation Stone was also laid for the purpose;

(c) if so, whether the Union Government are now backing out the sanctioned project on the plea of joint venture with a private organisation; and

(d) if so, the justification thereof?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) A proposal was received from State Government of West Bengal for transfer of 60 acres of Defence land, along with buildings at Panagarh air field of the IAF, in West Bengal on lease basis for setting up of an Aviation Institute in the joint sector. Initially, the State Government was informed that the Ministry of Defence has no objection in principle to the setting up this Institute at Panagarh and a Task Force was set up to work out the details. The proposal was examined, in detail, and it was decided that it is not possible to transfer the said land on lease to the State Government of West Bengal due to the fact that the said land has not been declared surplus by the Air Force. Also, it has been observed that there are security constraints and other legal complications in transferring this land on lease.

(b) The foundation stone was laid by the State Government on 22nd November, 1998.

(c) and (d) The matter is being reviewed *de novo* on the basis of further inputs, furnished by the State Government.

*[Translation]***Misuse of Railway Land**

695. SHRI SURESH CHANDEL: Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 4765 dated August 24, 2000 regarding misuse of land and state:

(a) whether the requisite information has since been collected;

(b) if so, the details thereof;

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

(d) if not, the reasons therefor; and

(e) the time by which the requisite information is likely to be collected?

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

(b) to (d) Do not arise.

(e) An extension of another six months has been sought for fulfilment of the Assurance.

Complementary Tickets Issued by IA and AI

696. SHRI SUNDER LAL TIWARI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the criteria laid down for issue of complementary tickets for travelling in India and abroad;

(b) the number of complementary passes/tickets issued for the journey in India and abroad by the Indian Airlines and Air India during the last three years till date, year-wise; and

(c) the cost of such complementary passes/tickets and the loss incurred on this account by these Airlines during the said period?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) Complementary tickets are normally issued by the Airlines in their commercial interests, to tour promoters, travel writers, media personnel, important commercial contacts and promotional schemes/events etc. to encourage & promote travel on the national carriers.

(b) Details are as under:—

	Air India	Indian Airlines
1997-1998	726	590
1998-1999	1164	860
1999-2000	983	955

(c) Airlines around the world issue complimentary tickets. These tickets are issued on the basis of perceived advantage/benefit to airlines. Such passages do not have revenue implications and airlines do not incur losses as these ticket holders are generally accommodated only after accommodating the revenue paying passengers.

[English]

Development of Civil Aviation Infrastructure for providing facilities

697. SHRI SAMAR CHOUDHURY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the Action Plan of the Government for the development of Civil Aviation infrastructure for providing all facilities to the air passenger to each of the States especially to North East and Sikkim;

(b) whether the private companies have been invited and negotiated for air traffic management to link up air travel from State to State under any arrangement and control;

(c) if so, the details thereof;

(d) whether small airports are under the consideration of the Government; and

(e) if so, the details of projects covered by the present Action Plan?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) Development and upgradation of infrastructure facilities to the air passengers at all the airports is a ongoing process depending upon the traffic and economic viability. In the current annual plan, Airports Authority of India (AAI) has taken up major upgradation of infrastructural facilities at an estimated cost of Rs. 432.58 crores for the airports in all the States in the country and Rs. 64.33 crores for the airports in the North East. AAI has no airport in Sikkim. Sikkim is connected through civil enclave at Bagdogra airport.

(b) and (c) Air operators are free to operate on any route/connect any place in their commercial judgement subject to compliance with the route dispersal guidelines which stipulates certain minimum operation on specified category of routes.

(d) and (e) A new airport is under construction at Kargil in Jammu and Kashmir State at an estimated cost of Rs. 33 crores.

Chambers Allotted to Lawyers

698. SHRI KALAVA SRINIVASULU: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to refer to Unstarred Question No. 2944 dated 20.12.1999 regarding Allotment of Chambers to Advocates and state:

(a) whether standard licence fee has been fixed by the Government for 141 new chambers allotted to the lawyers at Bhagwan Das Road during 1999 in view of high cost of land and construction;

(b) if not, the reasons therefor;

(c) the loss of revenue occurred on this account, allottee-wise till date;

(d) whether any enquiry has been made for the delay in taking the decision, if not, the reasons therefor; and

(e) the steps being taken to realise the fee from the allottees?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS AND MINISTER OF SHIPPING (SHRI ARUN JAITLEY): (a) to (c) and (e) As mentioned in reply to the Unstarred Question No. 2944 of 20.12.1999, the licence fee for the said chambers has been fixed provisionally as under:

No. of Chambers	Licence fee per month (provisionally)
132	Rs. 2000/- each
5	Rs. 1600/- each
4	Rs. 3500/- each

The Government of India had constituted a Committee to fix licence fee for the existing as well as new Chambers for the lawyers of the Supreme Court. The recommendations of the Committee are under consideration. Therefore, the standard licence fee for the chambers has not been fixed as yet. The Supreme Court is still charging a provisional licence fee from the allottees based on the recommendations of the above said Committee.

As the standard licence fees have not yet been finalised, it is not possible to calculate the loss of revenue, if any, to the exchequer on this count at this stage.

(d) Since the matter has been in process, no enquiry is considered necessary for delay at this stage.

[Translation]

Filling Plants of LPG

699. KUMARI BHAVANA PUNDLIKRAO GAWALI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the number of LPG filling plants in the country as on 31st December, 1999 and State-wise capacity thereof;

(b) the details of new LPG filling plants sanctioned/ approved during the last three years where work for their completion is going on even now in various phases;

(c) the details of current projects in Maharashtra along with the status thereof; and

(d) the details of new LPG filling plants proposed to be set up in Maharashtra during 2000-2001, location-wise?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI SANTOSH KUMAR GANGWAR): (a) Total number of LPG bottling plants in the country as on 1.1.2000 was 116 and the details of their capacity State-wise are given in the enclosed Statement I.

(b) At present, 58 LPG bottling plants are under construction at various stages, which have been approved during the last three years.

(c) Details of the current LPG bottling plants along with their status in Maharashtra are given in the enclosed Statement II.

(d) During the year 2000-2001, three LPG bottling plants (2 at Nasik and 1 at Nagpur), in Maharashtra, with their total capacity of 88 TMTA are expected to be commissioned.

Statement I

The number of LPG filling plants in the country (State-wise) along with their capacity as on 1.1.2000

S.No.	Name of State/UT	No. of Bottling Plants	Total Capacity (in TMTA)
1	2	3	4
1.	Andhra Pradesh	9	396
2.	Assam	4	79
3.	Bihar	3	113
4.	Delhi	2	220
5.	Goa	1	22

1	2	3	4	1	2	3	4
6.	Gujarat	8	370	16.	Rajasthan	7	140
7.	Haryana	5	330	17.	Sikkim	1	5
8.	Himachal Pradesh	1	22	18.	Tamil Nadu	10	335
9.	Jammu & Kashmir	2	36	19.	Tripura	1	5
10.	Karnataka	7	224	20.	Uttar Pradesh	17	504
11.	Kerala	5	158	21.	West Bengal	7	270
12.	Madhya Pradesh	5	232	Total		115	4506
13.	Maharashtra	14	771	<i>Union Territories</i>			
14.	Orissa	3	96	1.	Pondicherry	1	10
15.	Punjab	3	178	All Total		116	4516

Statement II*Details of New LPG Filling Plants Proposed to be set up in Maharashtra and Review of the Progress*

Bottling Plant	No. of Plants	Oil Co.	Capacity (TMTPA)	Status/Expected commissioning schedule
Nasik	—	BPC	22	Plant is under construction/ Mar., 2001
Nagpur	—	BPC	22	Plant is under construction/Mar., 2001
Vasaivirar	—	BPC	34	Land Under Procurement/Mar., 2002
Pune	—	BPC	44	Public Tender has been invited for procurement of Land/Mar., 2003
Nasik	—	HPC	44	Commissioning by Mar., 2001
Mumbai	—	HPC	22	Land identification in progress
Nandeo	—	HPC	10	Land identification in progress
Akola	—	HPC	10	Land identification in progress
Vasai	—	IOC	10	Land taking over is in progress
Total	9	—	218	

World Bank Assistance

700. SHRI NAMDEO HARBAJI DIWATHE: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have sought assistance from the World Bank for development of Railway network;

(b) if so, the amount received from the World Bank during 1998-99, 1999-2000 and 2000-2001 so far; and

(c) the details of works for which the said amount is to be utilised?

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

Ministry of Railways and Government of Maharashtra have jointly approached World Bank for funding of the Mumbai Urban Transport Project (MUTP) the rail component which shall be implemented by Mumbai Railway Viaks Corporation (MRVC).

(b) The amount received from the World Bank during 1998-99, 1999-2000 and 2000-2001 for MUTP is nil. The World Bank loan is under negotiation and is still to be finalised.

(c) Projects proposed for inclusion in the rail component of MUTP are as under:—

1. Construction of a 5th line between Santacruz and Borivali on Western Railway.
2. Construction of an additional pair of lines between Kurla and Thane.
3. Construction of an additional pair of lines between Borivali and Bhayandar.
4. Construction of an additional pair of lines between Bhayandar and Virar.
5. Optimisation of existing Western Railway Services on the through lines.
6. Optimisation of existing Central Railway services on the through lines.
7. Optimisation of Harbour lines services.
8. Conversion of Traction power supply from DC to AC.
9. Remanufacture of EMU coaches.
10. Construction of a 5th line on Kurla-Dadar-Chatrapati Shivaji Terminus Mumbai (CSTM) section.
11. Construction of a 6th line between Borivali and Santacruz.
12. Introduction of 12 car rakes on local lines of Western Railway.
13. Introduction of 12 car rakes on local lines of Central Railway.
14. Construction of new East-West Bandra-Kurla rail link.

[English]

Unauthorised Tapping of Power

701. SHRI RAGHUNATH JHA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways are unable to curb unauthorised tapping of power;

(b) if so, the reasons therefor; and

(c) the measures taken to check such theft of power?

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

(b) Does not arise.

(c) Drives/raids are conducted from time to time to remove unauthorised tapping of power, if any.

[Translation]

Inclusion of Tourism Industry in Union List

702. SHRI TUFANI SAROJ: Will the Minister of TOURISM AND CULTURE be pleased to state:

(a) whether the Government propose to include tourism industry in the Union List of the Constitution;

(b) if so, the details thereof;

(c) whether the crisis of existence has been arisen before the tourism industry due to heavy taxation and complicated licensing procedure; and

(d) if so, the step being taken by the Government to safeguard the interest of this industry?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRI ANANTHKUMAR): (a) and (b) There is no proposal to include tourism industry in the Union List of the Constitution. However, the issue of bringing Tourism to the Concurrent List has been under discussion with the States/Union Territories and concerned Ministries of the Central Government.

(c) and (d) There is no crisis of existence of tourism industry due to taxation and complicated licensing procedure. The tourism industry has been granted Export House Status and is entitled to such benefits as specified in Chapter 12 of the Hand Book of Procedures (Volume I) issued by the Ministry of Commerce, Government of

India. The matter regarding the rationalisation of tax structure has also been taken up by the Central Government with the State Governments/Union Territory Administrations in various fora such as State Tourism Ministers Conference, State Tourism Secretaries Conference and meetings of Transport Development Council of the Ministry of Surface Transport.

[English]

**Purchasing of Land by IOC
for Petrol Pumps**

703. SHRI ASHOK ARGAL: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Indian Oil had purchased the land in Madhya Pradesh during the last three years; and

(b) if so, the details thereof indicating the cost of land purchased?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI SANTOSH KUMAR GANGWAR): (a) and (b) The Indian Oil Corporation Limited had purchased land for development of retail outlets in Madhya Pradesh which include areas falling in newly created Chhatisgarh State, during the last three years, the details of which are given in the Statement.

Statement

Details of lands procured/taken on lease for development of retail outlets during last 3 years in Madhya Pradesh (which includes newly created State of Chattisgarh)

S.No.	Purpose for which land sites was purchased or taken on lease	Location				Mode of Purchase whether directly by OIL Co. or through statutory agencies
		State	District	Tehsil	Location	
1	2	3	4	5	6	7
1.	Retail Outlet	MP	Bhind	Malanpur	Malanpur	Directly by IOC
2.	Retail Outlet	MP	Guna	Chachoda	Khatkiya	Directly by IOC
3.	Retail Outlet	MP	Sehore	lochawar	Amlaha	Directly by IOC
4.	Retail Outlet	MP	Guna	Raghogarh	Maksudangarh	Directly by IOC
5.	Retail Outlet	MP	Rajgarh	Biaora	Kachnaria	Directly by IOC
6.	Retail Outlet	MP	Ujjain	Badnagar	Badnagar	Directly by IOC
7.	Retail Outlet	MP	Ratlam	Ratlam	Dhodhar	Directly by IOC
8.	Retail Outlet	MP	Ratlam	Ratlan	Dhonswas	Directly by IOC
9.	Retail Outlet	MP	Guna	Mungaoli	Mungaoli	Directly by IOC
10.	Retail Outlet	MP	Guna	Ashok Nagar	Ashok Nagar	Directly by IOC
11.	Retail Outlet	MP	Jhabua	Alirajpur	Alirajpur	Directly by IOC
12.	Retail Outlet	MP	Jhabua	Jhabua	Indore Road Jhabua	Directly by IOC
13.	Retail Outlet	MP	Hoshangabad	Pipraia	Sandia	Directly by IOC
14.	Retail Outlet	MP	Hoshangabad	Hoshangabad	Dolania	Directly by IOC
15.	Retail Outlet	MP	Rajgarh	Rajgarh	Talen Nagar	Directly by IOC
16.	Retail Outlet	MP	Gwalior	Dabra	Dabra Bhitwar	Directly by IOC

1	2	3	4	5	6	7
17.	Retail Outlet	MP	Shivpuri	Kolaras	Deharda Crossing	Directly by IOC
18.	Retail Outlet	MP	Shivpuri	Shivpuri	Shivpuri NH-3	Directly by IOC
19.	Retail Outlet	MP	Ratlam	Ratlam	Jaora Kachroad	Directly by IOC
20.	Retail Outlet	MP	Khandwa	Narmda Nagar	Narmda Nagar	Directly by IOC
21.	Retail Outlet	MP	Khandwa	Burhanpur	Asirgarh	Directly by IOC
22.	Retail Outlet	MP	Shivpuri	Karera	Karera	Directly by IOC
23.	Retail Outlet	MP	Khargone	Satrati	Satrati	Directly by IOC
24.	Retail Outlet	MP	Neemuch	Neemuch	Harkyakhal	Directly by IOC
25.	Retail Outlet	MP	Neemuch	Malhargarh	Narayangarh	Directly by IOC
26.	Retail Outlet	MP	Raisen	Begumganj	Begumganj	Directly by IOC
27.	Retail Outlet	MP	Rajgarh	Sarangpur	Pachore	Directly by IOC
28.	Retail Outlet	MP	Bhind	Raun	Raun	Directly by IOC
29.	Retail Outlet	MP	Shivpuri	Pohri	Pohri	Directly by IOC
30.	Retail Outlet	MP	Khargone	Barwaha	Bairya	Directly by IOC
31.	Retail Outlet	MP	Dhar	Manawar	Dhamnod	Directly by IOC
32.	Retail Outlet	MP	Dewas	Dewas	Dewas Shajapur	Directly by IOC
33.	Retail Outlet	MP	Ratlam	Ratlam	Ratlam-Saturunda	Directly by IOC
34.	Retail Outlet	MP	Jabalpur	Jabalpur	Jabalpur	Directly by IOC
35.	Retail Outlet	MP	Chhatarpur	Rajnagar	Bamitha	Directly by IOC
36.	Retail Outlet	MP	Chhatarpur	Vijawar	Badamalhera	Directly by IOC
37.	Retail Outlet	MP	Sagar	Sagar	Sironja, Sagar	Directly by IOC
38.	Retail Outlet	MP	Satna	Amarpatan	Amarpatan	Directly by IOC
39.	Retail Outlet	MP	Satna	Raghurajnagar	Satna	Directly by IOC
40.	Retail Outlet	MP	Panna	Panna	Panna	Directly by IOC
41.	Retail Outlet	MP	Chhatarpur	Khajroho	Khajroho	Directly by IOC
42.	Retail Outlet	Chhattisgarh	Bilaspur	Bilaspur	Hirri	Directly by IOC
43.	Retail Outlet	Chhattisgarh	Durg	Durg	Patan	Directly by IOC
44.	Retail Outlet	Chhattisgarh	Korba	Korba	Urga	Directly by IOC
45.	Retail Outlet	MP	Umaria	Bandhavgarh	Bandhavgarh Tala	Directly by IOC
46.	Retail Outlet	Chhattisgarh	Kawardha	Pandaria	Pandaria	Directly by IOC
47.	Retail Outlet	MP	Shahdol	Kotma	Kotma	Directly by IOC
48.	Retail Outlet	Chhattisgarh	Janjgir Charr	Navgarh	Sheorinarayan	Directly by IOC
49.	Retail Outlet	Chhattisgarh	Raipur	Raipur	Siltara	Directly by IOC
50.	Retail Outlet	Chhattisgarh	Raigarh	Kodatarai	Kodatarai	Directly by IOC

Owner of the site	Area in Sq. meter	Rate per Sq. Mtr/lease rent	Total Cost (In Rupees)
8	9	10	11
MPAKVN Govt. Land	2323.4	1250 p.m.*	On lease
Smt. Sunita Mundra	3066.9	5000 pm.*	On lease
Sh. Yusuf Ali	2091.1	4000 p.m.*	On lease
Sh. Heerendra Singh	1672.9	2200 p.m.*	On lease
Smt. Uma Devi & Pushpa Devi Mundra	17003	78.6	1333742/-
Sh. Irfan Ahmed	1756.4	379.3	666225/-
Shri Subhash Chand Morar	3365.4	290.5	977724/-
Shri Nazir Mohammad	1784.4	349.7	873600/-
Smt. Sunita Jain	3485.1	161.4	562500/-
Sh. Ajitsingh Raghuvnashi	3717.5	699.4	2600000/-
Sh. Motilal Rathod	2788.1	312.0	870000/-
Sh. Kamal K. Aggarwal	4646.8	312.0	1450000/-
Sh. Rasmeet Singh Malhotra	3796.5	301.3	1143000/-
Sh. Surendra Singh Rajput	2699.6	226.0	610000/-
Sh. Dhanraj Dhabli	2091.1	430.4	900000/-
Sh. Sanjay Goel & Sh. Prashant	2091.1	387.4	810000/-
Sh. Manmohan Singh	2091.1	182.9	382500/-
Smt. Raghumir Charanjeet Singh	3717.5	118.4	440000/-
Smt. Sunita Devi Morar	2091.1	344.3	720000/-
Sh. Rasmeet Singh Malhora	2091.1	376.6	787500/-
Sh. Rupinder Keer	3717.5	398.1	1480000/-
Sh. Anand Kumar Jain	3717.5	161.4	600000/-
Sh. Nilesh Dwarkadas & Others	4182.2	484.2	2025000/-
Sh. Hafeez Mohd.	2091.1	333.6	697500/-
Sh. Satyanarayan/Balram Mundra	2788.1	269.0	750000/-
Sh. Amarchand Munshi	2091.1	215.2	450000/-
Sh. Krishna Goyal	2509.3	699.4	1755000/-
Sh. Rampal Singh Kushwaha	2091.1	53.8	112500/-
Sh. Kailash Gaur	2091.1	269.0	337500/-
Sh. Omkar	2091.1	150.6	315000/-

8	9	10	11
Sh. K. Jamnadas Saraf & K Mahajan	10120.7	172.9	3563000/-
Sh. B.S. Khanuja	11740.0	301.3	3059580/-
Sh. Abhay Mehta & Others	15140.6	148.2	2244000/-
Smt. Sandhya Kiran Jail & Naresh K. Jain	20241.5	148.2	30,00,000/-
Sh. Niraj Kumar & Piyush Agrawal	3252.8	430.4	14,00,000/-
Sh. Rakesh Asati	2788.1	269.0	7,50,000/-
Sh. Mahendra K. Jain	20363	101.27	20,50,000/-
Sh. Rama Govind Singh	2091.08	161.4	3,37,500/-
Smt. Sueeta Bansal	2899.63	301.3	8,74,000/-
Smt. Chandra K. Raghuvanshi	1988.85	807.0	16,05,000/-
Sh. Manoj Kumar Patel	1974.91	1022.2	19,11,875/-
Collector Bilaspur (Premium Rs. 238.40/- per sq metre to State Govt.)	4182.2	6235 p.m.*	1072557/-
Sh. Basant K Mishra, Santosh K. Mushra Kailash K. Mishra	2453.5	101.9	2,50,000/-
Sh. J.S. Paul	3717.5	201.75	7,50,000/-
Sh. Devideen Bagia	2091.07	215.2	4,50,000/-
Sh. Ranjan	4048.3	61.75	2,50,000/-
Sh. Gopiram Agrawa, Gajanand Agrawal Pawan K. Agrawal	1510.2	5000 p.m.*	On lease
Sh. Pawan K. Sultaniya	1951.7	3800 p.m.*	On lease
MPAKVN-Govt. Land	20241.5	74.1	13,80,146/-
Sh. Natwarlal Gupta	17367.2	74.85	13,00,000/-

*Note: p.m. means 'per month'

[Translation]

Discrepancy in Issuance of I-Cards to Non-Gazetted Employees of Defence

704. SHRI ANANTA NAYAK: Will the Minister of DEFENCE be pleased to state:

(a) whether the identity cards issued to non-gazetted employees working in Defence Ministry are valid for their place of work only whereas officers have been issued open identity cards;

(b) if so, the justification thereof; and

(c) the steps being taken to remove the discrepancy?

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

(b) and (c) The nature of duties and responsibilities vary between non-gazetted employees and officers working in the Ministry of Defence. The work assigned to non-gazetted employees is departmental specific and physical interaction with other departments is not necessary. On the other hand, officers are required to attend meetings and discussions with various branches of the Ministry of Defence located in different buildings. As the system is based on functional and security considerations, there is no need to make any changes in the existing system.

**Exemption to NCC 'C' Certificate Holders from
Appearing in Written Test for IMA**

705. SHRI RAMCHANDER BAINDA: Will the Minister of DEFENCE be pleased to state:

(a) whether the Government have exempted all the holders of N.C.C. 'C' certificate from appearing in the written test for Indian Military Academy (I.M.A.);

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

(c) the time by which this decision is likely to come in force; and

(d) its likely impact on the quality of military institutions?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) No, Sir, there is no such exemption.

(b) to (d) Do not arise in view of (a), above.

[English]

Calculation of Dealers' Commission

706. SHRI ADHIR CHOWDHARY: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether average monthly sales of 50 KL MS and 150 KL HSD is taken into account for calculating dealers commission and different cost components of petrol pumps;

(b) if so, the objective of considering 80 KL combined through put in volume/Distance (V/D) norms for justifying additional locations in some particular markets;

(c) whether the higher combined sales is economical or encourage malpractices in the trade; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI SANTOSH KUMAR GANGWAR): (a) The dealers' commission approved for retail outlets of MS/HSD is based on an average thruptut of 2424 KL per retail outlet per annum, based on a nationwide survey.

(b) No such proposal was considered in calculation of Dealers' Commission.

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

Prices of Naphtha

707. SHRI. M.V. CHANDRASHEKHARA MURTHY: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the rapid increase in the prices of Naphtha and solvents would not give heavy profits to private sector oil companies and importers; and

(b) if so, whether the Government propose to impose additional excise duties etc. to make the cost and selling prices of Naphtha similar in all the States/Union Territories?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI SANTOSH KUMAR GANGWAR): (a) The prices of both crude oil and Naphtha have increased steeply in the international market over past 18 months. As crude oil accounts for substantial part of production cost in a refinery and since prices of crude oil has also increased sharply, costs of sourcing of Naphtha, both through import and from domestic refineries, have also increased accordingly. Thus, heavy profit to private sector oil companies and importers marketing Naphtha does not arise.

(b) Does not arise in view of (a) above.

Policy for Oil PSUs

708. DR. RAMESH CHAND TOMAR: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether it is the policy of the Government to make the oil Public Sector Undertakings (PSUs) to face the emerging competition during the changing scenario of privatisation;

(b) if so, whether the Government propose to decentralise the powers;

(c) if so, whether dual operation of oil PSUs retail outlets would adversely effect its efficiency; and

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

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS AND MINISTER OF

STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI SANTOSH KUMAR GANGWAR): (a) Yes, Sir.

(b) The Government have decontrolled marketing of all petroleum products except Motor Spirit, High Speed Diesel, LPG (Domestic), Kerosene (PDS), Aviation Turbine Fuel which are presently controlled. The Administered Pricing Mechanism (APM) is scheduled to be dismantled by 31st March, 2002.

(c) and (d) As per the existing policy, dual operation of retail outlets is not permitted.

Cargo and Passenger Services

709. SHRI MOINUL HASSAN:
SHRI SURESH RAMRAO JADHAV:

Will the Minister of SHIPPING be pleased to state:

(a) the time by which Calcutta-Allahabad National Waterway through Farakka is likely to be opened to passenger and goods traffic;

(b) whether the siltation problem at the mouth lock channel at Farakka has come to the notice of the concerned authorities;

(c) if so, whether the Inland Waterways Authority of India and the Central Inland Waterways Transport Corporation are still entrusted with the job of dredging the channel; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI HUKUMDEO NARAYAN YADAV):

(a) The Haldia-Calcutta-Patna Stretch of NW-1 is open for navigation for passenger and goods traffic by vessels upto 1.8 m draft for about 330 days in a year. Action has been initiated to provide the waterway in Patna-Allahabad reach for vessels with 1.8 m draft for operation of 300-330 days in a year.

(b) to (d) Dredging of lock channel was undertaken by Inland Waterways Authority of India. The Channel has already been dredged to the required depth of 2 meters.

Mixing of Methyl Tertiary In Petrol for Reducing Pollution

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

(a) whether the Government is considering a proposal of mix methyl tertiary in petrol in order to reduce the increasing level of pollution; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI SANTOSH KUMAR GANGWAR): (a) and (b) Addition of Oxygenates, like Methyl Tertiary Butyl Ether (MTBE) is already allowed, as per BIS specifications for Petrol. Oxygenates belonging to the category of Ethers like MTBE can be added upto maximum of 15% by volume, in Petrol.

Excavation Work by ASI

711. MOHAMMAD ANWARUL HAQUE:
SHRI SUKDEO PASWAN:
SHRIMATI KANTI SINGH:

Will the Minister of TOURISM AND CULTURE be pleased to state:

(a) whether the ASI has not reported completion of any excavation work of various sites in hand alongwith the amount spent on each of the completed work site; and

(b) if so, the details thereof?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRI ANANTH KUMAR): (a) The Archaeological Survey of India has 22 ongoing excavations. The mandatory report of each of these excavations has been received.

(b) The details of expenditure in respect of completed excavations are given in the enclosed Statement.

Statement

State-wise Details of Sites Excavated by Archaeological Survey of India during the last three years : 1997-98, 1998-99 & 1999-2000

	Name of the site	Status	Expenditure Incurred		
			1997-1998	1998-1999	1999-2000
Goa					
1.	St. Augustine Church, Distt. North Goa	Completed	332,969.00	199,998.00	—
Haryana					
1.	Rakhigarhi, Distt. Hissar	Completed	2,300,000.00	2,895,000.00	2,950,000.00
Jammu & Kashmir					
1.	Kanispur, Distt. Baramulla	Completed	—	—	495,000.00
2.	Jafar Chak, Distt. Jammu	Completed	—	190,000.00	—
3.	Guru Baba-ka-Tibba, Distt., Jammu	Completed	75,000.00	—	—
Madhya Pradesh					
1.	Chichali, Distt. West Nimar	Completed	—	1,325,072.00	1,824,826.00
2.	Ubhariya, Distt. Betul	Completed	—	200,000.00	—
3.	Sanchi, Distt. Raisen	Completed	100,000.00	45,544.00	163,899.00
4.	Kotwal (Kutwar) Distt. Morena (M.P.)	Completed	225,000.00	119,856.00	38,399.00
5.	Satdhara, Distt. Raisen	Completed	100,000.00	32,250.00	101,093.00
6.	Bijamandal Mound, Khajuraho, Distt. Chhattarpur	Completed	—	202,820.00	206,584.00
Maharashtra					
1.	Paithan, Distt. Aurangabad	Completed	195,512.00	224,981.00	—
Tamil Nadu					
1.	Shore Temple Complex, Distt. Kanchipuram	Completed	90,000.00	110,000.00	50,000.00
Uttar Pradesh					
1.	Bisokar, Distt. Ghaziabad	Completed	—	600,000.00	—
2.	Sravasti (Mateh), Distt. Bhardach	Completed	825,000.00	525,000.00	—
3.	Bhaita, Distt. Allahabad	Completed	113,060.00	—	—
4.	Sankisa, Distt. Farrukhabad	Completed	250,000.00	—	—
5.	Fatehpur Sikri, Distt. Agra	Completed	—	—	467,295.00
6.	Sapur, Distt. Gonda	Completed	—	149,986.00	—
West Bengal					
1.	Chandraketugarh, Distt. North 24 Paragans	Completed	—	—	282,835.00

[Translation]

Participation of Voluntary Organisations in Cultural Schemes

712. SHRI JAIBHAN SINGH PAWAIYA: Will the Minister of TOURISM AND CULTURE be pleased to state:

(a) the details of cultural schemes in which the charitable/voluntary organisations are participating;

(b) the amount allocated and spent on these schemes during each of the last three years; and current year; and

(c) the manner in which the implementation of these schemes is being monitored?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRI ANANTH KUMAR): (a) to (c) The information sought for is being collected and will be laid on Table of the House.

[English]

India Festivals Abroad

713. SHRI SHAMSHER SINGH DULLO: Will the Minister of TOURISM AND CULTURE be pleased to state:

(a) whether every year "India Festivals" are organized in different parts of the world for promoting Indian Arts and Culture;

(b) if so, the details including amount incurred thereon and number of Artists/Members of Cultural Groups, Organizers and Officers sent abroad for participating in the said "India Festivals" and "International Cultural Meets" during the last three years, year-wise;

(c) the number of SCs/STs persons among them; and

(d) the reasons for not giving adequate representation to SCs/STs?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRI ANANTH KUMAR): (a) Festivals of India are organized abroad on the basis of bilateral agreement between the two countries. So far, the following Festivals of India were organized: (i) U.K-1982 (ii) France-1985-86 (iii) USA-1985-86 (iv) Sweden-1987 (v) USSR-1987-88 (vi) Japan-1988 (vii) Germany-1991 (viii) China-1994 (ix) Thailand-1995-96:

(b) No Festival of India was organized during the last three years.

(c) and (d) Do not arise.

Theft of Antiques

714. SHRI P.S. GADHAVI: Will the Minister of TOURISM AND CULTURE be pleased to state:

(a) whether thefts of antiques are rising now a days;

(b) if so, the number of case of thefts reported during the last three years, State-wise;

(c) the number of antiques recovered State-wise; and

(d) the steps taken to prevent such thefts?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRI ANANTH KUMAR): (a) Government are aware of a few cases of theft of antiquities.

(b) The number of case of thefts reported during the last three years, State-wise are:

(1) Andhra Pradesh	1
(2) Delhi	1
(3) Gujarat	1
(4) Karnataka	1
(5) Madhya Pradesh	9
(6) Rajasthan	13
(7) Tamil Nadu	1
(8) Uttar Pradesh	4

(c) The number of antiquities recovered during the last three years, State-wise is as follows:—

(1) Madhya Pradesh	40
(2) Rajasthan	3
(3) Uttar Pradesh	7

(d) Measures have been taken by the Archaeological Survey of India in concert with the enforcing agencies like the Directorate of Revenue Intelligence, Central Bureau of Investigation, Customs and the State Governments to check the theft of antiquities by intensifying checking at customs exit points, as well as by strict enforcement of the Antiquities and Art Treasures

Act, 1972. Armed Guards have also been deployed at the selected centrally protected monuments and museums under the Archaeological Survey of India.

Encroachment/Illegal Construction in Historical Monuments

715. SHRI R.S. PATIL:
SHRI KHARABELA SWAIN:
SHRI HARIBHAI CHAUDHARY:

Will the Minister of TOURISM AND CULTURE be pleased to state:

(a) whether a number of monuments/worship places are in danger due to illegal encroachments and illegal construction inside them;

(b) if so, the details thereof;

(c) whether the Government are aware the various monuments/worship places are being over shadowed by construction of high rise buildings near them;

(d) if so, the details thereof; and

(e) the steps taken for the protection of the said monuments worship places?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRI ANANTH KUMAR): (a) and (b) As per available information there are 184 cases of encroachments and unauthorized constructions in and around the centrally protected monuments. Details are given in the enclosed Statement I.

(c) Yes, Sir.

(d) A list is attached as Statement II.

(e) After observing that high-rise buildings are coming up near the protected monuments and overshadowing them, the Central Government issued Amendment Rules, 1992 under the Ancient Monuments and Archaeological Sites and Remains Rules, 1959 declaring 100 meters area from the protected limits as prohibited for construction

and mining purposes and further beyond 200 metres as regulated wherein construction or mining is permissible only after obtaining permission from the Director General, Archaeological Survey of India.

Statement I

Sl.No.	Name of Circle	Number of monuments Encroached
1.	Agra	16
2.	Aurangabad	28
3.	Bangalore	05
4.	Bhopal	09
5.	Bhubaneshwar	08
6.	Calcutta	07
7.	Chennai	02
8.	Chandigarh	13
9.	Delhi	24
10.	Dharwar	05
11.	Goa	Nil
12.	Guwahati	03
13.	Hyderabad	05
14.	Jaipur	11
15.	Lucknow	16
16.	Patna	02
17.	Trissur	NIL
18.	Vadodara	18
19.	Srinagar	12
Total:		184

Statement II**List of Centrally Protected Monuments/Sites
Overshadowed by High Rise Buildings**

Sl.No.	Name of the Circle	Name of monuments/sites
1.	Calcutta Circle	(1) Temple of Basauli, Nanoor (2) Damodar Temple, Suri, Birhum (3) Group of Temple Kalna, Birbhum
2.	Delhi	(1) Jantar Mantar (2) Ugrasain-ki-Baoli at Helly Road
3.	Vadodara	(1) Shah Alam Mosque, Ahmedabd

Protection of Harappan Site at Dholavira

716. SHRI G.J. JAVIYA: Will the Minister of TOURISM AND CULTURE be pleased to state:

(a) whether a notification was issued to invite objections to protect the Harappan site at Dholavira in Gujarat;

(b) if so, the details of objection received;

(c) the action taken by the Government thereon;

(d) the amount released till date for maintenance of the site at Dholavira; and

(e) the time by which this is likely to be declared as a National Monument?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRI ANANTH KUMAR): (a) A preliminary notification inviting objections has been issued under the provisions of the Ancient Monument and Archaeological Sites and Remains Act, 1958.

(b) and (c) The District authorities have pointed out that portion of the land proposed for protection is notified reserved forest land. Action has been initiated to denotify the forest land.

(d) An amount of Rs. 16.15 Lakhs has been spent on conservation of excavated remains upto March, 2000

and an amount of Rs. 5.07 Lakhs has been allocated for this purpose during the year 2000-2001.

(e) In view of the various stages involved in the finalization of the notification process with the State Government, it may not be possible to indicate any specific time frame in this regard.

[Translation]

Voting Through E-Mail

717. DR. SANJAY PASWAN:
SHRI PAWAN KUMAR BANSAL:

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

(a) whether the Government propose to adopt the procedure of voting through E-Mail on the lines of western countries for Lok Sabha, Legislative Assembly and other elections;

(b) if so, the details thereof; and

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

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS AND MINISTER OF SHIPPING (SHRI ARUN JAITLEY): (a) No, Sir.

(b) and (c) Does not arise.

[English]

Allotment of Petrol Pumps and Gas Agencies in Maharashtra

718. SHRI SHIVAJI VITHALRAO KAMBLE:
SHRI NAMDEO HARBAJI DIWATHE:

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

(a) the total number of petrol pumps and gas agencies working in Maharashtra at present District-wise;

(b) the number of petrol pumps and gas agencies allocated under the Scheduled Castes and Scheduled Tribes quota during the last three years location-wise;

(c) whether the Government propose to give more licences of petrol pumps and gas agencies in Maharashtra by the end of the current year; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI SANTOSH KUMAR GANGWAR): (a) As on 1.4.2000, there were 1692 retail outlets and 742 LPG distributorships in operation in the State of Maharashtra.

(b) 2 retail outlet dealerships and 7 LPG distributorships have been allotted to Scheduled Castes/Scheduled Tribes in Maharashtra during the last three years (1997-98, 1998-99 and 1999-2000).

(c) and (d) 84 retail outlet dealerships and 124 LPG distributorships have been included in the Marketing Plans for 1996-98 for Maharashtra. Some more retail outlet dealerships and LPG distributorships will be set up on the basis of economic feasibility surveys.

[Translation]

Works under Aviation Scheme

719. SHRI MANSINH PATEL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the works completed under the aviation schemes during the Ninth Plan;

(b) the expenditure incurred in this regard, scheme-wise and year-wise; and

(c) the names of development works carried out with this amount during the current year?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) to (c) Projects relating to installation of various Communication Navigation and Surveillance (CNS) aids, such as, Digital Airport Terminal Information Service (DATIS), Doppler Very High Frequency Omni Range (DVOR), Distance Measuring Equipment (DME), Instrument Landing System, Computers, Airport Surveillance Radars (ASR), Monopulse Secondary Surveillance Radars (MSSR), Non Directional Beacon (NDB), Digital Voice Tape Recorders (DVTR) along with other accessories were completed during the last three and half years in the Ninth Plan. Under the above CNS scheme, an amount of Rs. 19.75 crores in 1997-98, Rs. 88.25 crores in 1998-99 and Rs. 35.28 crores in 1999-2000 was spent. On

this scheme, a sum of Rs. 63.77 crores has been spent during the current year 2000-2001 upto October, 2000.

Projects pertaining to construction of new terminal complex, extension of runway, modification of terminal building, resurfacing of runway, taxiway, extension of apron, installation of aerobridges, construction of administration block and associated pavement, works were carried out during the Ninth Plan so far. An expenditure to the extent of Rs. 35.18 crores in 1997-98, Rs. 37.66 crores in 1998-99 and Rs. 66.42 crores in 1999-2000 was incurred under these projects on the domestic airports. A sum of Rs. 16.97 has been spent so far upto October, 2000 during the current financial year. On the international airports, Rs. 118.05 crores in 1997-98, Rs. 109.50 crores in 1998-99 and Rs. 151.11 crores in 1999-2000 were incurred on the above said works. An amount of Rs. 69.44 crores was spent during the current financial year. The important major works undertaken are Construction of new international terminal Complex at Chhatrapati Shivaji International Airport, Mumbai, Modification of Terminal II at Netaji Subhas Chandra Bose International Airport, Calcutta, Export Cargo Phase II at Indira Gandhi International Airport, Administration Block in Chennai and air conditioning of Terminal II at Trivandrum International Airport.

[English]

Railway Projects in West Bengal

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

(a) the details and the present status of the ongoing railway projects in West Bengal;

(b) the expenditure incurred thereon so far, project-wise; 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) Present status of the ongoing railway projects in West Bengal including the expenditure incurred on each of these projects till March 2000 is given in the Statement.

Target dates for completion wherever available have been indicated in the status of the project.

Statement

Sl. No.	Project	Cost	Expenditure Upto March, 2000	Budget Outlay 2000-01	Remarks
(Amount in Crores of Rupees)					
1	2	3	4	5	6
On-Going Railway Projects in West Bengal					
<i>New Lines</i>					
1.	Tarakeshwar-Bishnupur	260.00	0.00	22.00	New work included in the Budget 2000-01. Final location survey has been taken up. Land acquisition is in progress.
2.	Bongaon-Petrapole	6.70	3.70	1.00	The work has been completed. Work for station yard and electrification of Bongaon and Petrapole has been sanctioned as material modification to main work.
3.	Eklakhi-Balurghat	128.00	46.90	50.00	Earthwork and bridge work have been completed in the first block section from Eklakhi to Gazol (14 km). 80% of earthwork has also been completed from Gazol to Buniadpur (km 14 to 28) where land was available in patches. Land acquisition has been completed for 72 Kms. Balance 14 Kms is likely to be completed by January, 2001. Tenders for earthwork and bridges are under finalisation. Eklakhi-Gazol (14 km) will be completed as per target by 31.3.2001.
4.	Howrah-Amta	120.00	37.42	17.00	Howrah-Bargachia was completed long ago. Bargachia to Munishirhat (8 km) has been completed. Land acquisition papers have been submitted for Munshirhat-Amta (11 km). Work will be proposed as soon as land becomes available. Final Location Survey for Bargachia-Champadanga will be taken up next year.
5.	Laxmikantapur-Namkhana	105.92	56.21	15.00	The work is in progress in phases, first phase being Laxmikantapur to Kakdweep. The section from Laxmikantapur to Kashinagar (31 km) has already been opened to traffic. The work is in progress between Kashinagar and Kakadweep (3.5 km). All land has been acquired. The phase-I work will be completed by 30.11.2000. The land acquisition for Phase-II from Kakdweep to Namkhana (13.5 km) has been taken up and is likely to be taken over by 28.02.2001.
6.	Mandarhill-Rampurhat via Dumka	170.47	4.46	4.00	Final location- survey has been completed. Preparation of land acquisition plan & papers is progress construct for 2 major bridge has been awarded. Land acquisition papers for 23 km

1	2	3	4	5	6
					stretch from Mandarhill side have been submitted to State Government. The work would be started once the land is made available by the State Government.
7.	New Maynaguri-Joggigopa	733.00	0.00	6.00	New work included in the Budget 2000-01. Preliminary arrangements for starting FIS are on.
8.	Tamluk-Digha	225.00	50.79	100.00	Earthwork and minor bridges are in good progress. Land has been acquired for entire length. Fabrication of girders is in progress. Substructure of Haldi bridge has been completed. Superstructure is in progress. The work is targeted to be completed in financial year 2000-2001.
	<i>Gauge Conversion</i>				
1.	Bankura-Damodar River Project	100.00	3.00	40.00	Earthwork and minor bridges have been finalised for Sections I to X & XII. MR has desired completion of this work in 2 years time and all efforts are being made to do so, subject to availability of funds in the coming years.
2.	New Jalpaiguri-Siliguri	535.88	48.00	80.00	Requisite clearances have since been received. Contract for earthwork and bridge over 230 kms has been awarded and work is in progress. The tenders for another 50 km stretch are under finalisation. For fabrication of steel girders, orders have been placed on Engineering Workshops of Central, Western and Eastern Railways.
	<i>Doubling</i>				
1.	Barasat-Hasanabad doubling with electrification PH-I (Barasat-Sondalia)	27.00	0.00	5.00	New work included in the Budget 2000-01. Tenders floated.
2.	Kalinarayanpur Krishnanagar	40.00	0.00	5.00	New work included in the Budget 2000-01. FIS completed. Tender for earth work and bridges completed.
3.	Panskura-Haldia PH-I (Panskura-Rajgoda)	48.00	0.00	2.00	New work included in the Budget 2000-01. Detailed planning has been taken up.
4.	Sonarpur Canning PH-1 (Sonarpur-Ghutuari Sharif)	36.00	0.00	6.00	New work included in the Budget 2000-01. FIS completed. Tenders for earth work and bridges finalised and work commenced.
5.	Aluabari Road-Kishanganj	49.30	44.30	5.00	The work has been completed and commissioned.
6.	Baruipur-I (Baruipur-Dakshni Barasat)	49.00	0.00	5.00	new work included in the Budget 2000-01. FIS completed. Tender for earth work and bridges finalised and work commenced.

1	2	3	4	5	6
7.	Bolpur-Ahmedpur	49.00	0.00	1.80	New work included in the Budget 2000-01. Preparation of Plans and estimate is under progress.
8.	Budge Budge-Akra PH I	10.37	5.37	5.00	The work has been completed and commissioned.
9.	Chandanpur-Gurup 3rd line	23.82	13.82	10.00	Work is in progress and Cheragram-Gurap (5km) has been commissioned. Chandanpur-Belmuri section is targeted to be completed by Dec-2000. The work is targeted for completion by 28.02.2002 subject to availability of resources.
10.	Gurup-Shaktigarh 3rd line	41.53	4.10	10.00	The plans have been finalised. Tenders are being finalised.
11.	Guskara-Bolpur PH III	28.02	20.25	7.00	The work is in progress. The section from Guskara to Pitchkuridhal (5.5 km) has been completed & work in the rest of the sections will be completed by 31.03.2001.
12.	Jhapatardal-Guskara PH-II	11.46	10.46	0.33	Work has been completed.
13.	Khana-Santhia Phase-I	12.07	11.07	1.00	This work was earlier held up first due to court case and contractual problems and then due to release of excess water by DVC leading to flooding of area. Substructure of fly-over bridge completed. The work is now expected to be completed by Dec. '2000.
14.	Kishanganj Dalkolha	43.73	28.73	15.00	Two block sections Kisanganj-Hatwar-Kanki (14 kms) have been commissioned and rest will be completed by Dec. '2000.
15.	New Alipur-Akra Ph-I	16.17	2.00	10.00	The plans have been finalised. Tender for earth work blanketing and minor bridges awarded.
16.	Sahibganj-New Farakka-Malda	62.35	61.35	1.00	The work has been completed and commissioned.
17.	Tarakeshwar-Sheoraphulli PH-I (Sheoraphulli-Nalikul)	41.00	0.00	2.00	New work included in the Budget 2000-01. FIS completed. Tender for earth work and bridges are under finalisation.
<i>Metropolitan Transport Project</i>					
1.	Circular Railway Including Dum-Dum-Tala electrification	192.90	48.94	45.00	Work has commenced in Princepghat-Majerhat section. Alignment from Dum Dum to NSC Bose Airport has been finalised. Negotiations with M/s. Jessop & Co. are in progress for acquisition of land for the project. Target date for completion of the project is March, 2004.
2.	Dum-Dum-Garia Design and Construction of Rapid Transit System	2401.69	1676.86	150.50	Metro Railway from Dum Dum to Tallyganj was commissioned on 27.9.1995. Extension of project from Tollyganj to Garia is in progress at various stages. Target date for completion of the Project is March, 2005.

1	2	3	4	5	6
3.	Electrification- Hasanabad to Barasat	37.70	4.50	25.00	Contracts for all works already awarded. Casting of foundations and raising and extension of platforms is in progress. Target date for the completion of the project is March, 2002.
4.	Ranaghat-Bangaon Electrification	14.78	9.01	5.00	Wiring work started. Target date for the completion of the project is March, 2001.
5.	Rangaghat-Gede Electrification	32.35	16.29	15.00	Mast erection and cantilever assembly work is in final stage. Target date for the completion of the project is March, 2001.
<i>Railway Electrification</i>					
1.	Adra-Midnapur	84.41	70.24	5.00	Works completed and residual job is in hand.
2.	Bandel-Katwa	49.26	44.43	2.54	Work completed Residual jobs in hand.
3.	Kharagpur Bhubanesar incl. Talcher-Paradeep	323.48	115.45	40.05	This work was earlier planned under BOLT. However, owing to high rates and unacceptable conditions, it has been decided in Feb., 97 to take up the work with railway funds. 56 RKMs energised upto 31.3.2000. This work is now targeted for completion by March, 2003.
4.	Krishnagar- Lalgola	72.12	0.00	5.50	New work included in the Budget. Detailed estimate to be submitted by Railway in Board office.

Production of Natural Gas from Tapti Fields

721. SHRI DILEEP SANGHANI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether an assessment of availability of natural gas from Tapti fields has been made;

(b) if so, the details thereof; and

(c) the projects to which this gas has been allocated?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI SANTOSH KUMAR GANGWAR): (a) and (b) Yes, Sir. Initial gas in place of Mid & South Tapti field has been estimated to be about 106.3 Billion cubic metres as on 1.4.2000.

(c) Presently, the entire average daily production of 5.4 million cubic metres per day (MMCMD) of gas from the Tapti field is being co-mingled with gas from ONGC fields and supplied to various consumers ex-Hazira and along the Hazira-Bijapur-Jagdishpur (HBJ) pipeline system.

Railway Projects in Gujarat

722. SHRI SAVSHIBHAI MAKWANA: Will the Minister of RAILWAYS be pleased to state:

(a) the names and the present status of various congoing/pending railway projects in Gujarat along with funds earmarked and expenditure incurred thereon so far, project-wise; and

(b) the time by which these projects are likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) and (b) The names and the present status of various ongoing pending railway projects in Gujarat along with funds earmarked and expenditure incurred thereon till March, 2000 is given the enclosed Statement.

Target Dates where-ever decided are indicated in the status of the projects.

Statement

Sl. No.	Project	Cost	Expenditure Upto March, 2000	Budget Outlay 2000-01	Status of work
		(Amount in Crores of Rupees)			
1	2	3	4	5	6
On-Going Railway Projects in Gujarat					
New Lines					
1.	Gandhinagar-Adrej Moti-Kalol	52.00	0.00	2.00	New work included in the Budget 2000-01. Final location survey has been completed. Preparation of plans and estimate is in progress.
2.	Godhra-Indore Dewas-Maksi	597.00	21.09	10.00	This work is being executed in phases. The first phase work between Dewas & Maksi is now in progress. Work is in progress on 2 major bridges remaining 6 major bridges have been completed. Work on all 49 minor bridges have been completed. The other items like earth work and ballast supply are also in progress. This section is expected to be completed in the IX-Plan period, subject to availability of resources. The work between Indore-Dahod-Godhra will be taken up after completion of work between Dewas & Maksi.
3.	Kapadvanj-Modasa	62.74	50.00	10.00	This work though sanctioned in 78-79 remained frozen for several years. The Gauge conversion work between Nadiad & Kapadvanj which was a part of the sanctioned project was completed in 92-93. The new line portion was defrozen in 94-95. Work is now in progress and is expected to be completed by Dec. '2000.
Doubling					
1.	Surat-Kosamba PH-I of 3rd line between Vadodara and Virar	49.00	0.00	1.00	New work included in the Budget 2000-2001. Preparation of plans and estimate has been taken up.
Railway Electrification					
1.	Udhna-Jalgaon	138.12	14.98	25.20	11 RKM has been energised till Mar' 2000. The work is progressing as per schedule. Target is March 2003.
Gauge Conversion					
1.	Bhildi-Viramgam	64.88	11.43	6.90	Earthwork, minor & major bridges are in progress and would be completed in the coming years as per availability of resources. The target for completion of this work has not yet been fixed.

1	2	3	4	5	6
2.	Dharangadhara-Kuda siding	13.27	3.09	0.10	This work is being done on 1/3 cost sharing basis with the Gujarat Government and the Ministry of Industry. Earthwork has been completed and full ballast supply has been taken up. The work is in progress and will be completed after co-sharer deposit their running share of funds.
3.	Gandhidham-Palanpur	337.79	10.00	3.00	Necessary clearances have been obtained. Preliminary work for preparation of plans and estimates has been taken up.
4.	Gandhidham-Bhuj.	52.00	8.30	20.00	The work is in good progress and is targetted for completion in 2000-2001.
5.	Phulera-Marwar-Ahmedabad	—	0.00	15.00	Work has been completed and commissioned. Residual works are in progress.
6.	Rajkot-Veraval	153.36	18.19	10.00	Earthwork, minor bridges and strengthening of major bridges have been taken up and are in progress. The work is expected to be completed during the coming years depending upon availability of resources.
7.	Surendernagar-Bhavnagar	536.11	15.01	53.00	The formation and bridge work is in good progress. Track, Signalling etc. are to be done by SPV consulting with the Ministry of Railways and GPPL. MOU has been signed. Further follow up action is being taken. Target date is 2002-03.
8.	Wankaner-Maliya Miyana	82.48	19.42	30.00	The work is in good progress. The first phase from Morbi to Maliya Miyana and Dahinsara-Navlakhi has been completed. The rest of the section is targetted for completion in 2000-2001.

Status of Silchar by-Pass Road Construction

723. SHRI SONTOSH MOHAN DEV: Will the Minister of DEFENCE be pleased to state:

(a) whether the construction work of Silchar By-pass road has been lagging behind the schedule;

(b) if so, the extent of delay and the reasons therefor;

(c) the present status of the project; and

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

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) to (d) Ministry of Surface Transport have entrusted the work of construction of Silchar by-

pass to BRO on BOT (Build Operate Transfer) basis. No schedule of time has been prescribed for execution. The BRO executes the work departmentally, it is not in a position to execute work on BOT basis. The MOST is being requested to give a dispensation to execute the work departmentally and fund the project in its entirety.

Funding to Cultural Institutions

724. SHRI P.D. ELANGO VAN: Will the Minister of TOURISM AND CULTURE be pleased to state:

(a) whether the Government have been funding different cultural institutions in India and various Indo-foreign cultural societies;

(b) if so, the details thereof during each of the last three years and current year, institution-wise;

(c) whether the Government have taken any measures to develop the cultural ties with the foreign countries;

(d) if so, the details thereof;

(e) the details of various cultural festivals celebrated both in India and abroad and the expenditure incurred on them individually;

(f) whether the Government have received any kind of sponsorship for conducting these cultural festivals; and

(g) if so, the details thereof?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRI ANANTH KUMAR): (a) and (b) Yes, Sir. Assistance is provided to voluntary organisations in the country under ten schemes of the Department. The details of the schemes as well as the budgetary allocations and grants to major institutions are given in the Annual Reports of the Department. Grants were

released to 506 institutions in 1997-98, to 342 institutions in 1998-99, to 774 institutions in 1999-2000 and to 476 institutions so far in the current year. The list of Indo-foreign cultural societies which were released grants during 1997-98, 1998-99 and 1999-2000 is given in the enclosed Statement I. No grant has been released to any Indo-foreign cultural society so far for the current year.

(c) and (d) Yes, Sir. Government of India have entered into Cultural Agreements with 109 countries and Cultural Exchange Programmes with 75 countries as on date.

(e) The details of expenditure on Festivals of India held abroad and reciprocal Foreign Festivals in India are given in enclosed statement II.

(f) and (g) As per available information M/s. Coromandel Fertilisers Ltd., Secunderabad paid Rs. 7.02 lakhs as sponsorship amount for Indian Mela in Washington, USA which was a part of the Festival of India in USA organised in 1985-86.

Statement I

Sl.No.	Country	Name of the Society	1997-98	1998-99	1999-2000
1	2	3	4	5	6
1.	Bhutan	Bhutan India Friendship Association	15,000	15,000	15,000
2.	Lithuania	The Lithuanian Indian Society	20,000	—	—
3.	Peru	Indo-Peruvian Friendship Society	20,000	—	—
4.	Bulgaria	Friends of India Club	15,000	25,000	25,000
5.	Libya	Indian Women's Association	25,000	25,000	25,000
6.	Belarus	Indo-Belarussian Friendship Society	15,000	—	15,000
		Lithuanian India Society	—	—	26,000
7.	Latvia	The Centre of Latvian Indian Culture	15,000	—	—
8.	South Korea	Tagore Society of Korea	15,000	15,000	15,000
		Korea India Society	15,000	15,000	15,000
		Korea-India Club	—	—	10,000
9.	Netherlands	The Netherlands Indian Association	40,000	40,000	40,000
10.	Belgium	Bhartiya Samaj	15,000	15,000	—
		Indian Association Luxemburg	15,000	15,000	—
		Shanti Darshan ASBL	15,000	—	—
		Bharat Darshan	—	15,000	—
11.	Kuwait	Indian Arts Circle	10,000	15,000	15,000

1	2	3	4	5	6
12.	Brazil	Indo-Brazilian Association Indian Association Sao Paulo	20,000 —	— —	25,000 15,000
13.	Seychelles	The Seychelles Friendship Association	15,000	—	—
14.	Japan	Nippon Vedanta (Kyokai)	40,000	40,000	50,000
15.	Sudan	Sudanese Friendship Association Indian Sudan Society, Khartoum Indian Club, Omdurmann Indian Club, Port Sudan Indian Club, Kassala	15,000 12,000 12,000 10,000 8,000	12,000 12,000 12,000 10,000 8,000	25,000 — 25,000 15,000 —
16.	Chile	Republic of Indian School, Santiago Gandhi Cultural and Ecological Group, Cairo	15,000 15,000	15,000 —	15,000 —
17.	Kenya	Indian Friendship Association Nairobi Kenya Indian Graduate Association Nairobi South Indian Cultural Society Maa Sharda School of Music	15,000 15,000 15,000 —	15,000 — 15,000 15,000	— — — —
18.	Uganda	Indian Association, Kampala India Association North Eastern Uganda Jinga, Indo-Uganda Friendship Society Indian Association of Rawanda	10,000 10,000 10,000 5,000	12,000 11,000 5,500 —	15,000 12,000 — 6,500
19.	Sri Lanka	Sri Lanka India Society Tagore Society of Sri Lanka Sharda Kala Nikethanya Kalalatya School of Dance & Music Kalayanya Slica	80,000 15,000 15,000 12,000 12,000	80,000 15,000 15,000 12,000 12,000	90,000 15,000 15,000 12,000 12,000
20.	Hungary	Hungarian Indian Friendship Society	15,000	15,000	25,000
21.	Lebenon	Circle of Indian Studies	15,000	—	—
22.	Argentina	Anand Bhawan Centre of Studies and Modern India, Mahatma Gandhi Library and Hockey School, Hindustani Association of Argentina	15,000 15,000 10,000	15,000 15,000 6,000	20,000 20,000 6,000
23.	Yeman	Indo-Yamen Friendship Association	10,000	—	—
24.	Croatia	Indo-Croatian Friendship Society	15,000	—	20,000
25.	Nepal	Nepal-Bharat Maitri Sangh	75,000	1,25,000	1,25,000
26.	Bratislava	Friendso of India Club Bratisalva	10,000	—	—
27.	Austria	Austro Indian Association Vienna	30,000	30,000	30,000

1	2	3	4	5	6
28.	Sweden	Sweden Indian Society	15,000	—	—
29.	Switzerland	Indian Association Berne	30,000	30,000	30,000
		Indian Association Geneva	30,000	30,000	30,000
		Indian Association Baden	30,000	30,000	30,000
		Association of Friends of India Basel	15,000	15,000	30,000
		Indian Association, Lausanne	15,000	15,000	30,000
		Indian Association Zurich	15,000	15,000	20,000
30.	Panama	Republic be la India School	15,000	15,000	15,000
31.	Botswana	Indian Association of Botswana	15,000	15,000	—
		Kerala Samajam, Botswana	10,000	—	—
32.	Denmark	Denish India Society, Copenhagen	15,000	15,000	15,000
		Denish Indian Society, Funen	15,000	—	15,000
		Indian Music Society, Copenhagen	15,000	15,000	15,000
33.	Thailand	Thai Bharat Cultural Lodge	25,000	—	25,000
34.	Madagascar	Hindu Samaj Association	15,000	—	15,000
		Amicate Des Commenters Indian De Madagascar	15,000	—	15,000
35.	Bonn (Germany)	Deutsche-Indische hesellschaft, Stuttgart	50,000	—	70,000
		Bharat Verein e.v. Frankfurt	20,000	—	20,000
		Togore Institute Bonn	20,000	—	—
		India Unit Centre, Berlin	20,000	—	—
		Indo-German Cultural Association	20,000	—	20,000
		Deutsche-Indische Heselfsehaft, Kiel.	20,000	—	—
		Indisches Kutturinstitut, Frankfurt	—	—	20,000
		Bharat Majlis e.v. Berlin	20,000	—	20,000
		Indian Festival Committee	—	—	15,000
		Nitya Seva	—	—	15,000
36.	Vietnam	Indo-Vietnam Friendship Society	10,000	—	12,500
37.	Finland	Bharat Club	15,000	—	—
38.	Kyrgyzstan	Indo-Kyrgyz Friendship Society	15,000	30,000	40,000
39.	France	Centre solid d' or Paris	9036	10,000	—
		Nadopasana, Institute of Camatic Music, Paris	9036	—	—
		Natyamitram (The Friendships of Theatre) Paris	9036	—	—
		Association d' Amities Franco Indiennes dis	9036	10,000	—
			—	—	—

1	2	3	4	5	6
		Triveni	—	10,000	12,000
		Centre Mandopta	—	10,000	12,000
		Kalavistar	—	10,000	12,000
		Theatre en Tete	—	—	7,500
		Association 'Les Comptoirs de l'Inde	—	—	7,500
40.	Mauritius	Mauritius India Friendship Society	—	—	15,000
		Indian Universities Graduates Association	—	—	15,000
		Hindi Paracharini Sabha	—	—	15,000
		Aryan Sabha Mauritius	—	—	15,000
		Sanatan Dharma Temples Federation	—	—	10,000
		Sanatan Dharma Mandir Parishad	—	—	10,000
		Human Service Trust	—	—	15,000
		Mauritius Tamil Temples Federation	—	—	15,000
		Mauritius Marathi Mandali Federation	—	—	15,000
		Indo-Mauritius Catholic Association	—	—	15,000
		National Urdu Institute	—	—	15,000
		Hindi Lekhakh Sangh	—	—	10,000
		Mauritius Bhojpuri Institute	—	—	10,000
		Hindu Maha Jana Sangham	—	—	7,500
		Hindu Council of Mauritius	—	—	7,500
41.	Myanmar	All Myanmar Hindi Central Board, Yangon	—	—	17,000
		All Myanmar Andhra Hindu Religious Society	—	—	17,000
		Arya Partinidhi Sabha	—	—	17,000
		Shri Ramakrishna Temple Trust	—	—	11,000
		Mahatma Gandhi Prarthana Bhawan,	—	—	10,000
		Bhartiya Kala Kendra, Zeyawadi	—	—	6,000
		Mahatma Gandhi Prayer Hall,	—	—	6,000
		Bhartiya Sangeet Sammelan	—	—	5,000
		All Myanmar Geeta Prachar Samiti	—	—	5,000

1	2	3	4	5	6
		Thiruvallur Kottam, Thaton	—	—	17,000
		Lathia Sevashram	—	—	17,000
		Sri Vemana Library	—	—	17,000
42.	Laos	Lao-India Friendship Association		15,000	15,000
43.	Senegal	Rajasthan Club International	—	15,000	15,000
44.	Turkmenistan	Ganga Club	—	15,000	15,000
45.	North Korea	Korea India Friendship Association		10,000	15,000
46.	Turkey	Indian Cultural & Friendly Association	—	10,000	15,000
47.	Indonesia	Indonesia India Association	—	15,000	—
48.	Mexico	Bhartiya Vidya Bhawan	—	3,00,00 0(3 lacs)	—
49.	Ireland	Ireland India Cultural Association	—	15,000	20,000
		India Club	—	15,000	20,000
50.	Guyana	Women's Club of the Indian Culture Centre	—	7,500	7,500
		Guyana India Foundation	—	10,000	12,500
51.	Ethiopia	Ethopian Alumini Association	—	15,000	15,000
52.	Romania	Indo-Romanian Cultural Association	—	15,000	15,000
		Adharshila	—	15,000	—
53.	Czech	Friends of India Association	—	15,000	20,000
54.	Thailand	Thai Bharat Cultural Lodge	—	25,000	25,000
55.	Zimbabwe	Zimbabwe India Friendship Association	—	15,000	—
56.	USA	Gadar Memorial	—	15,000	—
		The Akademi of Indian Music and Arts	—	5,000	—
		Nandtarangni	—	5,000	5,000
		Indian Classical Music Society	—	—	5,000
57.	Mongolia	Indo Mongolian Friendship Society	—	15,000	—
58.	Iran	Indo Iranian Association	—	15,000	—
59.	Malaysia	The Temple of Fine Arts	—	—	20,000
		The Shatra Dance Theatre	—	—	20,000
60.	Combdia	Indian Association of Combdia	—	—	10,000
61.	Ukraine	Shanti Club	—	—	25,000
		Indo Georgian Friendship Society	—	—	25,000
		Saraswati Club	—	—	25,000
		Ukraine India Association	—	—	20,000
62.	Spain	Friends of India Association	—	—	10,000
		Indo Spanish Cultural Association	—	—	10,000
63.	Sweedden	Latvian Indian Cultural Association	—	—	20,000
		Sweedish Indian Society	—	—	20,000
64.	Baharain	Indo Baharain Friendship Society	—	10,000	12,000

Statement II**Festival of India Abroad and the Expenditure Incurred Thereon**

S.No.	Name of the Country	Year	Expenditure incur. (Rs. in crores)
1.	U.K.	1982	1.75
2.	France	1985-86	3.90
3.	U.S.A.	1985-86	6.90
4.	Sweden	1987	0.70
5.	U.S.S.R.	1987-88	15.00
6.	Japan	1988	3.00
7.	Germany	1991	4.78
8.	China	1994	2.14
9.	Festival of India in Thailand	1995-97	1.90

Expenditure incurred on reciprocal Festival

S.No.	Name of the Country	Year	Total expenditure Incurred (Rs. in crores)
1.	Festival of USSR in India	1987-88	20.98
2.	Japan Month in India	1987	2.44
3.	Festival of France in India	1989-90	3.18
4.	Festival of Sweden in India	1991-93	0.70
5.	Festival of China in India	1992-93	1.77
6.	Festival of Thailand in India	1997	0.50

*[Translation]***Women Courts**

725. SHRI PADAM SEN CHOUDHRY: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Women Courts have been constituted in the country to dispose of the criminal cases against women;

(b) if so, the details of such Courts, State-wise;

(c) whether a large number of cases are pending in these Courts;

(d) if so, the details thereof;

(e) the action being taken by the Government for the speedy disposal of these cases;

(f) whether the Government propose to set up some more Women Courts in the country; and

(g) if so, the details thereof; State-wise?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS AND MINISTER OF SHIPPING (SHRI ARUN JAITLEY): (a) to (g) The information is being collected and will be laid on the Table of the House.

*[English]***Laying of Railway Track**

726. SHRI JAI BHADRA SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railway Track from Amethi to New Delhi via Shahganj, Sultanpur and Kadipur has been pending with the Union Government since long; and

(b) if so, the reasons for delay and the time by which it is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) and (b) Shahganj and Amethi are already connected by rail to New Delhi. Further, a survey for construction of new line from Shahganj to Amethi via Sultanpur and Kadipur was carried out during 1982-83. The work was not sanctioned being financially not viable. Updating of the survey of 1982-83 has again been taken up. The report is expected during the next financial year. Further consideration of the proposal will be possible once the updated survey report becomes available.

*[Translation]***Gauge Conversion of Gonda-Gorakhpur Rail Line**

727. SHRI RIZWAN ZAHIR: Will the Minister of RAILWAYS be pleased to state:

(a) whether the requisite clearances have been received for conversion of Gonda-Gorakhpur via Balrampur rail line into broad gauge;

(b) if so, the action taken by the Government thereon;

(c) if not, the reasons for delay; and

(d) the time by which the necessary clearances are likely to be obtained?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) to (d) No, Sir. The project requires the appraisal by the Planning Commission, recommendation of the Expanded Board of Railways and finally the approval of the Government. During the meeting of the Expanded Board of Railways, the Planning Commission had asked for additional information which will be supplied to them. This project will, then, be appraised by the Planning Commission, considered by the Expanded Board of Railways and will be put up to the Government thereafter for approval. Time by which the clearances will be obtained will depend upon the completion of the above mentioned process.

Freight Carriage Through Waterways

728. SHRI NAWAL KISHORE RAI:
SHRI ZORA SINGH MANN:

Will the Minister of SHIPPING be pleased to state:

(a) whether the Government have explored potential of freight carriage through waterways in the country;

(b) if so, the percentage of total freight carriage which can be conducted in the country through waterways;

(c) whether the Government have also identified waterways for freight carriage;

(d) if so, the names of these waterways; and

(e) the action plan formulated by the Government to develop these waterways?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI HUKUMDEO NARAYAN YADAV): (a)

and (b) Yes, Sir. As per the "Waterways: Technology Vision 2020" published by Technology Information, Forecasting and Assessment Council (TIFAC), Department of Science and Technology, the maximum of 3.5% of the total traffic can be conducted through waterways in the Country.

(c) and (d) Yes, Sir. The National Transport Policy Committee have identified following ten waterways having potential for development and declaration as National Waterway.

1. Ganga-Bhagirathi—Hooghly river system
2. The Brahmaputra
3. The West Coast Canal
4. The Sunderbans
5. The Godavari
6. The Krishna
7. The Mahanadi
8. The Narmada
9. The Mandovi, Zuari rivers and Cumberjua Canal in Goa'
10. The Tapi

Besides these techno-economic feasibility studies have also been conducted on Barak River, East Coast Canal, DVC Canal and Kakinada-Mercanum Canal which indicated that these waterways have the potential for development of inland water transport

(d) The nodal responsibility to develop National Waterways is vested in land Waterways Authority of India (IWAI). Three waterways namely the Ganga from Haldia to Allahabad (1620 km), the Brahmaputra from Sadiya to Dhubri (891 km) and West Coast Canal including Champakara and Udyogamandal canals (205 km.) have already been declared as National Waterways and are in the process of development by providing infrastructural facilities; such as navigational channel, terminals and navigational aids subject to availability of resources.

The declaration of other waterways as National Waterways and thereby undertaking development thereof by IWAI will depend on availability of resources.

[English]

Private Participation in Defence Sector

729. SHRI CHANDRAKANT KHAIRE:
SHRI ANANDRAO VITHOBA ADSUL:
SHRI JAI PRAKASH:
SHRI SURESH CHANDEL:

Will the Minister of DEFENCE be pleased to state:

(a) the performance of each of the ordnance factories in physical and financial terms during each of the last three years;

(b) whether the Government have decided to enter into international commercial market in the matter of supply of arms;

(c) if so, the details thereof;

(d) whether the Government are contemplating to seek the co-operation of Confederation of Indian Industries (CII) for making the country self-reliant in the field of defence production;

(e) if so, whether the Government propose to invite private sector for defence production giving priority to new State of the art technology over confidentiality in this age of liberalisation and revolution in information technology;

(f) if so, the details thereof; and

(g) if not, the reasons therefor?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) to (g) 1. Turn over in ordnance factories during 1999-2000 was higher by 34.6% compared to the turn over in the previous year. The financial performance of each of the ordnance factories during 1997-98, 1998-99 and 1999-2000 has been furnished in the enclosed Statement. As regards physical performance, these factories produce a wide variety of items, which include small arms and its ammunition, transport vehicles, armoured personnel carrier, tanks, artillery and tank ammunition etc.

2. Ordnance Factories and Defence Public Sector Undertakings are already engaged in limited exports of arms and ammunitions after meeting requirements of Defence Forces. Participation in domestic and international exhibitions and exploring potential for coproduction with and components supply to foreign companies are some of the recent initiatives.

3. The CII and other Associations of Indian Industry have evinced keen interest in participating in Defence Industry. The objective is to enhance the sphere of private sector contribution from the existing level which is confined to supply of raw materials, semi finished products and components to manufacture of equipment. The Government has welcomed the initiative and recommendations of Industry considering the strengths of the private sector especially in areas like Information Technology and the need to harness all national resources towards the defence efforts.

Statement

Financial Performance Achieved Value of Sales/Issues

(Rs. in crores)

S.No.	Factory	1997-98		1998-99		1999-2000	
		Army	All Indentor (excl IFD)	Army	All Indentor (excl IFD)	Army	All Indentor (excl IFD)
1	2	3	4	5	6	7	8
1	OFKAT	—	2.02	—	3.52	—	3.12
2.	OFA	—	16.15	—	15.73	—	23.60

1	2	3	4	5	6	7	8
3.	MSF	0.04	3.49	0.05	2.93	0.39	4.66
4.	OFM	—	0.08	—	0.02	—	0.05
5.	OCFC	15.86	23.55	16.13	21.24	35.11	39.37
6.	OFBH	—	2.98	—	1.22	3.60	4.18
7.	OFAJ	4.53	9.12	6.58	10.95	3.18	7.43
8.	MPF	1.43	2.36	2.25	3.13	1.18	1.55
9.	HAPP	—	2.76	—	0.65	—	4.59
	Sub Total	21.86	62.51	25.01	59.40	43.46	88.500
WV&E							
1.	RFI	130.62	171.51	140.35	194.47	192.62	251.68
2.	SAF	24.85	69.70	19.76	75.09	38.32	88.61
3.	OFT	3.10	53.78	12.73	67.32	9.67	42.54
4.	GSF	11.02	13.39	5.56	12.05	11.13	19.90
5.	OFC	1.67	8.28	1.01	5.67	2.72	5.85
6.	FCK	1.39	8.50	0.71	10.87	2.73	15.61
7.	GCF	17.41	30.22	5.05	12.96	27.04	54.09
8.	OFDC	3.17	4.67	2.57	5.89	1.33	5.83
	Sub Total	193.23	360.05	187.74	384.30	285.56	484.11
B. Vehicles							
9.	VFJ	322.85	324.00	545.13	546.11	572.86	574.62
10.	GIF	—	4.47	—	4.21	—	3.62
	Sub Total	322.85	328.47	545.13	550.32	572.86	578.24
A&E							
1.	CFA	19.53	27.57	30.22	38.29	30.48	36.30
2.	HEF	2.46	12.88	2.65	16.00	4.27	14.86
3.	OFI	—	8.27	0.79	4.37	10.14	14.71
4.	AFK	155.72	212.23	190.34	259.96	194.85	268.90
5.	OFV	129.92	195.70	55.36	119.67	115.86	222.55
6.	OFK	311.80	424.16	390.32	483.48	702.85	855.34
7.	OFCH	416.18	459.50	460.36	518.97	812.75	895.19

1	2	3	4	5	6	7	8
8.	OFDR	34.70	48.48	31.41	50.18	78.57	102.07
9.	OFBA	0.07	8.33	—	10.74	39.82	52.05
10.	OFBOL	0.89	0.93	72.49	72.69	164.52	168.52
	Sub Total	1071.27	1398.05	1233.94	1574.36	2154.11	2830.49
AV							
1.	HVF	291.32	312.04	688.91	658.52	691.40	694.06
2.	OFPM	138.37	147.60	278.96	291.67	325.35	335.67
3.	EFA	24.04	24.04	11.47	12.09	8.37	8.67
4.	OFDUN	10.83	16.25	11.73	17.97	14.02	29.12
5.	OLF	1.36	1.63	1.51	1.85	7.00	7.35
	Sub Total	465.92	501.56	942.59	982.10	1046.14	1074.87
OEF							
1.	OEFC	120.26	133.59	132.67	146.21	166.82	179.19
2.	OCFS	107.42	128.25	124.54	139.44	167.63	182.04
3.	OCF AV	36.84	62.39	53.45	74.84	64.40	82.33
4.	OPF	64.34	70.52	70.63	74.61	68.52	73.29
5.	OEFHZ	22.95	25.29	23.76	26.49	22.21	27.55
	Sub Total	351.81	420.04	405.05	461.59	489.58	544.40
	Grand Total	2426.94	3070.68	3339.46	4012.07	4591.71	5400.66

Losses to Railways

730. SHRI C.N. SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether a sizeable chunk of the railway revenue is lost due to ticketless travelling, non-weighment of coal, settlement of goods compensation claims etc.;

(b) if so, the loss the railways has suffered on these counts during the last three years, year-wise; and

(c) the steps taken by the Government to check the revenue loss?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) and (b) There is loss of some revenue. However, the loss on account

of ticketless travel and non-weighment of coal rakes is not quantifiable. The compensation paid on goods on account of loss, theft, pilferage, damage, breakage, delay in transit, etc. for the last three years is as under:

Year	Compensation paid (Amount in crores)
1997-1998	20.77
1998-1999	19.53
1999-2000	22.62

(c) Regular and surprise checks are conducted to check ticketless travel and assistance of Railway Magistrates and Police is taken from time to time. Random checks of unweighted coal rakes are undertaken at

enroute/destination weigh-bridges to detect overloading and punitive freight charges are levied on overloaded wagons. To reduce goods compensation claims, action is taken for proper marking and labelling, proper handling of goods at various points, checks to detect cases of short loading and other irregularities, provision of protective materials, escorting of trains by Railway Protection Force on vulnerable sections and tracing of consignments which have not reached destination.

Non Availability of Meteorology Instruments at Airports

731. PROF. UMMAREDDY VENKATESWARLU: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether airports like Amritsar are without instruments relating to meteorology;

(b) if so, whether the Airports Authority of India and the Directorate General, Civil Aviation are aware of this shortcoming at the Amritsar Airport;

(c) the number of airports in the country which are being regularly used for commercial flights and are being manned without adequate instrumentation for predicting weather wind velocities etc.;

(d) whether any survey has been done periodically on such matters by the Airports Authority of India and Directorate General Civil Aviation;

(e) if so, the details of the last national survey done in this regard; and

(f) the steps taken/proposed to be taken by the Government to provide such instruments at Airports?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) and (b) No, Sir. Amritsar airport has been classified as Class-III airport from meteorological point of view and has all the equipment required for such category. Generally there should be Runway Visual Range (RVR) measuring facility at airports having Instrument Landing System (ILS) and poor visibility conditions, but it is not mandatory and modified procedures are adopted for aircraft operation when visibility is low.

(c) All the Civil Airports in the country used for commercial flights have adequate weather instruments except Shimla and Gaggal aerodromes where there is no meteorological station and therefore Visual Flight Rules (VFR) are adopted for aircraft operation.

(d) to (f) No, Sir. However, India Meteorological Department under the Ministry of Science and Technology undertake regular review of the facilities available and the same are upgraded/provided as per the need and availability of funds.

Upgradation/Expansion of Gopalpur Port

732. SHRI K.P. SINGH DEO: Will the Minister of SHIPPING be pleased to state:

(a) whether the proposal for the upgradation and expansion of Gopalpur Port has been delayed;

(b) if so, the reasons therefor; and

(c) the year by which the port is likely to be upgraded?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI HUKUMDEO NARAYAN YADAV): (a) to (c) Gopalpur Port is a Minor Port in Orissa and as per the provisions of Indian Ports Act, 1908, the responsibility for upgradation/expansion of minor ports lies entirely with the State Government concerned, which have administrative control on such ports. The funds for development of minor ports are allocated by the Planning Commission in the Budget Head of respective State Government.

[Translation]

Financial Crisis in Railways

733. SHRI BRIJ BHUSHAN SHARAN SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways have been facing financial crisis during the current financial year;

(b) if so, the reasons therefor;

(c) the steps taken by the Government to overcome the situation;

(d) whether the Railways have sought a loan of Rs. 2500 crore from Unit Trust of India; and

(e) if so, the details thereof and the purpose for which the said loan is to be utilised?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) and (b) In recent years Railway expenditure has increased steeply after implementation of the recommendations of the Fifth

Central Pay Commission, while the growth in earnings has been slower. Apart from this, post budgetary increases in the current year's expenditure such as hike in prices of HSD oil and electricity tariff, increase in certain staff allowances, additional repairs and maintenance due to natural calamities in Andhra Pradesh, West Bengal, etc. have also occurred. While the trend of passenger and goods earnings is satisfactory, earnings from non-traditional sources have still to pick up. Consequently, the total earnings are short of the proportionate target. Some of the Railway users, particularly the power houses, have also accumulated dues to the extent of Rs. 2757 cr. as on 31.8.2000.

(c) Measures have been taken to control expenditure by improving staff productivity, asset utilisation, inventory management, fuel consumption and by ensuring austerity in areas such as travel, publicity, hospitality etc. Concurrently all efforts are being made to improve earnings through appropriate marketing efforts.

(d) No, Sir.

(e) Does not arise.

Assistant Health Education Officer

734. SHRI RAJESH VERMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether nine posts of Assistant Health Education Officer have been sanctioned for Zonal Railway Headquarters by Railway Board on the basis of recommendations made by the Fifth Pay Commission;

(b) if so, the number of employees appointed so far; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) Yes, Sir. One post for each zonal Railway (excluding new zones) to be created by upgrading an equivalent number of posts in Rs. 6500-10500.

(b) One on Southern Railway.

(c) The process of selection of eligible employees for promotion to the upgraded post by holding Written test/Viva voce has been initiated by Eastern, Northern and North Eastern Railways. The process of creation of the posts by upgradation of pinpointed posts in the lower grade has been initiated by Central, Northeast Frontier and South Eastern Railways. South Central and Western

Railways have sought clarification regarding eligibility for promotion as none are eligible as per laid down eligibility conditions.

[English]

Construction of Road Over Bridges

735. SHRI T.T.V. DHINAKARAN: Will the Minister of RAILWAYS be pleased to state:

(a) the total number of road over bridges needed in all over the country; State-wise;

(b) whether there is any proposal from Tamil Nadu for construction of road over bridges pending with the Union Government;

(c) if so, the details thereof; and

(d) the time by which these proposals are likely to be cleared?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) When the traffic density reaches one lakh or more TVUs at a level crossing (Train Vehicle Units: A unit obtained by multiplying the number of road vehicles with the number of trains passing over the level crossing during 24 hours). It is considered for replacement with Road Over/Under Bridges on cost sharing basis. On this consideration there are 1108 level crossings on Indian Railways which require replacement.

Construction of Road Over/Under Bridges is a joint Venture of Railways with the State Govt./Local Authorities where the cost is shared by the both. Construction of Bridge across Railway tracks is normally done by the Railways and approaches are constructed normally by the State Govt./Local Authorities. The State-wise break up of these 1108 level crossings is furnished in the Statement I attached.

(b) to (d) No Sir, However, recently on 16-11-2000 State Govt. of Tamil Nadu have sponsored the proposal for 19 ROB's as per detail given in the Statement II attached. After the formalities viz. preparation of General Arrangement Drawing jointly with State Govt., advance action for acquisition of land if any, by the State Govt. Commitment of sharing of the cost and undertaking for closure of level crossings etc. are completed, the work qualifying on cost sharing basis shall be considered for inclusion in future Works Programme of the Railway.

Statement I

S.No.	State	No. of Level crossings
1	2	3
1.	Andhra Pradesh	093
2.	Assam	018
3.	Bihar	040
4.	Delhi	032
5.	Gujarat	088
6.	Haryana	062
7.	Karnataka	042
8.	Kerala	057

1	2	3
9.	Maharashtra	113
10.	Madhya Pradesh	069
11.	Orissa	018
12.	Punjab	062
13.	Rajasthan	025
14.	Tamil Nadu	109
15.	Uttar Pradesh	186
16.	West Bengal	093
17.	Chandigarh (U.T.)	001
Total		1108

Statement II

Sl. No.	L.C. No.	K.M.	Location
1	2	3	4
1.	441	535/7-7A	Madurai-Thondi Road near Sivaganga Station on Karaikudi-Manamadurai Section
2.	55	66/11-12	Pondicherry-Krishnagiri Road (NH) near Tiruvannamalai station on Villupuram-Katpadi section
3.	2	9/25-27	Red Hills Road near Villivakkam Station on Chennai-Arakkonam section
4.	5	882/3-4	Maniagar Choultry near Washermanpet station on Chennai Beach-Chennai Central section
5.	4	11/32-34	Near Korattur Station on Chennai-Arakkonam section
6.	33	32/12A	Kamarajar Street between Tambaram-Vandalur Stations near Perungalthur on Tambaram-Chengalpattu section
7.	502	660/8-9	Between Tenkasi-Sengottai Stations on Virudhunagar-Sengottai section
8.	16	24/16-18	Minjur-Kattur-Thirupalvanam (QDR) road near Petrochem Park near Minjur station on Chennai-Gudur section
9.	2	2A/40-42	Thiyagappa Chetty Street between Basin Bridge-Korukkupet stations on Chennai-Gudur section
10.	366	496/16-497/1	Madurai-Kanyakumari Road (NH-7) between Madurai-Tiruparankundram Station on Madurai-Virudunagar section
11.	139	459/29-31	Kamanaickenpalayam-Annur road near Somanur station on Erode-Podanur section

1	2	3	4
12.	8	20/32-34	Nehru Bazar Street (MTH Road) near Avadi station on Chennai-Arakkonam section
13.	150	488/30-489/2	Dindigul-Coimbatore-Sathy-Mysore Road (NH-209) between Podanur Jn.- Madukarai on Podanur—Palghat section.
14.	2	10/34-35	NH-205 (MTH Road) between Pattabiram-Pattabiram Military siding on Chennai-Arakkonam section
15.	168	216/14-15	Vriddhachalam-Ulundurpet Road between Puvanur-Vriddhachalam stations on Vriddhachalam-Villupuram section
16.	105	288/8-10	Bommidi-Kolathur Road between Bommidi-Buddi Reddipatti stations on Jolarpettai-Erode section
17.	8	8/15-17	Thaneerpandal road between Singanallur-Pilamedu stations on Erode-Coimbatore section.
18.	18	27/8-9	Madurai-Kanniyakumari Road (NH-7) between Tirunelveli-Talaiyuthu stations on Virudhungagar-Tirunelveli section.
19.	93	226/1-3	NH-7 between Somanayakkanpatti-Patchur stations on Jolarpettai-Bangalore section

Survey for Extension of Railway Line

736. SHRI BHIM DAHAL: Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 728 dated December 2, 1999 regarding expansion of rail network to Sikkim and state:

(a) whether the survey for extension of railway line the Sevok to Gangtok via Singtum has since been completed;

(b) if so, the details thereof; and

(c) if not, the reasons therefor and the time by which it is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) to (c) A survey for extension of the railway line from Sevok to Gangtok via Singtum is in progress. The survey is expected to be completed by end of current financial year.

[Translation]

Missile Programme

737. SHRI THAWAR CHAND GEHLOT:
SHRI MADHAVRAO SCINDIA:
SHRI SUSHIL KUMAR SHINDE:
SHRI VILAS MUTTEMWAR:
SHRI GUTHA SUKENDER REDDY:

Will the Minister of DEFENCE be pleased to state:

(a) the details of missiles tested so far under integrated guided missile development programme since 1995 along with the specification of each missile;

(b) the expenditure incurred on this programme during the said period, year-wise;

(c) whether the Government are formulating any concrete programme for development of Missile system;

(d) if so, the details thereof; and

(e) the circumstances which led to shelve the Missile Development Programme of 'Surya' and 'Durga' by D.R.D.O.?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) The details of missiles tested under Integrated Guided Missile Development Programme (IGMDP) since 1995 are as under:

(i) Surface-to-surface missile Prithvi-II, with a range of 250 km has been flight tested 2 times;

(ii) Surface-to-air missile Akash with a range of 25 km has been flight tested 13 times;

(iii) Short range surface-to-air missile Trishul with quick reaction time, having a range of 9 km has been flight tested 29 times;

(iv) Third generation, anti-tank missile, Nag having 'fire and forget' as well as 'top attack' capability with 4 km range has been flight tested 20 times.

(b) The year-wise expenditure incurred on IGMDP since 1995 is as under:

Year	Expenditure (Rs. in crore)
1995-1996	44.24
1996-1997	74.93
1997-1998	92.15
1998-1999	129.70
1999-2000	90.68
2000 (till October)	22.92

(c) and (d) The IGMDP has been formulated in July, 1983 based on the requirements of Armed Forces and is

being revised from time to time as per revised requirements.

(e) No such programme have been under the IGMDP.

Stoppage of Trains

738. SHRI RAVINDRA KUMAR PANDEY: Will the Minister of RAILWAYS be pleased to refer to the reply given to USQ No. 2987 on August 10, 2000 regarding stoppage of trains and state:

(a) whether information in the matter has since been collected;

(b) if so, the details thereof and if not, the reasons for delay; and

(c) the time by which the same is likely to be collected?

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

(b) A list is enclosed as statement.

(c) Does not arise.

Statement

Ministry of Railways

Date of fulfilment: 31.10.2000

Q.No. & Date	Subject	Promise made	When & How fulfilled	Remarks Reasons for Delay
USQ 2987 dated 10.8.2000 by Shri Tufani Saroj, Shri Shrinwas Patil, Shrimati Jas Kaur Meena, Shrimati Bhavna Chikhalia, Shri Radha Mohan Singh, Shri Dahyabhai Vallabhbai Patel, Shri Chandrakant Khaire, Dr. Ashok Patel, Shri Rattan Lal Kataria,	<i>Stoppage of Trains</i> Asking:— (a) whether the Railways has fixed certain norms for providing stoppage of a train at a particular station; (b) if so, the details thereof along with the names of trains station-wise provided stoppages during the last three years; (c) whether the Government propose to relax these norms in view of increasing passengers; and (d) if so, the details thereof and if not, the reasons therefor?	(b) to (d) Information is being collected and will be laid on the Table of the House	(b) Information is given in Annexure (c) No, Sir. (d) Stoppage at a particular station is provided after taking	in to account nature of the train, pattern and quantum of traffic offering at the station, availability of alternative services etc.

*Stoppage Provided During Last Three Years***1997-1998**

1.	Ajjampur	287/288	Bangalore-Shimoga Passenger	20.	Barapur	3419/3420	Janasewa Express
2.	Alampur	556	Kurnol Town-Mahbubnagar Passenger	21.	Beas	2013	Amritsar-New Delhi Shatabdi Express
3.	Alwar Tirunagari	731/714	Tuticorin-Tirunelveli Passenger	22.	Belkhera	1271/1272	Itarsi-Bina Vindychal Express
4.	Amroha	4007/4008	Sadbhavana Express	23.	Bellampalli	2617/2618	Mangala Express
5.	Anand	2009/2010	Mumbai-Ahmedabad Shatabadi Express	24.	Bellary Cant	303/304	Hubli-Guntakal Passenger
6.	Anand	9707/9708	Bandra-Jaipur Express	25.	Belthara Road	5103/5104	Gorakhpur-Manduadih Express
7.	Ananthpur	2429/2430	Bangalore Rajdhani Express	26.	Betul	5011/5012	Cochin-Gorakhpur Express
8.	Anji Shahbad	4007/4008	Sadbhavna Express	27.	Betul	5089/5090	Hyderabad-Gorakhpur Express
9.	Ankorah	3347/3348	Palamau Express	28.	Betul	5091/5092	Bangalore-Gorakhpur Express
10.	Aralaguppe halt	287/288	Bangalore-Shimoga Passenger	29.	Betul	5221/5222	Cochin-Barauni Express
11.	Asalpur Jobner	2413A/2414A	Ajmer-Jaipur Link Express	30.	Bhanvad	9263/9264	Porbandar-Delhi Sarai Rohilla Express
12.	Babina	6031/6032	Madras-Jammu Tawi Express	31.	Bharuch	2471/2472	Mumbai-Jammu Tawi Express
13.	Bachhrawan	4215/4216	Ganga Gomti Express	32.	Bhiknur	7591/7592	Secunderabad-Dharmabad Express
14.	Bachhwara	3019	Howrah-Kathgodam Express	33.	Bhuchchu	4711A/4712A	Sriganganagar-Haridwar Express
15.	Bachhwara	3419/3420	Bhagalpur Muzaffarpur Intercity Express	34.	Bisheshwar Ganj	199/2000	Gonda-Mailani Express
16.	Bad	4003	Agra-Nizamuddin Express	35.	Chandisar	239/240	Palanpur Samdhari Passenger
17.	Baitalpur	5103/5104	Gorakhpur-Manduadih Express	36.	Chibilia	4125/4126	Allahabad-Faizabad Saryu Express
18.	Bankeganj	5319/5320	Tikunia-Lucknow Express	37.	Chitbaragaon	5159/5160	Chhapra-Durg Samath Express
19.	Baptala	2617/2618	Mangla Express	38.	Cuttack	8409/8410	Howrah-Puri Srijagannath Express
				39.	Dabilpur	593/594	Secunderabad-Nizamabad Fast Passenger

40.	Dabra	1159/1160 Howrah-Gwalior Chambal Express	61.	Gotan	2465/2466 Jodhpur-Jaipur Intercity
41.	Dabra	1181/1182 Howrah-Agra Chambal Express	62.	Gowdavalli	7591/7592 Secunderabad-Dharmabad Express
42.	Dadar	2027/2028 Mumbai-Pune Shatadi Express	63.	Habibganj	1069/1070 Kurla-Allahabad Express
43.	Dalkhola	5609/5610 Awadh Assam Express	64.	Haidergarh	4227/4228 Lucknow-Varanasi Varuna Express
44.	Dasha	9367/9368 Malwa Express	65.	Harda	1069/1070 Kurla-Allahabad Express
45.	Dhinda	200 Jaipur-Bikaner Fast Passenger	66.	Kahalgao	4055/4056 Brahmaputra Mail
46.	Dhinda	201 Ajmer-Jaipur Fast Passenger	67.	Kamset	1617 Karjat-Pune Passenger
47.	Dichipalli	593/594 Secunderabad-Nizamabad Fast Passenger	68.	Kanginhal	6591/6592 Bangalore-Hubli Express
48.	Dudhwa Khare	4791/4792 Bikaner Mail	69.	Kanjiramittam	EKY1 Ernakulum-Kayakulum Passenger
49.	Dumri Juara Halt	521/522 Muzaffarpur-Siwan Passenger	70.	Kanjiramittam	EKY1 Kottayam-Ernakulum Passenger
50.	Elimala	525/526 Coimbatore-Mangalore Passenger	71.	Karunagappalli	6341/6342 Ernakulum-Trivandrum Express
51.	Elimala	6329/6330 Trivandrum-Mangalore Express	72.	Kasara	1401/1402 Panchvati Express
52.	Etawah	2303/2381 UP Poorva Express	73.	Kasara	1404 Up Manmad-Kurla Express
53.	Etawah	4683/4683 Marudhar Express	74.	Kathajori P.H.	211/212 Sambalpur-Puri Passenger
54.	Fatuha	3467/3468 Vikramshila Express	75.	Kathua	2471/2472 Mumbai-Jammu Swaraj Express
55.	Gajjabahra	1515/1516 Katni-Chopan Passenger	76.	Kesala	1657/1658 Bhopal-Chhinwara Passenger
56.	Galudih	8029/8030 Howrah-Kurla Express	77.	Khalilabad	5207/5208 Barauni-Amritsar Express
57.	Ganaur	4589 New Delhi-Bathinda Express	78.	Khatkura PH	351/350 Kharagpur-Tatanagar Passenger
58.	Gandhi Smruti	99/100 Virar-Bharuch Shuttle	79.	Khusropur	3007 Udyan Abha Toofan Express
59.	Ghaziabad	2419/2420 Lucknow-Delhi Gomti Express	80.	Kirathgarh	1657/1658 Bhopal-Chhinwara Passenger
60.	Gomoh	2019/2020 Howrah-Bokaro Shatabdi Express			

81.	Kodaganur	287/288 Bangalore-Shimoga Passenger	101.	Maninagar	5046 Gorakhpur-Ahmedabad Express
82.	Kudra	3307/3308 Ganga Suttlej Express	102.	Manopad	556 Kurnool Town-Mahbubnagar Passenger
83.	Kurebhar	4125/4126 Faizabad-Allahabad Saryu Express	103.	Markona	8045/8046 East coast Express
84.	Kurumbur	731/714 Tuticorin Tirunelveli Passenger	104.	Mihrawan	135/136 Varanasi-Bareilly Fast Passenger
85.	Laksar	4231/4232 Lucknow-Saharanpur Express	105.	Mirzapur	2801/2802 Purushottam Express
86.	Lasalgaon	1003/1004 Mumbai-Nanded Devgiri Express	106.	Monoharabad	593/594 Secunderabad-Nizamabad Passenger
87.	Lasur	7663/7664 Kacheguda Manmad Express	107.	Mundka Halt	3DR Delhi-Rohtak Passenger
88.	Luckeesarai	3287 South Bihar Express	108.	Nagarsol	7663/7664 Kacheguda Manmad Express
89.	Madhopur Punjab	4034 Jammu Mail	109.	Nidi	1691/1692 Diva-Veer Push Pull DMU
90.	Mahesana	2915/2916 Ahmedabad-Delhi Ashram Express	110.	Nidi	1695/1696 Diva-Veer Push Pull DMU
91.	Maliya-Hatina	9945/9946 Veeraval-Ahmedabad Girnar Express	111.	Nidi	KR-3/KR-4 Dadar-Pansar Passenger
92.	Malkagiri	7591/7592 Secunderabad-Dharmabad Express	112.	Palappuram	511 Coimbatore-Cannanore Passenger
93.	Malliyam	622 Trichy-Villupuram Passenger	113.	Phillaur	4535 Kalka-Amritsar Express
94.	Manak Nagar	2LC/3LC Lucknow-Kanpur Passenger	114.	Phulpur	5159/5160 Sarnath Express
95.	Manak Nagar	5LC Lucknow-Kanpur Passenger	115.	Pillbangan	4805/4806 Jodhpur-Jammu Express
96.	Manak Nagar	14LC/15LC/16LC Lucknow-Kanpur Passenger	116.	Pipariya	3448 Kurla-Bhagalpur Express
97.	Manchiryal	2617/2618 Mangala Express	117.	Pipariya	5217 Kurla-Muzaffarpur Express
98.	Manganallur	663 Mayiladuthurai-Karaikkudi Passenger	118.	Pipariya	5219 Kurla-Dharbhanga Express
99.	Maninagar	1096 Pune-Ahmedabad Ahimsa Express	119.	Pipariya	9045 Surat-Varanasi Express
100.	Maninagar	2933 Mumbai-Ahmedabad Karnavati Express	120.	Pipariya	9047 Surat-Patna Express

121.	Putlacheruvu	481/482 Narasapur-Guntur Passenger	141.	Shamgarh	2955/2956 Mumbai-Jaipur Express
122.	Rajendranagar	581/582 Ajmer-Khandva Passenger	142.	Sirsala Hall	2HC Churu-Hissar Passenger
123.	Ramgiri	287/288 Bangalore-Harihar/Shimoga Passenger	143.	Sonnagar	3347/3348 Palamau Express
124.	Ratangarh West	2BC Bikaner-Churu Passenger	144.	Tadepalligudem	7003/7004 Falaknuma Express
125.	Rewari	2461/2462 Jodhpur-Delhi Mandor Express	145.	Tangra	330 Dn Amritsar-Dehradun Passenger
126.	Risia	5315/5316 Agra Fort-Gonda Gokul Express	146.	Thane	6635/6636 Kurla-Ernakulum Netravati Express
127.	Rotegaon	7663/7664 Kacheguda Manmad Express	147.	Thuria	9019/9020 Mumbai-Dehradun Express
128.	Rowria	5605/5606 Guwahati-Mariani Intercity Express	148.	Tirumangalam	6721/6722 Chennai-Kanniya Kumari Express
129.	Sabarmati	101/102 Ahmedabad-Abu Road Passenger	149.	Tirunageswaram	109 Chennai Egmore-Tiruchchirappalli Passenger
130.	Sachin	9021/9022 Mumbai-Surat Flying Rane	150.	Tirunageswaram	635 Mayiladuthurai-Tiruchchirappalli Passenger
131.	Safinagar	89UP Chhattaugarh-Mhova Passenger	151.	Ujiarpur	539/540 Darbhanga-Patna Kamla Ganga Express
132.	Sahawar Town	5301/5302 Kanpur-Kasganj Express	152.	Umdanagar	7607/7608 Secunderabad-Mahbubnagar Express
133.	Saheli	1657/1658 Bhopal-Chinnwara Passenger	153.	Vadipatti	715 Erode-Madurai Passenger
134.	Sardargarh	4 SHL Suratgarh-Hanumangarh Passenger	154.	Vadipatti	776 Madurai-Coimbatore Passenger
135.	Sardargarh	1 SHR Suratgarh-Rewari Passenger	155.	Valavanur Halt	655/656 Chennai Egmore-Pondicherry Passenger
136.	Samath	5001/5002 Krishak Express	156.	Vaisad	5063/5064 Bandra-Gorakhpur Avadh Express
137.	Sayan	9109/9110 Valsad-Ahmedabad Gujarat Queen	157.	Vapi	2933/2934 Mumbai-Ahmedabad Karnavati Express
138.	Sewagram	6043 Dn Madras-Patna Express	158.	Vivek Vihar	371 Delhi-Rishikesh Passenger
139.	Shaheed Surya Narain Singh	369/373 Dharbhanga-Nirmali Passenger			
140.	Shaheed Surya Narain Singh	382/386 Jainagar-Dharbhanga Passenger			

1998-1999

1.	Abhaipur	3401/3402	Bhagalpur-Patna Intercity Express	21.	Bakhtiyarpur	8183/8184	Tata-Patna Express
2.	Akividu	7615/7616	Palasa Kacheguda Express	22.	Balasore	2421/2422	Bhubaneswar Rajdhani Express
3.	Ambliyan	9911/9912	Ahmedabad-Mehesana Express	23.	Baptla	7029/7030	Hyderabad-Cochin Express
4.	Amguri	5603/5604	Intercity Express	24.	Bareilly	5209/5210	Amritsar-Barauni Jansewa Express
5.	Amroha	4231/4232	Saharanpur-Lucknow Express	25.	Barh	8183/8184	Tata-Patna Express
6.	Anand	4707/4708	Bandra-Bikaner Express	26.	Barhiya	3231/3232	Howrah-Danapur Express
7.	Angurahnarayan Road	2801/2802	Purushottam Express	27.	Barial Himachal halt	3PB/6PB	Pathankot-Bajjnath Paprola Passenger
8.	Ara	2303/2304	Poorva Express	28.	Beas	2013	New Delhi-Amritsar Shatabdi Express
9.	Ariyalur	2605/2606	Pallavan Express	29.	Belapur	1029/1030	Pune-Howrah Express
10.	Athmalgola	3039/3040	Howrah-Delhi Janta Express	30.	Berchha	9303/9304	Bhopal-Indore Express
11.	Athmalgola	3039/3040	Howrah-Delhi Janta Express	31.	Bhadbhada Ghat	1251/1252	Bhopal-Kota Passenger
12.	Azamnagar	3141/3142	Teesta Torsha Express	32.	Bhagwanpur	5205/5206	Lichchavi Express
13.	Baba Bhagwan Ram Halt	1VM/2VM	Varanasi-Mugalsarai Passenger	33.	Bharwal	3007/3008	Udhyan Abha Express
14.	Baba Bhagwan Ram Halt	3VM/4VM	Varanasi-Mugalsarai Passenger	34.	Bhogaon	4023/4024	Kalindi Express
15.	Babina	8237/8238	Chhatisgarh Express	35.	Bhojo	4055/4056	Brahmaputra Mail
16.	Badampudi	162	Rajahmundry-Vijayawada Passenger	36.	Bhojo	5603/5604	Intercity Express
17.	Badmal	8447/8448	Rourkela-Bhubaneswar Hirakhand Express	37.	Bhulanpur	5217/5218	Kurla-Muzaffarpur Express
18.	Badshapur	4258	Kashi Vishwanath Express	38.	Bhulanpur	5219/5220	Kurla-Dharbhanga Express
19.	Bagrakot	5741/5742	Intercity Express	39.	Bhusawal	2617/2618	Ernakulum-Nizamuddin Mangala Express
20.	Bahadurgarh	6687/6688	Navyug Express	40.	Bolsar	5663/5064	Avadh Express
				41.	Bokajan	4055/4056	Brahmaputra Mail

42.	Bokajna	5605/5606	Guwahati-Mariani Intercity Express	61.	Dullahpur	5003/5004	Gorakhpur-Kanpur Chauri Chaura Express
43.	Calicut	2431/2432	Trivandrum-Nizamuddin Rajdhani Express	62.	Dumraon	3413/3414	Malda Town-Bhiwani Farakka Express
44.	Cannanore	2431/2432	Trivandrum-Nizamuddin Rajdhani Express	63.	Dumraon	3483/3484	Malda Town-Bhiwani Farakka Express
45.	Chakradharpur	2859/2860	Howrah-Mumbai Geetanjali Express	64.	Dumraon	3447/3448	Bhagalpur-Dadar Express
46.	Chandrakona Road	8449/8450	Patna-Puri Express	65.	Eluru	2703/2704	Howrah-Secunderabad Express
47.	Chaparmukh	5605/5606	Guwahati-Mariani Intercity Express	66.	Fatehabad Chandrawati Ganj	9769/9770	Jaipur-Purna Express
48.	Chaparmukh	5959/5960	Kamrup Express	67.	Fatuha	3111/3112	Lalquilla Express
49.	Chikjajur	2725/2726	Bangalore-Hubli Express	68.	Fatuha	3401/3402	Intercity Express
50.	Chittaranjan	8449/8450	Puri-Patna Weekly Express	69.	Furkating	5603/5604	Intercity Express
51.	Danapur	2401/2402	Shramjeevi Express	70.	Furkating	5605/5606	Guwahati-Mariani Intercity Express
52.	Datia	1159/1160	Howrah-Gwalior Chambal Express	71.	Gadwal	7085/7086	Secunderabad-Bangalore Express
53.	Datia	1181/1182	Howrah-Agra Chambal Express	72.	Gahmer	3413/3414	Malda Town-Bhiwani Farakka Express
54.	Daund	1019/1020	Konark Express	73.	Gahmer	3483/3484	Malda Town-Bhiwani Farakka Express
55.	Dehri-On-Sone	2801/2802	Purushottam Express	74.	Gangajhari	327/328	Tata Nagar-Nagpur Passenger
56.	Dimapur	5605/5606	Guwahati-Mariani Intercity Express	75.	Ganj Basoda	1077/1078	Jhelum Express
57.	Ding	4085/4086	Haryana Express	76.	Gaya	2421/2422	Delhi-Bhubaneswar Rajdhani Express
58.	Diphu	2423A/2424A	Dibrugarh-Guwahati Link Rajdhani Express	77.	Ghataprabha	2779/2780	Nizamuddin-Londa Express
59.	Divinenagar	6335/6336	Netrivati Express	78.	Ghoradongari	1451/1452	Nagpur-Gaya Express
60.	Duliajan	5959/5960	Kamrup Express	79.	Golghat	5605/5606	Guwahati-Mariani Intercity Express
				80.	Gomtinagar Halt	5063/5064	Gorakhpur-Bandra Awadh Express

81.	Hamirgarh	9943/9944	Delhi-Ahmedabad Express	100.	Jamui	3231/3232	Howrah-Danapur Express
82.	Hapur	4649/4650	Saryu Yamuna Express	101.	Jashpur	214/215	Porbandar Bhanvad Passenger
83.	Hapur	4673/4674	Shaheed Express	102.	Jethikarjoda	9653/9654	Ahmedabad-Ajmer Passenger
84.	Haripur	9105/9106	Ahmedabad-Delhi Mail	103.	Jorhat Town	5605/5606	Guwahati-Mariani Intercity Exp.
85.	Hatidah	3231/3232	Howrah-Danapur Express	104.	Juchandra	DMU 1/2	Dombivli-Vasai Road-Diva Passenger
86.	Haveri	1017/1018	Bangalore-Mumbai Express	105.	Juchandra	DMU 3/4	Diva-Vasai Road-Diva Passenger
87.	Honnavalli Road	287/288	Bangalore-Harihar/Shimoga Passenger	106.	Kajra	3401/3402	Bhagalpur-Patna Intercity Express
88.	Hoshangabad	2407/2408	Nagpur-Nizamuddin Gondwana Express	107.	Kachewani	327/328	Tata Nagar-Nagpur Passenger
89.	Hoshangabad	2409/2410	Bilaspur-Nizamuddin Gondwana Express	108.	Kalyan	2617/2618	Ernakulum-Nizamuddin Mangala Express
90.	Idapalli	GE1/GE2	Guruvayur-Ernakulum Push Pull Passenger	109.	Kamasamudram	213/214	Mysore-Tirupati Passenger
91.	Igatpuri	2617/2618	Ernakulum-Nizamuddin Mangala Express	110.	Kampur	5603/5604	Intercity Express
92.	Jadcherla	7085/7086	Secunderabad-Bangalore Express	111.	Karauta	3039/3040	Howrah-Delhi Janata Express
93.	Jagi Road	5603/5604	Intercity Express	112.	Karpoorigram	3021/3022	Howrah-Raxaul Mithila Express
94.	Jajpur-Keonjhar Road	6321/6322	Bangalore-Trivandrum Express	113.	Karpoorigram	5027/5028	Gorakhpur-Hatia Maurya Express
95.	Jajpur-Keonjhar Road	5623/5624	Cochin-Guwahati Express	114.	Kavali	2759/2760	Charminar Express
96.	Jajpur-Keonjhar Road	5625/5626	Bangalore-Guwahati Express	115.	Kayankulam	2625/2626	Kerala Express
97.	Jajpur-Keonjhar Road	5627/5628	Cochin-Patna Express	116.	Khairtia Bandh	199/200	Gonda-Mailani Express
98.	Jajpur-Keonjhar Road	6309/6310	Cochin-Patna Express	117.	Khandwa	2617/2618	Ernakulum-Nizamuddin Mangala Express
99.	Jajpur-Keonjhar Road	6323/6324	Trivandrum-Howrah Express	118.	Khusropur	3287/3288	South Bihar Express
				119.	Kishanpur	539/540	Darbhanga-Patna Kamla Ganga Express

120.	Kotha Pandillapalli	478 Chirala-Bitragunta Passenger	140.	Melmaruvattur	6713/6714 Chennai Egmore-Rameswaram Setu Express
121.	Krishnarajanager	1035/1036 Mysore-Mumbai Express	141.	Melmaruvattur	6803/6804 Howrah-Tiruchchirappalli Express
122.	Kuppam	2607/2608 Bangalore-Madras Lalbagh Express	142.	Mokama	3073/3074 Himgiri Express
123.	Lanka	5605/5606 Guwahati-Mariani Intercity Express	143.	Motipur	4015/4016 Delhi-Raxaul Express
124.	Lekoda	98 DN Mhow-Ujjain Passenger	144.	Mundikota	327/328 Tata Nagar-Nagpur Passenger
125.	Luckeesarai	3401/3402 Bhagalpur-Patna Intercity Express	145.	Muribera	9707/9708 Bandra-Jaipur Express
126.	Luckeesarai	5027/5028 Maurya Express	146.	Nadiad	4707/4708 Bandra-Bikaner Express
127.	Lumbding	5605/5606 Guwahati-Mariani Intercity Express	147.	Nadiad	9707/9708 Bandra-Jaipur Express
128.	Madhosingh	5205/5206 Lichchavi Express	148.	Naharkatia	5603/5604 Intercity Express
129.	Madhosingh	5213/5214 Delhi-Muzaffarpur Express	149.	Namrup	5603/5604 Intercity Express
130.	Malwa	5205/5206 Lichchavi Express	150.	Namrup	5959/5960 Kamrup Express
131.	Mandi Govind Garh	4647/4648 Delhi-Amritsar Flying Mail	151.	Nana	9707/9708 Bandra-Jaipur Express
132.	Manmad	2165/2166 Kurta-Varanasi Express	152.	Narsinghpur	1031/1032 Pune-Varanasi Express
133.	Manmad	2617/2618 Ernakulum-Nizamuddin Mangala Express	153.	Nasik Road	2165/2166 Kurta-Varanasi Express
134.	Manjattidal	634 Trichy-Chelgalpattu Passenger	154.	Nasik Road	2617/2618 Ernakulum-Nizamuddin Mangala Express
135.	Mariani	5605/5606 Guwahati-Mariani Intercity Exp.	155.	Navsari	2961/2962 Avantika Express
136.	Mayakonda	287/288 Bangalore-Harihar/Shimoga Passenger	156.	Navsari	9707/9708 Bandra-Jaipur Express
137.	Melmaruvattur	109/110 Chennai Egmore-Tiruchchirappalli Passenger	157.	Nellore	2625/2626 Kerala Express
138.	Melmaruvattur	627/628 Chennai Egmore-Thanjavur Express	158.	Nimbahera	75/76 Mhow-Chittaurgarh Passenger
139.	Melmaruvattur	6703/6704 Chennai Egmore-Tuticorin Express			

159.	Nipani Vadgaon	1321 Dn Pune-Purna Passenger	179.	Punpun	3348 P a l a m a u Express
160.	Numaligarh	5605/5606 Guwahati-Mariani Intercity Express	180.	Qutubpur Halt	4JNK Jind-Kurukshetra Passenger
161.	Ottapalayam	6317/6318 Himsagar Express	181.	Rai-Ka-Bagh	2465/2466 Jodhpur-Jaipur Intercity Express
162.	Palghar	9021/9022 Flying Raneer Express	182.	Rajoshi	9671 Ajmer-Khandwa Fast Passenger
163.	Pallipuram	511 Cannanore Coimbatore Passenger	183.	Rajpura	2497/2498 Delhi-Amritsar Shan-e-Punjab Express
164.	Paniajob	327/328 Tata Nagar-Nagpur Passenger	184.	Raybag	7315/7316 Kolhapur-Tirupati Express
165.	Panpana P.H.	201/202 Howrah-Puri Passenger	185.	Regadipalli	207/208 Thanjavur-Tirupati Passenger
166.	Panvel	6333/6334 Rajkot-Trivandrum Express	186.	Roha	6635/6636 Netravati Express
167.	Panvel	6335/6336 Gandhidham-Nagercoil Express	187.	Roorkee	2017/2018 Delhi-Dehradun Shatabdi Express
168.	Panvel	6635/6636 Kurla-Ernakulum Netravati Express	188.	Samarala	563 Secunderabad Mudkhed Passenger
169.	Panvel	6337-6338 Rajkot-Ernakulum Express	189.	Sarupathar	5603/5604 Intercity Express
170.	Parashnath	2801/2802 Purushottam Express	190.	Sarupathar	5959/5960 Kamrup Express
171.	Patas	1625/1624 Pune-Baramati Passenger	191.	Sattur	6339/6340 Bombay-Nagercoil Express
172.	Patna Saheb	3467/3468 Vikramshila Express	192.	Sehore	9303/9304 Indore-Bhopal Express
173.	Pipar Road	4805/4806 Jodhpur-Jammu Tawi Express	193.	Shahabad Markanda	4517/4518 Allahabad-Ambala Unchahar Express
174.	Pipariya	1031/1032 Pune Varanasi Express	194.	Sholavandan	383/384 Nagercoil-Coimbatore Passenger
175.	Podnaur	6683/6684 Mangalore-Trichy Express	195.	Siho	3021 Howrah-Raxaul Mithila Express
176.	Podanur	6708/6707 Madurai-Coimbatore Express	196.	Somesar	4707/4708 Bandra-Bikaner Express
177.	Punarakh	8621/8622 Patliputra Express	197.	Sunethi Kharakhan	351 UP Lucknow-Saharanpur Passenger
178.	Pundi	7479/7480 Howrah-Tirupati Express	198.	Tandaman Patti	634 Trichy-Chelgalpattu Passenger
			199.	Tanur	6307/6308 Alleppey Cannanore Express

200.	Tanur	6627/6628	Chennai-Mangalore Express	7.	Beas	2032	New Delhi-Amritsar Shatabdi Express
201.	Taregna	8625/8626	Hatia-Tata Express	8.	Beas	2715/2716	Sachkhand Express
202.	Tiloniya	9651/9652	Ajmer-Jaipur Express	9.	Bhalukmara	5605/5606	Intercity Express via Jorhat Town
203.	Tiruparankundram	727/728	Madurai-Quilon Passenger	10.	Bhatapara	2409/2410	Bilaspur-Nizamuddin Gondwana Express
204.	Tiruparankundram	729/730	Madurai-Tuticorin Passenger	11.	Bhawani Mandi	2471/2472	Mumbai-Jammu Tawi Express
205.	Tomiya	349/350	Rajkot-Vishwadar Express	12.	Bhawani Mandi	9767/9768	Jaipur-Chennai Express
206.	Tundla	5206	DN Delhi-Muzaffarpur Lichchavi Express	13.	Bina	2155/2156	Habibganj-Nizamuddin Express
207.	Vetapalem	7405/7406	Krishna Express	14.	Bodulipar	5605/5606	Intercity Express via Jorhat Town
208.	Vidisha	2407/2408	Nagpur-Nizamuddin Gondwana Express	15.	Boisar	6333/6334	Rajkot-Trivandrum Express
209.	Vidisha	2409/2410	Bilaspur-Nizamuddin Gondwana Express	16.	Borhat	5603/5604	New Tinsukia-Guwahati Express
210.	Vidisha	2411/2412	Jabalpur-Nizamuddin Gondwana Express	17.	Borivali	2471	Mumbai-Jammu Tawi Express
211.	Wansjalía	9263/9264	Porbander-Delhi Swarnajayanti Express	18.	Brahmanagudem	460	Rajahmundry-Narasapur Passenger
	1999-2000			19.	Chander Nagar Halt	GNS-3	Ghaziabad-Shakurbasti Passenger
1.	Akbarpur	4853/4854	Jodhpur-Varanasi Marudhar Express	20.	Chander Nagar Halt	GN-1	Ghaziabad-New Delhi Passenger
2.	Ambliyasán	101/102	Ahmedabad-Abu Road Passenger	21.	Chander Nagar Halt	SNG-2	Shakurbasti-Ghaziabad Passenger
3.	Amla	1451/1452	Nagpur-Gaya Express	22.	Chander Nagar Halt	GN-6	New Delhi-Ghaziabad Passenger
4.	Bairepura	319/320	Saharsa-Samastipur Passenger	23.	Chander Nagar Halt	GND-1	Ghaziabad-Delhi Passenger
5.	Bairepura	321/324	Saharsa-Samastipur Passenger	24.	Chander Nagar Halt	GND-3	Ghaziabad-Delhi Passenger
6.	Ballabgarh	9368	Jammu Tawi-Indore Malwa Express	25.	Chorwad Road	9945/9946	Gimar Express
				26.	Dadar	103/104	Mumbai-Mao Express
				27.	Dhana Ladanpur	1	RBN Rewari-Bhiwani Passenger

28.	Dhana Ladanpur	4 RB Rewari-Bathinda Passenger	48.	Kishanganj	3045/3046 Howrah-Guwahati Saralghat Express
29.	Dhana Ladanpur	1RB/2RB Rewari-Bathinda Passenger	49.	Kokrajhar	2423/2424 New Delhi-Guwahati/Dibrugarh Rajdhani
30.	Dharangaon	8401/8402 Okha-Puri Express	50.	Kokrajhar	2435/2436 New Delhi-Guwahati Rajdhani Express
31.	Dharur	356 Hyderabad-Tandur Passenger	51.	Kotabomali	7015/7016 Palasa-Kacheguda Visakha Express
32.	Ekma	5205/5206 Muzaffarpur-Delhi Lichhavi Express	52.	Kothapanditapalli	157 Ongole-Tenali Passenger
33.	Furkating	4055/4056 Brahmaputra Mail	53.	Kothapanditapalli	442 Vijayawada-Ongole Passenger
34.	Ghaziabad	2417 Prayagraj Express	54.	Kulikarai	678 Tanjore-Nagore Passenger
35.	Ghoga	3071/3072 Howrah-Jamshpur Express	55.	Kuneru	239/240 Vishakapatnam-Rayagada Passenger
36.	Ghora Dongari	7089/7090 Cochin-Varanasi Express	56.	Khutbav	1321 Pune-Purna Passenger
37.	Ghora Dongari	7091/7092 Secunderabad-Varanasi Express	57.	Khutbav	1602 Manmad-Pune Passenger
38.	Ghorasahan	5223/5324 Jai Nagar-Narkatiaganj Gandak Express	58.	Khutbav	328 A Solapur-Pune Passenger
39.	Ghughli	63/64 Gorakhpur-Narkatiaganj Fast Passenger	59.	Khutbav	329/330 Pune-Wadi-Hyderabad Passenger
40.	Gidhaur	8181/8182 Tatanagar-Chhapra Express	60.	Lalitpur	5011/5012 Cochin-Gorakhpur Express
41.	Godamgura	356 Hyderabad-Tandur Passenger	61.	Lalitpur	5089/5090 Secunderabad-Gorakhpur Express
42.	Ipurapalem	442 Vijayawada-Ongole Passenger	62.	Mahuranipur	1069/1070 Kurla-Allahabad Express
43.	Jethikarjoda	103/104 Mahesana-Abu Road Passenger	63.	Mananpur	3007/3008 Udyan Abha Toofan Express
44.	Khairabari	5813/5814 Arunachal Express	64.	Manaparai	6717/6718 Chennai Egmore-Madurai Pandian Express
45.	Khairthal	2413/2414 Delhi-Jaipur Express	65.	Mandibamora	1265/1266 Rewa-Habibganj Express
46.	Kharkheli	7552 Mudkhed Secunderabad Express	66.	Maroli	9057/9058 Valsad-Vadodara Express
47.	Khatkura PH	345/352 Kharagpur-Tatanagar Passenger			

67.	Mathura	8407/8408 Bhubaneswar-Nizamuddin Hirakud Express	86.	Pulgaon	2405/2406 Gondwana Express
68.	Mclukiganj	3347/3348 Palamau Express	87.	Rajnandgaon	1029/1030 Pune-Howrah Azad Hind Express
69.	Meerut City	2017/2018 Dehradun Shatabdi Express	88.	Rajpura	2715/2716 Sachkhand Express
70.	Melakonnakulum	6635/6636 Ernakulam-Kurla Netravati Express	89.	Ramna	3347A/3348A Garwa Road-Singrauli Link Express
71.	Mokama	5049/5050 Howrah-Gorakhpur Express	90.	Rampur Dumra	8621/8622 Patliputra Express
72.	Mor	8621/8622 Patliputra Express	91.	Rithi	1271/1272 Vindhyachal Express
73.	Mugalolli	231/232 Solapur-Bijapur Passenger	92.	Rukmapur	356 Hyderabad Tandur Passenger
74.	Mugalolli	233/234 Bijapur-Solapur Passenger	93.	Runiya	75/76 Mhow-Chittaurgarh Passenger
75.	Mugalolli	245/246 Solapur-Bijapur Passenger	94.	Runkhera	9019/9020 Bandra-Dehradun Express
76.	Naharkatia	5959/5960 Kamrup Express	95.	Sabzi Mandi	4095 Himalayan Queen Express
77.	Najibabad	5209/5210 Amritsar-Barauni Express	96.	Sadat	5001/5002 Krishak Express
78.	Narsingpur	5217/5218 Kurla-Muzaffarpur Pawan Express	97.	Sakhoti Tanda	1NDS/2NDS Delhi-Saharanpur Passenger
79.	Narsingpur	5219/5220 Kurla-Dharbhanga Pawan Express	98.	Sapekhati	5603/5604 Intercity Express
80.	Navsarai	6333/6334 Rajkot-Trivandrum Express	99.	Sarsi	5541/5542 Katihar-Samastipur Express
81.	Navasarai	6337/6338 Rajkot-Cochin Express	100.	Sasalu	287/288 Bangalore-Shimoga Passenger
82.	Palanpur	9263/9264 Porbander-Delhi Sarai Rohilla Express	101.	Sasaram	9305/9306 Shipra Express
83.	Pariyaha	5323/5324 Gandak Express	102.	Shankarpur Halt	8621/8622 Patliputra Express
84.	Patharia	1071/1072 Kurla-Varanasi Express	103.	Sheoraphuli	3017/3018 Ganadevata Express
85.	Piravam Road	6303/6304 Ernakulam-Trivandrum Vanchinad Express	104.	Shyamchak	468 Bhadrakh-Howrah Passenger
			105.	Sirpur Kagaznagar	6045/6046 Navjeevan Express

106.	Sivangaon	563	Secunderabad-Mudkhed Passenger
107.	Swarupganj	9707/9708	Bandra-Jaipur Express
108.	Tambaram	6121/6122	Chennai Egmore-Kannniyakumari Express
109.	Tanakallu	7597/7598	Guntakal-Tirupati Express
110.	Thane	1007	Mumbai-Pune Deccan Express
111.	Thane	1020	Bhubaneswar-Mumbai Konark Express
112.	Thathankulam	731/734	Tuticorin-Tirunelveli Passenger
113.	Tilda	8225/8226	Bilaspur-Bhopal Mahanadi Express
114.	Titabar	5603/5604	Intercity Express
115.	Unchera	5159/5160	Durg-Chhapra Sarnath Express
116.	Vadlamannadu	115/120	Vijayawada-Machilipatnam Passenger
117.	Vikramgarh Alot	2955/2956	Jaipur-Mumbai Express

[English]

Racket Hatched by PSUs

739. SHRI BASU DEB ACHARIA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether attention of the Government has been drawn to the news item appearing in 'The Indian Express', dated October 9, 2000 regarding unearthing a racket in bottling of LPG cylinders;

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

(c) the steps taken by the Government to bring a stringent law to punish such companies?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI SANTOSH KUMAR GANGWAR): (a) to (c) The Officials of Weights & Measures Department of

Government of Gujarat inspected LPG bottling plants/LPG distributorship of Public Sector Oil Companies at some locations in Gujarat during August/September, 2000 and detected some under-weight cylinders at some of the locations. The Oil Companies have deposited the requisite penalties for the said offence to the State Exchequer.

Oil Marketing Companies carry out 100% rechecking of weight on a check scale after the cylinders are filled on carousel. Before delivery and loading in the truck, filled cylinders are again subjected to statistical quality control to ensure that only cylinders of correct quality and quantity reach the distributors. LPG distributors are also under instructions to check every cylinder for soundness/correct weight before delivering to consumers.

[Translation]

Utilisation of Daltonganj Airport of Bihar

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

(a) whether airport of Daltonganj district Palamau of Bihar is lying unutilized for the last thirty years;

(b) if so, the reasons therefor;

(c) whether the Government propose to formulate any scheme to make it operational;

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

(e) if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) to (e) The airstrip at Daltonganj belongs to the State Government of Bihar. Its serviceability at present is not known. The Airports Authority of India has no plans to develop the airport as no airline has projected their requirement to operate from there.

[English]

Requirement of Wagons

741. SHRI SADASHIVRAO DADOBA MANDLIK: Will the Minister of RAILWAYS be pleased to state:

(a) the number of wagons available for transportation of goods, division-wise;

(b) whether more wagons are required to achieve the target of transportation of goods;

(c) if so; the details thereof; and

(d) the steps being taken by the Government to obtain the required number of wagons?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) Total number of wagons on Indian Railway as on 31.3.1999 was 253,186. These figures are not maintained division-wise.

(b) No, Sir.

(c) and (d) Do not arise.

Benches of Supreme Court

742. SHRIMATI KANTI SINGH:
DR. RAGHUVANSH PRASAD SINGH:
MOHAMMAD ANWARUL HAQUE:

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

(a) whether the Union Government has approached the Supreme Court for agreeing to set up of regional benches in the country; and

(b) if so, the present status of the proposals?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS AND MINISTER OF SHIPPING (SHRI ARUN JAITLEY): (a) and (b) The recommendation of the Department-related Parliamentary Standing Committee contained in its 61st Report for setting up of Benches of the Supreme Court in Southern, Western and North-Eastern part of the country was communicated to the Chief Justice of India for his views in terms of article 130 of the Constitution of India. The Chief Justice of India has intimated that the matter has been directed to be placed before the Full Court for consideration.

Old Aircrafts used by AI, IA and Alliance Air

743. SHRI SURESH KURUP: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the number of aircrafts which are more than 15 years old are being used by Air India, Indian Airlines and Alliance Air; and

(b) whether the Union Government have decided to acquire new aircrafts for Air India, Indian Airlines and Alliance Air; and

(c) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): Details of aircraft which are more than 15 years old are as under:—

Air India = 8

Indian Airlines and
Alliance Air = 22

(b) No, Sir.

(c) Does not arise.

Expansion of LPG Bangalore Pipeline to Trichy

744. SHRI MANI SHANKAR AIYAR: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to refer to the reply given to Unstarred Question No. 1735 dated August 3, 2000 regarding LPG through pipeline in Tamil Nadu and state:

(a) whether the branch pipeline to Bangalore cannot be extended to Trichy/Thanjavur/Kumbakonam to cover the requirements of central coastal of Tamil Nadu;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI SANTOSH KUMAR GANGWAR): (a) to (c) Due to low throughput demand, extension of the Liquefied Petroleum Gas (LPG) pipeline from Bangalore to Trichy/Thanjavur/Kumbakonam would not be technoeconomically viable.

Pilfering of Liquor

745. SHRI ASHOK N. MOHOL:
SHRI SHIVAJI MANE:
SHRI M.V.V.S. MURTHI:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether seven of the cabin crew members of Air India have been caught pilfering liquor from a flight on August 26, 2000 as reported in 'Times of India' dated September 3, 2000 and 'Economic Times' dated September 9, 2000 etc.;

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

(c) whether Air India Management has taken any action against those guilty officials;

(d) if so, details thereof; and

(e) the steps taken to check such pilferage in future?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) to (e) The Air India Security department had conducted surprise Security Checks on Seven Cabin crew members after operating flight AI-309 of August 26, 2000 on Tokyo-Bangkok sector and apprehended them with inflight items. All the seven crew were placed under suspension and charge sheeted. Enquiry Committee has been constituted to enquire into the charges levelled against the Cabin Crew, except one Cabin crew, who has been dismissed from the service of the Company with effect from October 16, 2000 in view of his voluntary admission of the charges levelled against him. Department enquiry proceedings are in progress in respect of other six Cabin crew members and necessary action will be initiated against them depending on the outcome of the enquiry proceedings. The management has decided to conduct more security checks to ensure that the menace of pilferage is totally curbed. The management has also issued directions to the Cabin Crew with respect to carriage of hand baggage and its dimensions so that items cannot be taken away. A Task force consisting of Director (HRD), Director (IFS), Director (Operations) and Director (Security) has also been constituted to study these problems and recommend suitable measures to Management.

[Translation]

Terrorists' Activities with Chinese Assistance

746. SHRI NIKHIL KUMAR CHOUDHARY: Will the Minister of DEFENCE be pleased to state:

(a) whether Pakistani Spying agency, Inter Service Intelligence (ISI), is reportedly planning to establish a factory in Pak occupied Kashmir with the help of China to manufacture arms and explosives to intensify terrorists' activities in India;

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

(c) whether Pakistan had also taken Chinese help for the incursion in Leh (Laddakh), Kargil;

(d) if so, whether any dialogue was ever made with China in regard thereto; and

(e) if so, the response of the Chinese Government thereto; and

(f) if not, the reasons therefor?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) and (b) There is no input to indicate this.

(d) to (f) Do not arise.

[English]

Defence Equipments to Algeria

747. SHRI N.R.K. REDDY: Will the Minister of DEFENCE be pleased to state:

(a) whether Algeria has proposed to buy defence equipments from India;

(b) if so, the details thereof; and

(c) the time by which the deal is likely to be finalised?

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

(b) and (c) Ministry of Defence, Algeria has contracted for non lethal defence equipment from Ordnance Factory Board. The Algerian Navy has shown interest in products/services of Mazagaon Dock Limited. In such matters a definite commitment on conclusion of the contract cannot be made.

[Translation]

Completion of Railway Projects

748. DR. SUSHIL KUMAR INDORA:
SHRI ZORA SINGH MANN:
SHRI Y.S. VIVEKANANDA REDDY:
SHRI G.S. BASAVARAJ:

Will the Minister of RAILWAYS be pleased to state:

(a) the details of projects which are still under construction, zone/State-wise;

(b) the amount required for their completion and the total amount already spent thereon, so far;

(c) whether the Government have decided to re-examine those pending projects;

(d) if so, the details thereof;

(e) whether some projects have been identified for completion on priority basis;

(f) if so, the names of those projects and the amount required for their completion; and

(g) the time by which those projects proposed to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) and (b) Railways do not maintain the information State-wise. A list of all projects which are under construction, the amount required for their completion and the total amount spent so far is contained in the Pink Book supplied to the Hon'ble Members along with the Budget documents.

(c) No, Sir.

(d) Does not arise.

(e) The projects of New Lines and Gauge Conversion have been prioritised and the Priority List has been approved by the Government.

(f) A copy of the Priority List is given in enclosed Statement. The amount required for their completion is indicated in the Budget documents

(g) The time by which they are proposed to be completed will depend on the availability of resources.

Statement

S.No.	Project	Priority
1	2	3

Priority List of Ongoing Railway Projects

Gauge Conversion

1.	Hajipur-Bachwara	A1
2.	Lumding-Dibrugarh with linked figures.	A1
3.	Hospet-Hubli-Goa	A1
4.	Secunderabad-Dronachellam	A1
5.	Gondia-Chandafort	A1
6.	Bangalore-Hubli-Birur-Shimoga	A1
7.	Chennai Beach-Tiruchirappali and Arakonnam-Chengalpattu	A1
8.	Dindigul-Trichy	A1

1	2	3
9.	Mysore-Hassan	A1
10.	Yashwantpur-Salem	A1
11.	Yelahanka-Chickballapur and Kolar-Bangarpet	A1
12.	Phulera-Marwar-Ahmedabad	A1
13.	Gonda-Gorakhpur Loop with Anand Nagar Nautanwa	A2
14.	Kanpur-Kasganj-Mathura	A2
15.	Khadda-Gorakhpur	A2
16.	Mathura-Achnera	A2
17.	Narkatiaganj-Valmikinagar	A2
18.	Sriganganagar-Sarupsar**	A2
19.	Guntur-Guntakal & Guntakal-Kalluru	A2
20.	Mudkhed-Adilabad	A2
21.	Secunderabad-Mudkhed & Jankhampet-Bodhan	A2
22.	Arsikere-Hassan-Mangalore	A2
23.	Thanjavur-Villupuram main line	A2
24.	Agra-Bandikui	A2
25.	Ajmer-Udaipur-Chittaurgarh	A2
26.	Dharangadhara-Kuda siding	A2
27.	Gandhidham-Palanpur	
28.	Neemuch-Ratlam	A2
29.	Rajkot-Veraval	A2
30.	Surendemagar-Bhavnagar	A2
31.	Wankaner-Malia Miyana	A2
32.	Cuddalore-Salem via Vriddhachalam	A2
33.	Indara-Phephana	A3
34.	Kashipur-Lalkuan	A3
35.	Rewari-Sadulpur	A3
36.	Viramgam-Jodhpur, Bhildi-Samdri	A3
37.	Katpadi-Pakala-Tirupati	A3
38.	Solapur-Gadag	A3

1	2	3
39.	Bhildi-Viramgam	A3
40.	Gandhidham-Bhuj	A3
41.	Luni-Barmer-Munabao	B1
42.	Katakhal-Bairabhi	B2
43.	Lumding-Silchar	B2
44.	New Jalpaiguri-Sliguri-New Bongaigaon	B2
45.	Akola-Purna	C1
46.	Trichy-Manmadurai	C1
47.	Villupuram-Katpadi	C1
48.	Jayanagar-Darbhanga-Narkatiaganj	C1A
49.	Mansi-Saharsa-Forbesganj PH I	C1A
50.	Samastipur-Khagaria	C1A
51.	Jabalpur-Gondia including Balaghat-Katnagi	C1A
52.	Ranchi-Lohardaga with extension to Tori	C1A
53.	Madurai-Rameswaram	C1A
54.	Miraj-Latur	C1B
55.	Phulera-Jodhpur-Pipar Road-Bilara	C1B
56.	Bankura-Damodar River Project	C1B
57.	Rupsa-Bangariposi	C1B
58.	Tiruchchirappali-Nagore-Karaikal	C1B
59.	Villupuram-Pondicherry	C1B
60.	Kaptanganj-Thave-Sivan-Chhapra	C2
61.	Gonda-Bahraich-Sltapur-Lucknow PH I	C2B
62.	Katihar-Jogbani (including Katihar- Radhikapur)	C2B
63.	Dharmavaram-Pakala	C2B
64.	Naupada-Gunupur	C2B
65.	Mysore-Chamarajanagar	C2B
66.	Quilon-Tirunelveli-Trichendur & Tenkasi-Virudhanagar	C2B

New Lines

1.	Talcher-Sambalpur	A1
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1	2	3
2.	Amravati Narkher	A2
3.	Panvel-Karjat	A2
4.	Hubli-Ankola	A2
5.	Kakinanda-Kotapalli	A2
6.	Angul-Sukinda Road	A2
7.	Daitari-Banspani	A2
8.	Dallirajahara-Jagdapur	A2
9.	Haridaspur-Paradeep	A2
10.	Dharmavaram-Penukonda via Puttaparthi	A2
11.	Guna-Etawah	A3
12.	Bongaon-Petrapole	A3
13.	Laxmikantapur-Namkhana	A3
14.	Katra-Faizabad	A3
15.	Kapadvanj-Modasa	A3
16.	Jammu Tawi-Udhampur	B1
17.	Udhampur-Srinagar-Baramula	B1
18.	Bogibeel bridge	B2
19.	Diphu-Karong PH I	B2
20.	Dudhnoi-Depa	B2
21.	Harmuti-Itanagar	B2
22.	Jogighopa-Guwahati	B2
23.	Kumarghat-Agartala	B2
24.	Monghyr-Rail Bridge on Ganga	B3
25.	Patna-Ganga bridge	B3
26.	Agra-Etawah via Fatehabad and Bah	C1
27.	Deogarh-Sultanganj	C1
28.	Tarakeshwar-Bishnupur	C1
29.	New Maynaguri-Jogigopa	C1
30.	Kotapalli-Narsapur	C1
31.	Ajmer-Pushker	C1
32.	Gandhinagar-Adrej Moti-Kalol	C1
33.	Ramganjmandi-Bhopal	C1

1	2	3
34.	Lalitpur-Satna & Rewa-Singrauli	C1A
35.	Ara-Sasaram	C1A
36.	Fatua-Islampur Restoration	C1A
37.	Giridhi-Koderma	C1A
38.	Koderma-Ranchi	C1A
39.	Rajgir-Hisua-Tilaya	C1A
40.	Deogarh-Dumka	C1A
41.	Muzaffarpur-Sitamarhi	C1A
42.	Sakri-Hassanpur	C1A
43.	Eklakhi-Balurghat	C1A
44.	Beas to Dera Baba Jaimal Singh	C1A
45.	Chandigarh-Ludhiana	C1A
46.	Kalka-Parvanoo	C1A
47.	Nangal Dam-Talwara & Taking over siding of Mukerian Talwara	C1A
48.	Taran Taran-Goindwal	C1A
49.	Munirabad-Mehboobnagar	C1A
50.	Bishrampur-Ambikapur	C1A
51.	Howrah-Amra	C1A
52.	Tamluk-Digha	C1A
53.	Angamali-Sabarimala	C1A
54.	Hassan-Bangalore	C1A
55.	Karur-Salem	C1A
56.	Godhra-Indore Dewas-Maksi	C1A
57.	Ahmednagar-Beed-Parli Vaijnath	C1B
58.	Baramati-Lonad	C1B
59.	Mandarhill-Rampurhat via Dumka	C1B
60.	Khagaria-Kusheshwarsthan	C1B
61.	Gadwal-Raichur	C1B
62.	Gulbarga-Bidar	C1B
63.	Macherla-Nalgonda	C1B
64.	Nandyal-Yerraguntla	C1B
65.	Peddapally-Karimnagar-Nizamabad	C1B

1	2	3
66.	Khurda Road-Bolangir	C1B
67.	Lanjigarh Road-Junagarh	C1B
68.	Bangalore-Satyamanglam	C1B
69.	Kadur-Chickmagalur-Sakleshpur	C1B
70.	Kottur-Harihar	C1B
71.	Dausa-Gangapur	C1B
72.	Kakinada-Pithapuram	C1B
73.	Puntamba-Shirdi	C2A
74.	Duraunda-Maharajanj	C2A
75.	Abohar-Fazilka	C2A
76.	Etawah-Mainpuri	C2B
77.	Kottayam-Erumeli	C2B
78.	Kuttipuram-Guruvayoor	C2B

Legends

- A1 Completed Projects where residual works are in progress
- A2 Viable Projects/those projects required on operational considerations
- A3 Projects nearing completion and those which will get completed
- B1 Projects in Jammu and Kashmir
- B2 Projects in NE Region
- B3 Projects involving major bridges costing more than 100 crores
- C1 ~~Socially desirable projects~~ where clearances have been obtained.
- C1A Projects having higher priority amongst C1 category
- C1B Other projects not covered in C1A
- C2 Socially desirable projects where clearances are awaited.
- C2A Projects having operational priority which will go to category C1A after clearances.
- C2B Other socially desirable projects which will go to category C1B after clearances.

*[English]***Admission of SCs/STs in Educational/Academic Institutions**

749. SHRI VANLAL ZAWMA: Will the Minister of TOURISM AND CULTURE be pleased to state:

(a) whether Dr. Ambedkar Birth Centenary Celebrations Committee headed by the Prime Minister recommended for ensuring admission of students from SCs/STs to the fullest extent of the quota of seats reserved for these community in all the educational/academic institutions;

(b) the number of seats offered to the SCs and STs in different faculties/disciplines in the Indian Institute of

Tourism and Travel Management, New Delhi in Diploma, Pre-Graduation, Graduation and Post Graduation Level courses during the last three years, year-wise; and

(c) the reasons for not implementing the said recommendations in toto?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRI ANANTH KUMAR): (a) As per norms, 15 per cent and 7.5 per cent seats are reserved each year for Scheduled Castes and Scheduled Tribes students respectively for all the courses conducted by the Institutes of Hotel Management and the Indian Institute of Tourism and Travel Management.

(b) The number of SC/ST students admitted in various courses during the last three years is as under:

I. Institutes of Hotel Management:

1. Admission in 3-year Diploma Course:

Year	No. of students Admitted	No. of SC/ST students admitted
1997-1998	2014	438
1998-1999	2185	460
1999-2000	2245	424

2. Admission in P.G. Diploma Courses:

Year	No. of students Admitted	No of SC/ST students admitted
1997-1998	250	28
1998-1999	290	31
1999-2000	274	18

3. Admission in Craft Level and Certificate Courses

Year	No. of students Admitted	No of SC/ST students admitted
1997-1998	539	89
1998-1999	553	76
1999-2000	610	79

II. Indian Institute of Tourism and Travel Management, Gwallor and Bhubaneshwar:

Diploma in Tourism Management:

Year	No. of students Admitted	No of SC/ST students admitted
1997-1998	116	05
1998-1999	073	01
1999-2000	071	03

(c) In IITTM, while screening the students for personal interview on the basis of written examination, SC/ST and

OBC candidates are given a weightage of five per cent over the general candidates.

Proposal for Distribution and Marketing of LNG

750. SHRI TRILOCHAN KANUNGO: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government have a proposal to increase the distribution of LNG in the country; and

(b) if so, the programme drawn up for the proper distribution and marketing of LNG?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI SANTOSH KUMAR GANGWAR): (a) and (b) The import of Liquefied Natural Gas (LNG) does not have any restriction and 100% Foreign Direct Investment is permitted in setting up of LNG import terminals, distribution, marketing and transportation of regassified LNG. There are several initiatives including from Public Sector and Private Sector companies to import LNG into the country. The LNG importers have the right to market and distribute regassified LNG at market prices.

Amendment in Companies Act

751. SHRI THIRUNAVUKARASU: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether it is proposed to amend the Companies Act, 1956 to protect the interest of small investors;

(b) if so, the details thereof and the time by which it is proposed to be amended; and

(c) if not, the reasons therefor?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS AND MINISTER OF SHIPPING (SHRI ARUN JAITLEY): (a) Yes, Sir.

(b) and (c) The Government is bringing forward an amendment in the Companies Act through the Companies (Second Amendment) Bill, 1999. The gist is as under:

(A) Every fund received from banks after the default (under Section 58A) for working capital purposes shall be utilised first for repayment of deposits and interest of small depositors before applying the funds for any other use;

(B) Section 58A defaulting companies will report to the CLB about the details of depositors to whom the payments have not been made;

(C) To make provision for postal ballot;

(D) A director of a section 58A defaulting company will be debarred from becoming Director in any other company;

(E) Dividend declared will have to be paid within 30 days instead of 42 days;

(F) the fines have been increased by ten times in case of default.

Maintenance of Records

752. SHRI G. MALLIKARJUNAPPA:
SHRI Y.S. VIVEKANANDA REDDY:
SHRI G.S. BASAVARAJ:

Will the Minister of DEFENCE be pleased to state:

(a) whether the Comptroller and Auditor General of India has adversely commented on the existing record maintenance system in railways in regard to monitoring of siding operations;

(b) if so, the details thereof;

(c) whether the Government have examined the points raised in the CAG report; and

(d) if so, the action the Railways propose to take to streamline the maintenance of records system pertaining to siding operations?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) and (b) The C&AG in Report No. 9 of 2000 Railways has perceived certain shortcomings regarding maintenance of records and monitoring of siding operations.

(c) and (d) The improvements suggested by the C&AG have been noted for appropriate action.

Import Duty/Excise Duty on Oil

753. SHRI K. YERRANNAIDU: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether transport operators are demanding to scrap import duty on crude oil and excise duty on diesel; and

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

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI SANTOSH KUMAR GANGWAR): (a) and (b) Yes, Sir. Representations have been received for reduction of excise duty and sales tax on diesel. Effective 30.9.2000 excise duty on diesel has been reduced from 16% to 12%. Central Government has appealed to all State Governments for considering adjustment in sales tax rates in the respective States.

Renovation of Gaya Airport of Army

754. SHRI ARUN KUMAR: Will the Minister of DEFENCE be pleased to state:

(a) whether Gaya Airport of the Army is being renovated so as to be fit for use by Civil Aviation Ministry; and

(b) if so, the details thereof and the expenditure incurred thereon?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) and (b) Gaya Airport is not under the control of the Army but is under the control of Airports Authority of India (AAI). This airport is suitable for operation of 50 seater class of aircraft under fair weather conditions. AAI is expanding the Gaya Airport to make it suitable for operation of A-320 type of aircraft. Works relating to construction of runway etc. at a cost of Rs. 15 crores and construction of boundary wall at a cost of Rs. 3.51 crores are in progress and the probable date of completion is October 2001.

Oil Exploration Activities in Gujarat

755. SHRI BHUPENDRA SINGH SOLANKI:
SHRI SHANKERSINH VAGHELA:

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

(a) the companies that have intensified their exploration activities with a view to increase the production of oil and gas in Gujarat during Ninth Plan, year-wise;

(b) the amount of funds earmarked, released and spent till date on this account during the last three years;

(c) the expected demand of oil and natural gas and the target set for the production of oil and natural gas from the State during the Ninth Plan;

(d) whether the Government are considering to allocate the natural gas to power projects and small scale industries; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI SANTOSH KUMAR GANGWAR): (a) Oil and Natural Gas Corporation (ONGC) has been pursuing exploration activities for oil and gas in Gujarat State.

(b) The details are given in the Statement.

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

Statement

The details of exploration activities expended in Gujarat by ONGC during the IX Plan are as follows:—

Year	2D GLK	3D GLK	Exploration wells	Amount Earmarked (RE)	Amount released & spent (Rs. in crores)
1997-1998	1146	6638	43	148.12	137.53
1998-1999	1133	8386	47	171.03	138.19
1999-2000	1062	5885	51	232.70	144.34

Note: Survey expenditure is not maintained State-wise and the above includes survey expenditure of projects, the base office of which is situated in Gujarat.

GLK : Ground Line Kilometre

RE : Revised Estimate

[Translation]

Interpretation of Life Sentence

756. SHRI PRAHLAD SINGH PATEL: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether a Bench of Supreme Court has given new interpretation of life sentence;

(b) if so, the details thereof;

(c) whether the Government have taken any decision in this regard; and

(d) if so, the details thereof?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS AND MINISTER OF SHIPPING (SHRI ARUN JAITLEY): (a) and (b) The Supreme Court in *Laxman Naskar etc. Vs. UOI* reported in JT 2000 (2) SC 48 has held that "life sentence is nothing less than life-long imprisonment and by earning remissions a life convict does not acquire a right to be released prematurely; but if the Government has framed any rule or made a scheme for early release of such convicts then those rules or schemes will have to be treated as guide-lines for exercising its power under Art. 161 of the Constitution and if according to the Government policy/instructions in force at the relevant time the life convict has already undergone the sentence for the period mentioned in the policy/instructions, then the only right which a life convict can be said to have acquired is the right to have his case put up by the prison authorities in time before the authorities concerned for considering exercise of power under Art. 161 of the Constitution. When an authority is called upon to exercise its powers under Art. 161 of the Constitution that will have to be done consistently with the legal position and government policy/instructions prevalent at that time";

(c) No, Sir.

(d) Does not arise.

[English]

Partial Privatisation of Railways

757. SHRI KAMAL NATH:
SHRI UTTAMRAO PATIL:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the attention of the Government has been drawn to the news-item captioned "Mamata: Rlys. to go for partial privatisation" appearing in the 'Hindustan Times', New Delhi dated, October 20, 2000;

(b) if so, the broad outlines of the proposal;

(c) whether the task force set up for identifying various sectors of Indian Railways for privatisation has made any recommendations so far;

(d) if so, the details thereof and the reaction of the Government thereto;

(e) whether the Union Government have approached the State Governments for 50% contribution of funds and works;

(f) if so, whether the State Governments have since given their consent to contribute 50% funds to make the railways to reach effectively to various parts of the country; and

(g) if so, the details thereof?

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

(b) Private Investment in railways is sought through the following:

1. Build own lease transfer (BOLT) Scheme for projects.
2. Own Your Wagon Scheme (OYWS) for procurement of wagons.
3. Through the Special Purpose Vehicle (SPV) as in the case of port rail connectivity projects.
4. Budget hotels & catering through Indian Railway Catering & Tourism Corporation.
5. Leasing of the Railways right of way by the Railtel Corporation.
6. Commercial exploitation of land & air space.

(c) and (d) In order to plan flow of investment from non-traditional sources of revenue, a Task Force comprising of Senior Railway Officers and representatives from FICCI, CII and ASSOCHAM was set up to undertake an in-depth study of various issues. The Task Force had recommended generating revenues from non-traditional sources like commercial utilisation of land and air space, Own Your Wagon Scheme, BOLT (Build Own Lease Transfer) Scheme, commercial publicity and other

innovative financing packages including joint ventures and formation of SPVs (Special Purpose Vehicles) with private organisations.

Action has already been initiated in respect of various recommendations.

(e) to (g) Governments of the States of Tamil Nadu, Gujarat, Karnataka, West Bengal, Delhi and Andhra Pradesh have agreed to share capital cost of certain identified projects. Modalities of participation in execution of rail projects are being worked out.

New Railway Projects

758. SHRI HOLKHOMANG HOOKIP:
SHRI HARIBHAI CHAUDHARY:

Will the Minister of RAILWAYS be pleased to state:

(a) the details of new railway projects initiated by the present Government;

(b) the estimated cost of the aforesaid project, project-wise;

(c) the details of projects on which the work has been commenced;

(d) the reasons for not commencing the work on the remaining projects; and

(e) the effective measures being taken by the Government to expedite the commencement of work?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) to (e) Details of new Railway projects initiated by the present Government, estimated cost of these projects, present status of these projects and measures initiated by the Government to expedite commencement of work where ever required, are given in the enclosed Statement.

Statement

Sl. No.	Plan-Head	Project	Rly.	Cost	Budget Outlay 2000-01	Status of Work
				(Rupees in crores)		
1	2	3	4	5	6	7
Railway Projects included in Budget 2000-2001						
1.	New Line	Deogarh-Sultanganj	ER	282.00	6.00	New work included in the Budget 2000-2001. Final location survey has been taken up.
2.	New Line	Tarakeshwar-Bishnupur	ER	260.00	22.00	New work included in the Budget 2000-2001. Final location survey has been taken up.
3.	New Line	New Mayanaguri-Jogigopa	NFR	733.00	6.00	New work included in the Budget 2000-2001. Final location survey has been taken up. Preparation of plan and estimate is in progress.
4.	New Line	Kotapalli-Narasapur	SCR	330.00	1.00	New work included in the Budget 2000-2001. Final location survey has been taken up.
5.	New Line	Ajmer-Pushker	WR	367.00	1.00	New work included in the Budget 2000-2001. Final location survey has been taken up.
6.	New Line	Gandhinagar-Adrej Moti-Kalol	WR	52.00	2.00	New work included in the Budget 2000-01. Final location survey has been completed. Preparation of plans and estimate is in progress.

1	2	3	4	5	6	7
7.	New Line	Ramganjmandi-Bhopal	WR	425.00	1.00	New work included in the Budget 2000-01. Final location survey is being taken up.
8.	Doubling	Manikpur-Cheonki PH-I Doubling of Manikpur Katayadandi	CR	48.00	1.00	New work included in the Budget 2000-01. Final location survey has been completed. Preparation of plans and estimate has been taken up.
9.	Doubling	Panvel-Jasai-JNPT	CR	48.00	1.00	This is a new work of 2000-01. Detailed planning has been taken up.
10.	Doubling	Barasat-Hasanabad doubling with electrification PH-I (Barasat-Sondalia)	ER	27.00	5.00	New work included in the Budget 2000-01. Preparation of Plans and estimate is under progress.
11.	Doubling	Baruipur- Lakshmikanpur PH-I (Baruipur-Dakshni Barasat)	ER	49.00	5.00	New work included in the Budget 2000-01. Preparation of Plans and estimate is under progress.
12.	Doubling	Bolpur-Ahmedpur	ER	49.00	1.80	New work included in the Budget 2000-01. Preparation of Plans and estimate is under progress.
13.	Doubling	Kalinarayanpur- Krishnanagar	ER	40.00	5.00	New work included in the Budget 2000-01. Preparation of Plans and estimate is under progress.
14.	Doubling	Sonarpur Canning PH-1 1 (Sonarpur-Ghutiani (Sharif)	ER	36.00	6.00	New work included in the Budget 2000-01. Preparation of Plans and estimate is under progress.
15.	Doubling	Tarakeshwar- Sheoraphulli PH-I (Sheoraphulli-Nalikul)	ER	41.00	2.00	New work included in the Budget 2000-01. Preparation of Plans and estimate is under progress.
16.	Doubling	Janwal Road-Burhwal (Patch Doubling)	NER	23.80	1.00	New work included in the Budget 2000-01. Preparation of Plans and estimate is under progress.
17.	Doubling	Amroha-Kankather	NR	48.00	1.00	New work included in the Budget. Final location survey is being taken up.
18.	Doubling	Zafraabad-Utretia PH-II (Zafraabad-Srikrishnanagar)	NR	48.00	1.00	New work included in the Budget. Final location survey is being taken up.
19.	Doubling	Gooty-Renigunta Sec. Doubling of Balapalle- Pullampet sec.	SCR	48.00	1.00	New work included in the Budget 2000-01.
20.	Doubling	Khurda Road-Puri PH-I (Khurda Road- Delang)	SER	48.00	5.00	New work included in the Budget 2000-01.
21.	Doubling	Panskura-Haldia PH-I (Panskura-Rajgoda)	SER	48.00	2.00	New work included in the Budget 2000-01.

1	2	3	4	5	6	7
22.	Doubling	Surat-Kosamba PH-I of 3rd line between Vadodara and Virar	WR	49.00	1.00	New work included in the Budget 2000-01. Preparation of plans and estimate has been taken up.
23.	Gauge Conversion	Akola-Purna	SCR	228.00	10.00	New work included in the Budget 2000-01. Arrangement are being made to take up earthwork and bridges.
24.	Gauge Conversion	Trichy-Manmadurai	SR	175.00	7.00	New work included in the Budget 2000-01.
25.	Gauge Conversion	Villupuram-Katpadi	SR	175.00	5.00	New work included in the Budget 2000-2001.
26.	Metropolitan Transport Project	Thane-Mumbra 5th and 6th line	CR	49.34	0.01	New work included in the Works Programme of 2000-01. Detailed survey in progress.
27.	Metropolitan Transport Projects	Virar Dahanu Road- Development of facilities for introduction of EMUs and terminal facilities	WR	25.82	0.01	New work included in the works programme of 2000-01. Detailed survey in progress.
28.	Railway Electrification	Krishnanagar-Lalgola	ER	72.12	7.20	New work included in the Budget.

Facilities to Political Parties

759. SHRI UTTAMRAO DHIKALE:
DR. V. SAROJA:

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

(a) the facilities being provided to the registered National/State political parties and candidates, contesting the election;

(b) whether the Government propose to provide more facilities to the registered political parties and candidates, contesting the elections;

(c) if so, the details thereof; and

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

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS AND MINISTER OF SHIPPING (SHRI ARUN JAITLEY): (a) to (d) The requisite information is being collected and will be laid on the Table of the House.

Handicrafts Schemes

760. DR. (SHRIMATI) C. SUGUNA KUMARI:
SHRI ABDUL RASHID SHAHEEN:
SHRI P.R. KHUNTE:

Will the Minister of TEXTILES be pleased to state:

(a) the details of schemes for the development of Handicrafts running in the country, specially in tribal/backward areas and rural areas, separately;

(b) the amount allocated and released under these schemes to each State during each of the last three years and current year, Scheme-wise;

(c) whether any review has been made for the development of handicrafts;

(d) if so, the details thereof;

(e) the number of artisans/craftsmen benefited therefrom; and

(f) the action proposed to be taken to solve the self-employment by encouraging handicrafts in villages/tribal/backward areas?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRI V. DHANANJAYA KUMAR): (a) The schemes being implemented for promotion and development handicrafts including in tribal/backward areas and rural areas of the country are training for up-gradation of skill of existing craftpersons and imparting skills to new craftpersons, design and technological development; marketing and marketing development support; setting up of craft development centres and common facility service centres in identified crafts pockets, exhibition & publicity; survey/studies and social security scheme like workshed, workshed-cum housing, group insurance etc.

(b) Amount is not allocated Statewise. However the schemes of the Government envisage assistance to State Handicrafts Corporation/Apex Societies/NGOs etc. for promotion and development of handicrafts. The funds are released on the basis of viable proposals received from these agencies and their past performances. The details of funds released to these agencies, Scheme-wise during each of the last three years and current year (upto October, 2000), is as per statement attached.

(c) and (d) The existing schemes of the Government for promotion and development of handicrafts are reviewed at the level of the Development Commissioner (Handicrafts) and at the level of Secretary (Textiles). Schemes are also reviewed at the All India Handicrafts Board Meetings under the Chairmanship of Minister of Textiles. As a result of these reviews schemes have been modified to ensure effective implementation and for providing greater benefits to the artisans. Five schemes namely the departmental training schemes, departmental

common service facility centre at Farrukabad and Ahmedabad, National Craft Institute for Handprinted Textiles Jaipur short term training programme in Business Enterprises and export management for craftsperson and National Award for outstanding societies are proposed to be phased out.

(e) The total number of artisans benefited from various scheme for promotion and development of handicrafts during the 8th Plan has been estimated at 98000 artisans. During the 9th Plan (1997-98 till date) the number of artisans benefited has been estimated at 80970.

(f) The schemes implemented to solve self-employment by encouraging handicrafts in villages/tribal/backward areas including the following.

- (i) Training for Up-gradation of skills of the existing Craft-persons and imparting skills to new Craft-persons.
- (ii) Design and Technological Development.
- (iii) Marketing and Market Development Support.
- (iv) Craft Development Centres and Common Facility Service Centres in identified crafts pockets.
- (v) Exhibition and Publicity.
- (vi) Revival of Languishing Crafts and
- (vii) Special Projects for Handicrafts.

Statement

S.No.	Name of the Schemes	1997-98	1998-99	1999-2000	2000-2001 (upto October, 2000)
1.	Exhibition	247.71	291.96	220.08	152.24
2.	Publicity	51.36	94.25	64.43	26.38
3.	Design	61.13	162.29	201.12	5.50
4.	Training	183.13	124.49	346.62	118.21
5.	Marketing	296.82	307.42	160.15	123.80
6.	Marketing Development Support	372.75	283.23	138.93	95.38
7.	Survey and Study	65.10	47.42	47.18	38.21
8.	Welfare	133.51	98.50	103.46	118.46
9.	Craft Development Centre	127.25	59.01	38.41	—
10.	Revival of Languishing Craft	5.12	6.23	—	—
11.	UNDP	61.47	66.81	215.03	239.46
	Total	1605.35	1541.61	1535.41	917.64

**Review of Companies In Joint Venture with IOC
and HPCL**

761. SHRI A. BRAHMANAIAH: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the details of oil companies which are having joint venture with IOC and HPCL;

(b) whether these are incurring losses;

(c) if so, the details thereof;

(d) whether the Governemnt have decided to review the working of these companies;

(e) if so, the details thereof;

(f) whether IOC and HPCL are not managing their companies efficiently; and

(g) the steps proposed to be taken to manage them effectively?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI SANTOSH KUMAR GANGWAR): (a) to (c) The names of the Joint Venture Companies of Indian Oil Corporation Limited and Hindustan Petroleum Corporation Limited are given in the enclosed Statement. Out of these JVs, 4 joint ventures are making losses.

(d) to (g) The joint venture companies have been formed in line with the Joint Venture agreements/Memoranda of Understanding signed between the joint venture partners. The performances of all JVs are monitored by the Navratna Boards and steps are taken to improve performance of all JVs.

Statement

List of Joint Ventures of Indian Oil Corporation Limited

S.No.	Name of JV
1	2
1.	Indo Mobil Limited
2.	Avi-Oil India Limited
3.	Indian Oil Tanking Limited
4.	Lubrizol India Limited

1	2
5.	Petronet India Limited (PIL)
6.	Petronet Vadinar Kandla Limited
7.	Petronet Chennai-Trichy-Madurai Limited
8.	Petronet LNG Limited
9.	Indian Oil Petronas Limited (IPL)
10.	Indian Oil Panipat Power Consortium Limited (IPPCL)
11.	Indian Oil TCG Petrochem Limited

Note: Of these, Joint Ventures at S. Nos. 1 and 3 have reported to have incurred losses.

List of Joint Ventures of Hindustan Petroleum Corporation Limited

S.No.	Name of JV
1.	Mangalore Refinery & Petrochemicals Limited (MRPL)
2.	Hindustan Colas Limited (HINCOL)
3.	Petronet India Limited (PIL)
4.	Prize Petroleum Co. Limited (PPL)
5.	South Asia LPG Co. Limited (SALPC)
6.	Petronet Mangalore Hassan Bangalore Ltd. (PMHBL)
7.	Hindustan Oman Petroleum Company Ltd. (HOPCL)

Note: Of these, Joint Venture at S.Nos. 1 and 4 have reported to have incurred losses.

[Translation]

CNG Station

762. SHRI UTTAMRAO PATIL: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the number of CNG stations functioning in the country, State-wise; and

(b) the details of number of stations likely to be set-up during the next year location-wise?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS AND MINISTER OF

STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI SANTOSH KUMAR GANGWAR): (a) The number of CNG stations functioning in the country, State-wise is as follows:

<i>State</i>	<i>No. of CNG Stations</i>
Delhi	51
Maharashtra	21
Gujarat	7
Total	79

(b) The number of CNG stations likely to be set-up next year is as follows:

<i>State</i>	<i>No. of CNG Stations</i>
Delhi	29
Maharashtra	14
Total	43

[English]

Constitution of Oil Co-ordination Committee

763. SHRI MADHAVRAO SCINDIA:
SHRI SUSHIL KUMAR SHINDE:

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

(a) whether the Government have constituted an oil Co-ordination Committee; and

(b) if so, the details of its constitution, functions and terms?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI SANTOSH KUMAR GANGWAR): (a) and (b) Yes, Sir. The Oil Coordination Committee was set up by the Government based on the recommendations of the Oil Prices Committee, 1976 vide resolution No. PPD/OPC/IR/75 dated 14th July, 1975.

The composition of Oil Coordination Committee is as under:—

- | | |
|--|----------|
| (i) Secretary, Ministry of Petroleum and Natural Gas | Chairman |
|--|----------|

- | | |
|--|------------------|
| (ii) Additional Secretary, Ministry of Petroleum and Natural Gas | Member |
| (iii) Joint Secretary (Refineries) | Member |
| (iv) Joint Secretary & Financial Adviser | |
| (v) Chief Executives of Oil Companies | Member |
| (vi) Executive Director, Oil Industry Safety Directorate | Member |
| (vii) Executive Director, Oil Coordination Committee | Member Secretary |

Role and functions of OCC are as under:

- (i) To allocate crude oil and monthly product patterns;
- (ii) To coordinate transportation arrangements for crude oil imports and coastal movements.
- (iii) To administer Oil Industry Pool Account;
- (iv) To administer the prices of controlled Petroleum products for refineries and consumers in terms of extant Government decisions and orders.
- (v) To develop projections of demand-supply balance of Petroleum products and the oil pool account.
- (vi) To coordinate the functions of the Petroleum sector in terms of extant Government orders.

Setting up of Refinery in Bhatinda

764. SHRI BHAN SINGH BHAURA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether Hindustan Petroleum Corporation Limited (HPCL) has submitted the detailed feasibility report regarding setting up of Refinery Project in Bhatinda in Punjab on December 26, 1997;

(b) if so, the present status thereof;

(c) the target date fixed for its completion; and

(d) the funds allocated for this purpose?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI SANTOSH KUMAR GANGWAR): (a) Yes, Sir.

(b) Government has permitted Hindustan Petroleum Corporation Limited (HPCL) to execute the 9 million metric tonnes per annum grass root Refinery Project along with associated facilities in Bhatinda (Punjab), through, a 100% subsidiary company of HPCL, after tying up funding for the project. HPCL would induct a Joint Venture partner into the project, if so, required, subsequently.

(c) The project is likely to be completed by the year 2005.

(d) The project is being implemented without any budgetary support from the Government.

[*Translation*]

Condition of Saree Weavers

765. DR. BALIRAM: Will the Minister of TEXTILES be pleased to state:

(a) whether the Government are aware of the pathetic condition of the saree weavers in Uttar Pradesh and other parts of the country;

(b) if so, whether these saree weavers are neither getting the raw material at concessional rates nor getting the loans from the Bank/Financial institutions;

(c) if so, whether the Government have formulated any scheme to promote and provide assistance to the weavers in the country, especially in Uttar Pradesh; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRI V. DHANANJAYA KUMAR): (a) to (d) The Government is aware about the problems and committed to socio economic upliftment of the handloom weavers. The Government has been implemented various Schemes and programmes for overall developments of the Handloom Sector and welfare of weavers in the country including Uttar Pradesh. The Schemes include Workshed-cum-Housing, Thrift Fund, Group Insurance, Health Package, Export Development, Decentralised Training, Supply of Yarn at Mill Gate Price, Hank Yarn Obligation and Deen Dayal Hathkargha Protsahan Yojana.

The NABARD has been extending credit facilities to handloom weavers at lower-rate of interest. The financial Institutions set up for extending finance to SC/ST/OBC/Minority have also agreed to provide credit facilities to the handloom weavers.

On receipt of viable proposals, funds are released to different State Governments including Uttar Pradesh.

Funds to the tune of Rs. 8475.90 lakhs were released to the various State Governments including Rs. 783.99 lakhs to Uttar Pradesh under different handloom development Schemes during 1999-2000.

[*English*]

Reservation Quota

766. SHRI SUSHIL KUMAR SHINDE: Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 7104 dated May 11, 2000 regarding Reservation quota at Solapur Station and state:

(a) the existing quota of reservation in different classes in different trains between New Delhi and Solapur and between Gulbarga and New Delhi and the average percentage of wait listed passengers, both ways;

(b) whether the quota for Delhi-Gulbarga and Gulbarga-Delhi on different trains is much higher than that for Delhi-Solapur and Solapur-Delhi section;

(c) if so, the reasons therefor;

(d) whether the Government are aware that most of the passengers travelling from Solapur to Delhi or other stations in between have to get reservations from Gulbarga and those intending to go to Solapur have to get reservation upto Gulbarga; a.i.d

(e) if so, the reasons therefor and the steps taken by the Government to solve the problem?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) The reservation quotas available at Gulbarga and Solapur by 2627 Karnataka Express for coming to Delhi and the reservation quotas available at New Delhi by 2628 Karnataka Express for booking to Solapur are as under:—

2627 Bangalore-New Delhi Karnataka Express

At Solapur Station:

	Quota	Daily average waiting list
--	-------	----------------------------

AC 2-tier	4	1
Sleeper class	26	11

At Gulbarga Station:

AC 2-tier	2	0.3
Sleeper class	22	5.0

2628 New Delhi-Bangalore Karnataka Express

A quota of 10 Sleeper class berths is available at Solapur for booking towards Bangalore. The passengers are booked at New Delhi for Solapur against these 10 Sleeper class berths. In addition, when the Solapur quota has been fully booked, the passengers for Solapur are also booked against Raichur quota of 5 AC 2-tier and 68 Sleeper class berths. Similarly, the passengers intending to travel to Gulbarga are also booked against the Raichur quota on first-come-first-served basis.

- (b) No, sir.
- (c) Does not arise.
- (d) No, Sir.
- (e) Does not arise.

[Translation]

Violation of Use of Domestic Cylinders for Commercial Purposes

767. SHRI MANJAY LAL: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

- (a) whether the Government have banned the use of domestic cylinders for industrial commercial purposes;
- (b) if so, whether it has been brought to the notice of the Government that restrictions are being grossly violated in this regard;
- (c) if so, the action being taken by the Government against the offenders; and
- (d) the extent to which the misuse can be stopped?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI SANTOSH KUMAR GANGWAR): (a) to (d) The use of domestic LPG cylinder for industrial purpose is not allowed. Complaints received regarding diversion of LPG (domestic) by the LPG distributors of Public Sector Oil Marketing Companies are investigated. In addition to this, regular check of the LPG distributors are carried out by the officers of the Oil Companies at different levels. If any distributor is found indulging in any malpractice/irregularity, action is initiated against such a distributor for the established malpractice/irregularity, in terms of LPG (Regulation of Supply and Distribution) Order, 2000/Distributorship Agreement.

Sainik School in North Bihar

768. SHRIMATI RENU KUMARI: Will the Minister of DEFENCE be pleased to state:

- (a) whether the only Sainik school situated at Tilaiya in North Bihar has gone to Jharkhand;
- (b) if so, whether the Government propose to open a new Sainik school for North Bihar;
- (c) if so, the time by which it is likely to be opened; and
- (d) if not, the reasons therefor?

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

(b) and (c) The Central Government has requested the State Government of Bihar to provide land and other infrastructural facilities for opening four new Sainik Schools in Bihar. Action has already been initiated in consultation with the State Government for two Sainik Schools to be opened at Nalanda and Gopalganj.

- (d) Does not arise.

Tenders for Management and Operation of MSV

769. SHRI BRAHMA NAND MANDAL: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

- (a) whether Petroleum and Natural Gas Commission invites tenders from time to time for management and operation of MSV Samudra "Suraksha", "Sevak" and "Prabha";
- (b) if so, the details of working capital and the operating agencies invited during the last three years;
- (c) whether the tender invited for the year 1999-2000 was cancelled after ten months; and
- (d) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI SANTOSH KUMAR GANGWAR): (a) and

(b) The tenders are invited by Oil and Natural Gas Corporation (ONGC), M/s. Shipping Corporation of India. Ltd., M/s. Himachal Alkalies Ltd., M/s. Peerless Shipping Oilfield Services Ltd. and M/s. Dolphin Offshore Enterprises Ltd. were engaged for the operation maintenance and management of ONGC's MSVs, Samudra Suraksha, Samudra Sevak and Samudra Prabha during the period of November, 1997-2000.

The working capital required for operating these vessels works out to about Rs. 10 crore per year per vessel.

(c) A tender has been invited in February, 2000. It is yet to be finalised.

(d) Does not arise.

[English]

Release of Textile Quota by European Union

770. SHRI M.V.V.S. MURTHI: Will the Minister of TEXTILES be pleased to state:

(a) the time by which the Exceptional Flexibilities for several Indian textile products quota will be released by the European Union;

(b) whether any MoU has been signed in this regard; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRI V. DHANANJAYA KUMAR): (a) The European Union has already released exceptional flexibilities amounting to 3500 tonnes and has also agreed to release balance exceptional flexibilities of 4500 tonnes for the year 2000. The additional quantities of 8000 tonnes have already been distributed for exports.

(b) and (c) No separate MoU has been signed in this regard. However, pursuant to the successful conclusion of the Indo-EU consultations in July 2001, a Record of Discussions was signed Accordingly, India has notified the revised tariff bindings to WTO. On the other hand, EU has released 3,500 tonnes of exceptional flexibilities and would be releasing the balance 4,500 tonnes of exceptional flexibilities for year 2000. EU has also agreed to release 8,000 tonnes of exceptional flexibilities each year during the remaining years till 2004, i.e. till the end of the textile quota regime.

Terminal Facility at Cuttack

771. SHRI BHARTRUHARI MAHTAB: Will the Minister of RAILWAYS be pleased to state:

(a) whether the railways have provided terminal facility at Cuttack Railway Station; and

(b) if not, the time by which it is likely to be provided?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) and (b) No, Sir. Bhubaneswar, Khurda Road and Puri, which are located in the vicinity of Cuttack, have terminal facilities. There is no operational requirement for terminal facilities at Cuttack. Therefore, creation of terminal facilities at Cuttack have not been considered.

Examination of Subrahmanyam Committee Report

772. SHRI PAWAN KUMAR BANSAL:
SHRI Y.S. VIVEKANANDA REDDY:
SHRI G.S. BASAVARAJ:
SHRI ASHOK N. MOHOL:
SHRI RAM SHETH THAKUR:
SHRI A. VENKTAESH NAIK:

Will the Minister of DEFENCE be pleased to state:

(a) whether the Committee set up to examine the Subrahmanyam Committee Report on Kargil has since submitted its report;

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

(c) if not, the reasons for its delay and the date by which it is likely to be submitted?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) to (c) The Group of Ministers constituted to thoroughly review the national security system in its entirety and in particular, to consider the recommendations of the Kargil Review Committee and formulate specific proposals for implementation has not submitted their Report as yet. The scope of the terms of reference entrusted to the Group of Ministers is very wide and the four task forces that were set up by the GoM have submitted their reports only recently. The GoM is expected to submit their Report shortly after consideration of all relevant aspects.

[Translation]

Compensation to Displaced Persons of "Sea Bird Naval Project"

773. SHRI P.R. KHUNTE: Will the Minister of DEFENCE be pleased to state:

(a) whether the Government of Karnataka has demanded more funds for the resettlement of displaced persons in Karnataka under the "Sea Bird Naval Project"; and

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

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

(b) The proposal of Government of Karnataka for release of additional funds of Rs. 46.59 crores for improving certain facilities for project affected families of Project Seabird was examined by the Government and approved. A revised sanction for Rs. 126.96 crores was accordingly issued on 14th June, 2000.

Pay and Allowances for Defence Forces

774. SHRI MANIBHAI RAMJIBHAI CHAUDHRI: Will the Minister of DEFENCE be pleased to state:

(a) whether the anomalies in the pay and allowances arising out of the implementation of recommendations made by Fifth Pay Commission for the Armed Forces have since been resolved;

(b) if so, the details thereof; and

(c) if not, the reasons therefor and the time by which it is likely to be resolved?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) to (c) The Fifth Central Pay Commission (CPC) had made various recommendations for improving the service conditions, including pay and allowances of the Armed Forces personnel. A High Level Committee was, however, constituted specifically to consider the anomalies in the pay and allowances of Armed Forces Personnel, arising out of the implementation of the V CPC recommendations. The recommendations of this Committee were, further, examined by a Group of senior officers, headed by Cabinet Secretary. Orders on

most of their recommendations, relating to pay and allowances, have been issued by the Government. There are two issues *i.e.* pay scales of the Personnel below Officers' Rank and Lt. General/equivalent, which are being looked into by a Group of Ministers in view of their wider implications. Based upon the recommendations of the Group of Ministers, the Government has implemented 14 pay scales on 3rd October, 2000, removing certain anomalies in the pay scales of Personnel Below Officer Rank of Navy and Air Force, arising out of trade rationalisation in the Army. Similarly one more pay scale has been implemented on 10th November, 2000 for those Sergeants of 'X' Group of Air Force, who qualify a technical examination at par with diploma in engineering to be designed and conducted by the Air Headquarters.

[English]

New LPG Agencies Allotted in Uttar Pradesh

775. SHRI RAVI PRAKASH VERMA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the total number of petrol pumps and gas agencies in Uttar Pradesh, district wise;

(b) the number of petrol pumps and gas agencies out of them allotted to the persons belonging to Scheduled Castes/Scheduled Tribes and Other Backward Classes during the last three years till date; and

(c) the criteria adopted for allotment of petrol pumps, gas agencies and kerosene depots to the persons belonging to Scheduled Castes, Scheduled Tribes and Other Backward Classes?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI SANTOSH KUMAR GANGWAR): (a) to (c) As on 1.10.2000, 2474 Retail Outlets and 756 LPG distributorship were in operation in the State of Uttar Pradesh, including Uttaranchal. These include 6 Retail Outlets and 12 LPG distributorships allotted to Scheduled Castes/Scheduled Tribes during the last three years (1997-98, 1998-99 and 1999-2000) and uptill date. As per the existing policy, there is 25% reservation for Scheduled Castes/Scheduled Tribes in the allotment of dealerships/distributorships of petroleum products. There is no reservation for Other Backward Classes.

[*Translation*]

2600th Birth Anniversary Celebration of Lord Mahavira

776. DR. RAGHUVANSH PRASAD SINGH:
SHRI NARESH PUGLIA:

Will the Minister of TOURISM AND CULTURE be pleased to state:

(a) whether the Government have decided to celebrate 2600th Birth Anniversary of Tirthankara Lord Mahavira;

(b) if so, the composition of National/Implementation Committee formed in this regard;

(c) the details of programmes/schemes formulated for celebration of his Birth Anniversary, development of his birth place, place of attainment of salvation by the Committee;

(d) whether the Government have received representations from various organisations disagreeing with the constitution of the National Committee in its present form;

(e) if so, the details thereof; and

(f) the reaction of the Government thereto?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRI ANANTH KUMAR): (a) to (c) Yes, Sir. A National Committee has been set up under the Chairmanship of Prime Minister. This National Committee includes Governor, Union Ministers, Chief Ministers of 9 States, eminent members of the Jain community and leaders of other religions. An Implementation Committee has also been set up with 9 members under the Chairmanship of Minister of Tourism and Culture. These Committees would chalk out, plan and monitor the activities connected with the celebration.

(d) to (f) There have been suggestions for nominating some more members on the National Committee. The National Committee has powers to co-opt. members.

[*English*]

Public Debate on Management of Airports by Foreign Agencies

777. SHRI TARIT BARAN TOPDAR: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government are likely to go for a public debate before deciding in favour of foreign

investment and management of country's airports because most of the airports are also being used by the country's Air Force and such decision may endanger country's security;

(b) if so, whether the Government are likely to announce the date and place of such public debates; and

(c) if so, the manner in which the Government have planned to safeguard the national security in case the airports are given to foreign agencies for management?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) to (c) At present, only the four airports belonging to Airports Authority of India (AAI) at Delhi, Mumbai, Chennai and Calcutta are being taken up for restructuring through long term lease and none of the Civil Enclaves at Defence airports are being considered for leasing. The security at these airports will remain with the Government. Their utilisation by Defence Forces and in case of national calamities will be ensured while undertaking long term leasing exercise.

Exploration of Gas In Raniganj Coalfield Area

778. SHRI HANNAN MOLLAH: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government are contemplating to resume the exploration of natural gases in Raniganj Coalfield area;

(b) if so, the details thereof;

(c) whether it will help to improve the sagging economy of the area; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI SANTOSH KUMAR GANGWAR): (a) and (b) Oil and Natural Gas Corporation (ONGC) has been granted Petroleum Exploration Licence (PEL) for exploration of Coal Bed Methane (CBM) in North Raniganj in West Bengal. ONGC has carried out preliminary geological field investigation and has spudded one slim hole.

Besides, the Government has approved the exploration and exploitation of CBM by M/s. Great Eastern Energy Corporation Ltd. (GEECL) in South Raniganj against FIPB approval.

(c) and (d) CBM exploration and exploitation would contribute to general economic activity in the area.

Surplus Money Generated on Account of Fall in Prices of Oil

779. SHRIMATI MINATI SEN: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government had generated huge surplus money during 1999 due to not lowering the prices of petroleum products in the domestic market;

(b) if so, whether the said fund is proposed to be used to afford subsidy at the time of further rise in the prices of petroleum products in the country;

(c) if not, the purpose for which that surplus money is likely to be spent;

(d) whether the Government had enhanced the prices of petroleum products during the said period and diverted the surplus amount to other head; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI SANTOSH KUMAR GANGWAR): (a) to (e) The prices of oil and petroleum products in the international market were soft during the year 1998-99. During this period, inflows into the oil pool from the sales of petrol, diesel and ATF had increased, which were utilised to liquidate the accumulated oil pool deficit. However, before the oil pool deficit could be liquidated fully, oil prices started rising after February 1999. No net surpluses were generated into the oil pool and, therefore, question of diversion of surplus amount to other head did not arise.

Flight from Hyderabad to USA

780. SHRI RAMANAIDU DAGGUBATI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether any proposal has been received for granting of permission to Singapore Airlines to start their services to Hyderabad for greater benefit and convenience of the people of Andhra Pradesh residing in USA; and

(b) if so, the action taken thereon?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) and (b) during the last round of bilateral

talks at Government level held in July 1997, the Government of Singapore had sought Thiruvananthapuram, Bangalore and Hyderabad as additional points of call to their designated airline. As a part of the overall package agreed to at these talks, Thiruvananthapuram was granted as an additional point of call to the designated airline of Singapore. No proposal for operating services to/from Hyderabad has been received in this Ministry from the Government of Singapore after Hyderabad airport has been declared as international.

Projects received from West Bengal

781. SHRI BIR SINGH MAHATO: Will the Minister of RAILWAYS be pleased to state:

(a) the details of rail projects received from West Bengal during 1998-99, 1999-2000 and 2000-2001 so far;

(b) the steps taken on each project;

(c) the number of foundation stones laid down; and

(d) the time by which the work on such projects is likely to be started?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) to (d) Information is being collected and will be laid on the Table of the House.

Pilferage of Oil from ONGC Wells in Gujarat

782. SHRI HARIBHAI CHAUDHARY: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether pilferage of oil from ONGC's wells at Ankleshwar and Gandhar, Gujarat, is continuing;

(b) if so, the theft cases registered during the last three years and the number of culprits booked so far;

(c) the estimated loss occurred on this account during the said period; and

(d) the steps taken to check the theft?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI SANTOSH KUMAR GANGWAR): (a) to (c) There have been 24 cases of oil theft during the last three years but now there is declining trend. 73 accused persons are reported to have been arrested. ONGC has suffered an estimated loss of about Rs. 8 lakhs on account of the above cases.

(d) ONGC Ltd. in co-operation with State Government Authorities has taken a number of steps to prevent such thefts in future. Some of the important measures are as under:—

- (i) Joint inspection of oil wells and installations is being carried out by the Security and Production Department of ONGC.
- (ii) Barbed wire fencing with concrete pillars has been erected around the wells.
- (iii) Armed guards have been deployed in the theft prone areas.
- (iv) Security Coordination Committees have been formed in Projects, consisting of representatives from Unions, Officers' Association and various disciplines.
- (v) Underground flow lines are laid instead of exposed flow lines.
- (vi) Central Industrial Security Force (CISF) personnel have been inducted at various projects.
- (vii) Occasional air surveillance of oil fields and pipelines is being conducted using helicopters.
- (viii) Line walker system has been introduced at selected places.

Recovery of Dues from SEBs

783. SHRI D.V.G. SHANKAR RAO: Will the Minister of RAILWAYS be pleased to state:

- (a) whether some State Electricity Boards owe large sums of money to Railways;
- (b) if so, the names of such electricity boards; and
- (c) the steps taken by Railways to recover money from these Boards?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) Yes, Sir. Total money owed to Railways by State Electricity Boards and Power Houses to end of September, 2000 is Rs. 1761.18 Cr.

(b) A statement is attached.

(c) The steps taken by the Railways to recover money from State Electricity Boards and Power Houses include:

- (1) Implementation of various schemes of 'Prepayment of Freight' for carriage of coal booked to State Electricity Boards/Power Houses *w.e.f.* 01.10.1996.
- (2) State Electricity Boards and Power Houses which fail to observe the conditions of 'Prepayment of Freight' as also payment of current freight are closely monitored by the zonal Railways and regular meetings are held with senior officials of State Electricity Boards and Power Houses.
- (3) Pursuant to Government's decision on 07.02.1997 that the outstanding dues from State Electricity Boards/Power Houses as on 31.12.1996 would be adjusted from the Central Plan Assistance of the State Governments subject to certain limits, an amount of Rs. 116.93 crore has been received by Railways upto 30.09.2000.
- (4) Adjustment of outstanding from State Electricity Boards against traction bills in respect of Uttar Pradesh State Electricity Board, West Bengal State Electricity Board, Andhra Pradesh State Electricity Board and Haryana State Electricity Board.
- (5) Ministry of Railways has approached Ministry of Power, Ministry of Finance and Chief Ministers of concerned State Governments at various levels including that of Minister of Railways, urging early steps for clearance of the dues.

Statement

Names of State Electricity Boards/Power Houses from whom recovery of dues is to be made:

(Rs. in crore)

Name of State Electricity Board/Power Houses	Outstanding dues as on 30.09.2000
1	2
1. Andhra Pradesh State Electricity Board	85.93
2. Assam State Electricity Board	2.36

1	2
3. Bihar State Electricity Board	2.86
4. Delhi Vidyut Board	131.92
5. Gujarat State Electricity Board	31.91
6. Haryana State Electricity Board	62.41
7. Karnataka State Electricity Board	1.95
8. Maharashtra State Electricity Board	31.38
9. Madhya Pradesh State Electricity Board	5.24
10. Punjab State Electricity Board	249.04
11. Rajasthan State Electricity Board	44.19
12. Tamil Nadu State Electricity Board	21.89
13. Uttar Pradesh State Electricity Board	13.84
14. West Bengal State Electricity Board	15.54
15. Badarpur Thermal Power Station	996.22
16. National Thermal Power Corporation	53.62
17. Damodar Valley Corporation	8.78
18. Private Power House-Sabarmati	1.10
Total	1761.18

Profit by Indian Airlines

784. SHRI VILAS MUTTEMWAR: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Indian Airlines has made good profit in 1999-2000;

(b) if so, the amount thereof and the main reasons of earning the high profit;

(c) whether the Government propose to acquire more planes to make the Indian Airlines services better; and

(d) if so, the number of planes proposed to be acquired and the expenditure likely to be involved therein?

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

(b) Indian Airlines has earned a net profit (after tax) of Rs. 45.27 crores during 1999-2000. The profit was

largely due to the marketing initiatives and cost cutting measures taken by Indian Airlines.

(c) Yes, Sir.

(d) The requirement of aircraft has been estimated at 39 for the next 5 years. The estimated total cost for the acquisition of these aircraft is Rs. 9,000 crores. Presently a Techno Economic Evaluation Study for purchase of these new aircraft is underway. Besides this, Indian Airlines is considering to acquire the three A-300 B4 aircraft which have been offered for sale by Air India. Indian Airlines is also in the process of acquiring on dry lease basis 5 B737-200 and 2 A320 aircraft to tide over the current shortage of aircraft.

Encroachment of Railway Land

785. SHRIMATI NIVEDITA MANE:
SHRI C.N. SINGH:

Will the Minister of RAILWAYS be pleased to state:

(a) the total area of railway land lying vacant, zone and division-wise;

(b) the total area of Railway land encroached upon by the unauthorised persons and the value thereof, zone and division-wise;

(c) the total area of Railway land encroached in the major cities, city-wise;

(d) the steps taken by the Railways to remove such encroachers from their land;

(e) whether the Railways have fixed any responsibility on the Divisional managers in case of new encroachment;

(f) if so, the reasons for increasing the cases of encroachment; and

(g) the steps taken by the Railways against the official responsible for such encroachment?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) to (g) Information is being collected and will be laid on the Table of the Sabha.

Hearing in Prison

786. SHRI THIRUNAVUKARASU: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) the number and type of cases for which hearings has been conducted in prisons; and

(b) the numbers of such cases disposed of, State-wise?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS AND MINISTER OF SHIPPING (SHRI ARUN JAITLEY): (a) and (b) The information is being collected and will be laid on the Table of the House.

Setting up of Unified Command Force

787. DR. V. SAROJA:
SHRI VINAY KUMAR SORAKE:

Will the Minister of DEFENCE be pleased to state:

(a) whether there is any proposal to set up a unified command force to coordinate Army, Navy and Air Force;

(b) if so, the details thereof; and

(c) if not, the reasons therefor and the other measures being contemplated to bring about proper coordination amongst the three wings of the Armed Forces?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) to (c) While there is no specific proposal to set up a Unified Command Force to coordinate Army, Navy and Air Force with the Government, the Government constituted a Group of Ministers on 17th April 2000 to thoroughly review the national security system in its entirety and in particular, to consider the recommendations of the Kargil Review Committee and formulate specific proposals for implementation. Keeping in view the wide scope of the terms of reference of the Group of Ministers (GoM) and in accordance with its mandate, the GoM appointed four task forces, one each in the area of intelligence apparatus, internal security, border management and defence management. These Task Forces have since submitted their reports to the GoM. The GoM, would after consideration of these reports and all other relevant aspects formulate suitable proposals for implementation.

Corruption in Air India

788. SHRIMATI D.M. VIJAYA KUMARI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether attention of the Government has been drawn to the news-item captioned, "Air India bosses call each other corrupt." appearing in the 'Indian Express' dated October 26, 2000.

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

(c) the action taken to run the Air India like a private company?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) and (b) Yes, Sir. A factual report alongwith the relevant papers, in original, have been invited from Air India.

(c) The Government has approved in principle bringing down the equity of the Government of India in Air India through a process of disinvestment.

Compulsory Voting

789. SHRI SHANKERSINH VAGHELA: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether the Government propose to make voting compulsory, nation wide; and

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

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS AND MINISTER OF SHIPPING (SHRI ARUN JAITLEY): (a) No, Sir.

(b) Does not arise.

Facilities to Thiruvananthapuram Airport

790. SHRI P. RAJENDRAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government have noticed about the complaints of delay of IC 167 and IC 168; and

(b) if so, the steps taken to maintain the punctuality of the flights?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) and (b) During the period August, 2000 to October, 2000, 88.04% of the flights between Delhi and Thiruvananthapuram (IC-167/168) left on time. Only 2.18% of the flights were delayed due to technical reasons while the remaining 9.78% were delayed due to consequential reasons.

[*Translation*]

Opening of LPG Agencies in Municipal Areas

791. SHRI VIJAY KUMAR KHANDELWAL: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government had decided to open LPG agencies in municipality or Nagar Panchayat areas; and

(b) if so, the time by which these agencies are likely to be opened?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI SANTOSH KUMAR GANGWAR): (a) and (b) As per the existing policy, the following criteria are adopted for setting up economically viable LPG distributorships in different parts of the country including Municipality/Nagar Panchayat areas:

- (i) All urban locations with a population of 10,000 and above by including potential of adjoining villages falling within the radius of 15 Kms.
- (ii) Urban locations having population of 5,000 and above taking into account the potential of adjoining villages falling within 15 Kms radius.
- (iii) Cluster of villages within 15 Kms radius of nucleus villages having a population of 10,000 and above.
- (iv) Villages within 15 Kms radius around towns having population of 1 lakh and above.

The locations included in the Marketing Plans are advertised by the Oil Companies, and the selection of distributors is made by the Dealer Selection Boards as per prescribed procedure. It generally takes 6-12 months for commissioning the distributorships after the date of interview.

[*English*]

Maintenance of Twang Monastery in Arunachal Pradesh

792. SHRI ANADI SAHU: Will the Minister of TOURISM AND CULTURE be pleased to state:

(a) whether the Twang Monastery in Arunachal Pradesh has been declared as a Heritage site;

(b) if so, the details thereof; and

(c) the steps being taken to maintain the Monastery and its precious collection of Buddhist icons and to attract more tourists to the Monastery?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRI ANANTH KUMAR): (a) No, Sir. The Tawang Monastery in Arunachal Pradesh is not a centrally protected monument.

(b) and (c) Question does not arise.

Allowances to Indian Peace Keepers in U.N. Mission

793. SHRI GUTHA SUKENDER REDDY: Will the Minister of DEFENCE be pleased to state:

(a) whether the Indian defence personnel serving in the U.N. Mission abroad are being paid lesser pay and allowances in comparison to personnel of the other countries; and

(b) if so, the reasons therefor and the steps being taken to restore full entitled pay and allowances to the defence personnel serving in the UN Mission?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) and (b) Indian defence personnel serving in U.N. Peace Missions are being paid the same rates of overseas allowances by the U.N. as are paid to personnel deployed by other countries in such missions.

Privatisation of Production and Distribution of LPG

794. SHRI B.K. PARTHASARATHI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the progress made so far in privatization of production, import, bottling and distribution of LPG both domestic and commercial; and

(b) the manner in which the cost and pricing-structure of LPG for the private sector are proposed to be fixed to avoid competition with PSUs?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI SANTOSH KUMAR GANGWAR): (a) Government introduced parallel marketing scheme (PMS) in 1993 allowing the private parties to import, bottle and market LPG. Upto 31st October, 2000, 24 parties have imported about 874 TMT of LPG in bulk.

(b) Domestic LPG marketed by Public Sector Oil Companies is under Administered Price Mechanism (APM) whereas private parties are free to fix the price of LPG sold by them under PMS.

Foreign Investment in Domestic Airlines

795. SHRI GANTA SREENIVASA RAO: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government have decided to allow foreign investment in domestic Airlines also;

(b) if so, the details thereof;

(c) whether the Government have considered its safety aspects; and

(d) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) to (d) In accordance with existing guidelines on domestic air transport service sector, 100% Non-resident Indian (NRI)/Overseas sector, 100% Non-resident Indian (NRI)/Overseas Corporate Body (OCB) equity and 40% foreign investment is permissible. However, equity participation by foreign airlines is prohibited, both directly as well as indirectly.

[Translation]

Opening of Cotton Procurement Centre

796. SHRI DILIPKUMAR MANSUKHLAL GANDHI: Will the Minister of TEXTILES be pleased to state:

(a) whether the Government propose to open cotton procurement centers in the country, particularly in Ahmadnagar district of Maharashtra during 2000-2001; and

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

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRI V. DHANANJAYA KUMAR): (a) and (b) The Government does not open cotton procurement centre, however, the Cotton Corporation of India Ltd. (CCI), Central PSU, purchases cotton in all cotton growing States except in Maharashtra where the Monopoly Procurement Scheme of raw cotton of the State Government is in operation.

[English]

Commercialisation of Surplus Railway Land

797. SHRI VINAY KUMAR SORAKE: Will the Minister of RAILWAYS be pleased to state:

(a) whether a part of the surplus land adjoining existing tracks and installations would be utilised to enhance passengers and siding operations amenities;

(b) whether the railways have started auctioning contracts for upkeep of the railway premises against the right for advertisement display;

(c) if so, the revenue is likely to be earned by the railways thereby;

(d) whether the railways are seriously considering for eviction of encroached railway land under proper decrees obtained from competent courts of law; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) Yes, Sir. In order to cater to the growing needs of the Railways, wherever required, available Railway land is made use of, for creation of Railway facilities including items connected to passenger and other user's amenities.

(b) and (c) Railways have issued guidelines for sponsoring sanitation in railway premises against rights of advertisement display. Since the advertisement rights will be in lieu of sponsoring sanitation by the parties concerned, no direct revenue would be generated by this activity.

(d) and (e) Action against the encroachers of railway land is taken on continuous basis. Fresh encroachments are removed as and when they are noticed. Other encroachments are dealt with in terms of provisions of Public Premises (Eviction of Unauthorised Occupants) Act, 1971. Wherever cases are filed in the Courts and are decided by them, Railways take further action for eviction of encroachers accordingly.

Safety of Passengers

798. SHRI DINSHA PATEL: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have held any discussion with the State Governments for providing safety to passengers in running trains; and

(b) if so, the outcome thereof; and

(c) if not, the manner in which the Government propose to provide safety to the passengers?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) Yes, Sir. A Conference of Chief Secretaries and Directors General of Police of State/Union Territories Governments was held

on 15.01.2000. The Special Secretary in the Ministry of Home Affairs also attended the Conference.

(b) It was decided to constitute a High Level Committee on Railways Security under the Chairmanship of the Chairman Railway Board consisting of representatives of Ministry of Railways, Union Ministry of Home Affairs and States of Andhra Pradesh, Assam, Punjab, Maharashtra and West Bengal to study various factors that affected the security of passengers and their belongings and to recommend steps for improving the same. The Committee is expected to finalise its report shortly.

(c) Does not arise.

Railway Projects in Kerala

799. SHRI V.M. SUDHEERAN:

SHRI KODIKUNNIL SURESH:

Will the Minister of RAILWAYS be pleased to state:

(a) the details and the progress made so far regarding doubling of railway lines, gauge conversion, construction of new rail lines and electrification of rail routes in Kerala, Project and sector-wise;

(b) the funds earmarked therefor during 2000-2001 and expenditure incurred thereon so far, project-wise;

(c) the steps taken by the Government to accelerate the construction work; and

(d) 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 (d) A statement in given below:

Statement

KERALA

(a) and (b) The details are as under:—

*Rs. in Crores

Plan	Project	Year of approval	KMS	*Cost	*Expenditure up to 31-3-2000	*Budget Outlay 2000-2001	Remarks
1	2	3	4	5	6	7	8
A New Lines	Kuttipuram-Guruvayoor	1994-95	36	90	0.45	0.10	Work transferred from Doubling Plan Head to New Line Plan Head. Work will be taken up after obtaining

1	2	3	4	5	6	7	8
							necessary clearances as new line work. Survey report is under scrutiny in Board's office.
A New Lines	Kottayam-Erumeli	1997-98	43	200	0.01	0.10	Work will be taken up once necessary clearances have been obtained.
A New Lines	Angamali-Sabarimala	1997-98	116	550	5.00	1.00	Clearances have been obtained. FLS have been taken up. Land acquisition will be taken up once this completed.
B Gauge Conversion	Quilon-Tirunelveli-Trichendur & Tenkasi-Virudhanagar	1997-98	357	280	10.00	15.00	In Virudhanagar-Tenkasi and Tirunelveli-Tiruchendur, bridge work and earthwork has been taken up. Final location survey has been taken up in the ghat section between Punalur and Tenkasi to ease gradient and curves to suit BG The work is being progressed as per availability of resources.
C Doubling	Emakulam-Eamakulam mar. yard	1999-2000	3	3.16	0.50	2.66	The work included in the Budget 1999-2000. Preparation of Plans and estimate has been taken up. Work is targetted to be completed in the financial year 2001-2002.
C Doubling	Quilon-Trivandrum	1990-91	65	145.2	119.08	12.00	This work has been completed and commissioned.
C Doubling	Kuttipuram-Calicut	1994-95	56	63.28	33.26	25.00	Remarks given against item of Calicut-Mangalore below.
C Doubling	Calicut-Mangalore	1995-96	221	455	213.74	97.10	Doubling of the section from Mangalore to Kuttipuram is a sanctioned project. It has also been decided to extend the doubling from Kuttipuram to Shoranur, based on the representations received. Work is in good progress. 6 sections have been completed. 65 km will be completed in 2000-2001. The work is expected to be completed in 3-4 yrs. time as per availability of resources.
E Railway Electrification	Emakulam-Trivandrum	1999-2000	320	147.9	0	0.15	This work has been included in the Railway Budget, 1999-2000 subject to necessary clearances For obtaining which, action has been initiated.
E Railway Electrification	Erode-Palghat-Emakulam	1992-93	324	222.2	199.64	18.00	The work has been completed.

(c) Funds and materials as required to suit the targets are being provided.

(d) Targets are fixed on yearly basis depending upon availability of resources.

[Translation]

Operation of Chapaner-Pani Rail Line

800. SHRIMATI JAYABEN B. THAKKAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government are aware that Chapaner-Pani mines narrow gauge rail line near Shivrajpur in Gujarat is almost lying unused for the last ten years;

(b) if so, the reasons for its closure; and

(c) the time by which the Government propose to make the said line operational?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) to (c) Chapaner—Pani Mines narrow gauge rail line near Shivrajpur in Gujarat was one of the uneconomic branch lines of Western Railway. The Railway was incurring heavy losses on the operation/maintenance of this line.

In view of this, the Railway Reforms Committee had *inter alia* recommended closure of this line. In view of the foregoing and availability of parallel roads and road services, Railway closed this line permanently *w.e.f.* 26.09.97. There is no proposal for restoration of this already closed line.

[English]

Gauge Conversion in South Central Railway

801. DR. N. VENKATASWAMY: Will the Minister of RAILWAYS be pleased to state:

(a) the details of projects undertaken for gauge conversion in South Central Railways;

(b) the details of railway lines converted into broad gauge so far;

(c) the funds allocated for gauge conversion during 1998-99, 1999-2000 and 2000-2001; and

(d) the present status of gauge conversion projects and 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 (d) The required information relating to gauge conversion projects on South Central Railway is given below:—

	Name of Project	Outlay (Rs. in cr.)			Status
		1998-99	1999-2000	2000-2001	
	1	2	3	4	5
1.	Guntur-Guntakal-Kalluru	30.00	10.00	10.50	Guntur-Guntakal section completed. In Guntakal-Kalluru modification to alignment and gradients are being worked out. Now with the sanction of Dharmavaram-Pakala gauge conversion for which clearances are being obtained. conversion of Guntakal-Pakala section would be done in one phase. Work is in good progress on new line portion from Pendekallu-Gooty which is targeted for completion in 2001-2002.
2.	Mudkhed-Adilabad	1.00	1.00	2.00	Work is in progress under BOLT and is expected to be completed in about a year's time, subject to the contractor raising necessary funds.

	1	2	3	4	5
3.	Secunderabad-Mudkhed & Janakmpet-Bodhan	5.00	20.00	20.00	Work is in good progress in first phase from Mudkhed-Nizamabad and is targeted for completion in 2001-2002 subject to availability of resources.
4.	Katpadi-Pakala-Tirupati	20.59	20.00	12.00	Earthwork and bridgework are in progress in the entire section. Work is proceeding well & will be completed in the coming years subject to availability of resources.
5.	Solapur (Hotgi)-Gadag	20.00	7.00	10.00	Work has been taken up in phases. Solapur-Hotgi and Hotgi-Bijapur sections have been completed. Work is in progress on rest of the section which will be completed in the coming years subject to availability of resources. A Memorandum of Understanding has recently been signed with Govt. of Karnataka for mobilising resources for the speedy execution of the project.
6.	Secunderabad-Dronachallam & Secunderabad-Bolarum	30.00	5.00	5.00	The work has been completed.
7.	Hospet-Hubli-Goa	15.00	5.00	1.00	The work has been completed.
8.	Purna-Akola	—	—	10.00	New work included in budget 2000-01 Detailed planning, finalisation of tenders etc. for taking up the work are in hand.

Besides the above, gauge conversion of Miraj-Londa, Manmad-Purna-Mudkhed and Bellary-Rayadurg sections have been completed before 1998-99.

Merger of Modi Xerox Ltd. with Xerox Modi Corporation Ltd.

802. DR. (SHRIMATI) SUDHA YADAV: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Modi Xerox Limited, a public Limited Company was taken over/merged with Xerox Modi Corporation Limited, a non-listed Company;

(b) if so, the justification thereof and the rules governing for such merger;

(c) the guidelines issued for its merger and the manner in which it is approved by shareholders;

(d) the specific rules under which Courts can interfere in such matters;

(e) the manner in which shares of Xerox Modi Corporation allotted to shareholders in lieu of Modi Xerox share;

(f) whether the Xerox Modi Corporation will buy back its share now; and

(g) if so, the details thereof?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS AND MINISTER OF SHIPPING (SHRI ARUN JAITLEY): (a) Yes, Sir.

(b) Section 391 and 394 of the Companies Act, 1956 provides for amalgamation and reconstruction of

companies. Merger was with the approval of the Hon'ble High Court of Allahabad.

(c) The Hon'ble High Court has issued directions for convening the meeting of Shareholders for approving the Resolution for amalgamation. The amalgamation Scheme is approved by shareholders in their meeting under Section 393 of Companies Act, 1956.

(d) The Hon'ble High Court is empowered under Section 391 & 394 of the Companies Act, 1956, read with Company Court Rules 1959, to pass suitable order in regard to amalgamation on petitions filed by both the Transfer and Transferee companies.

(e) As per the Scheme of Amalgamation approved by the Hon'ble Court, the exchange ratio approved was to allot two equity shares of Rs. 10/- each fully paid up to the shareholders of Modi Xerox Limited in lieu of three equity shares of Rs. 10/- each.

(f) and (g) Decision regarding buy back of Shares falls within the domain of the Shareholders and Directors of the Company after due compliance of the Rules for buy back of Shares by Public/Private and Limited Companies under Section 77.

Cargo Transit Route Via Iran between India and Moscow

803. SHRI KOLUR BASAVANAGOUD: Will the Minister of SHIPPING be pleased to state:

(a) whether a proposal for new cargo transit route via Iran between India and Moscow is under consideration of the Government;

(b) if so, the details and the salient features thereof; and

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

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI HUKUMDEO NARAYAN YADAV): (a) to (c) On September 13, 2000 the then Surface Transport Minister Sh. Rajnath Singh had signed an agreement with the Transport Ministers of Russia and Iran for a transport route from India to Moscow passing through Iran and Caspian Sea. After development of this route, there will be considerable reduction in the time and cost of cargo transportation from India to Moscow and onward. Salient features of this agreement are annexed and this agreement will come into force after ratification from all the three Governments.

Salient features of the proposed Agreement are as follows:

- (i) Increasing effectiveness of transport ties in order to organise goods and passenger transport along the 'International North-South Transport Corridor' from India.
- (ii) Setting up equal non-discriminative conditions for all types of transport service providers from all the parties to this Agreement for transportation of goods and passengers within the framework of North-South Transport Corridor.
- (iii) Regulation of international transport and transit of goods and passengers by all modes of transport or through combined transport along the routes determined by the competent authorities of respective parties.
- (iv) Reducing transit time and minimizing transit transport cost along the North-South Transport Corridor.
- (v) In case of India, the scope of Agreement is limited to transportation of goods by sea route only. Transit through Indian territory is not contemplated.

Archaeological Sites In Karnataka Under IOC Conservation Fund

804. SHRI R.L. JALAPPA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government have taken up archaeological and historical sites in Karnataka under IOC Conservation Fund;

(b) if so, the details thereof; and

(c) the amount released or proposed to be released for these sites during 2000-2001?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI SANTOSH KUMAR GANGWAR): (a) to (c) The Indian Oil Corporation Limited has set up a non-profit trust in the name and style of "The Indian Oil Foundation". The Trustees have identified Hampi in Karnataka as one of the heritage sites for preservation and protection. No amount has been so far allocated to any of the individual monuments. Allocation is made after Design concepts are developed and the Detailed Project Report is completed and accepted by the Trustees.

Expenditure on Airport Maintenance

805. SHRI GUNIPATI RAMAIAH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the private airlines operators are also sharing the maintenance expenditure of the airports in the country;

(b) if so, the details thereof; and

(c) the details of private airlines which are operating in India and the details of amount charged last year from each airlines?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) to (c) While there is no direct sharing of maintenance expenditure, all airlines pay landing, parking, housing and air navigation charges to Airports Authority of India at the prescribed rates for using the facilities like runway, parking bays and navigational facilities provided at the airport.

International Flight Service in Trivandrum

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

(a) whether there is any move to operate new international flights service from Trivandrum International Airport;

(b) if so, the details of the Airline Company who has approached the Government of India for getting permission; and

(c) the details of international flights operating night landing in Trivandrum International Airport?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) and (b) During last round of bilateral talks at Government level in January, 2000, Trivandrum has been granted as an additional point to the designated airline of Uzbekistan. However, actual operations are left to their commercial judgement. Air India is also evaluating the commercial viability of operating additional services from Trivandrum airport once additional capacity is acquired through dry lease of aircraft.

(c) Details of international flights operating night landing at Trivandrum airport are as under:—

Mondays	—	Oman Air (WY) Arr. 0340/Dep. 0500 Silk Air (MI) Arr. 2200/Dep. 2300
Tuesdays	—	Oman Air (WY) Arr. 0340/Dep. 0500 Kuwait Airways (KU) Arr. 0420/Dep. 0540
Wednesdays	—	Silk Air (MI) Arr. 2200/Dep. 2300
Thursdays	—	Oman Air (WY) Arr. 0340/Dep. 0500
Fridays	—	Oman Air (WY) Arr. 0340/Dep. 0500
Saturdays	—	Silk Air (MI) Arr. 2200/Dep. 2300
Sundays	—	Oman Air (WY) Arr. 0340/Dep. 0500 Kuwait Airways (KU) Arr. 0420/Dep. 0540

Purchase of Tanks

807. SHRI SURESH RAMRAO JADHAV:
DR. JASWANT SINGH YADAV:

Will the Minister of DEFENCE be pleased to state:

(a) whether the Government are aware that 60 regiment of the Army's Armoured Corps are in dire need of new tanks;

(b) if so, the number of tanks to be purchased during the current year;

(c) the time by which the ageing Vijayanta Tank is likely to be replaced by T-90 tanks; and

(d) the time schedule framed for upgradation of T-72 tanks?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) No, Sir. All the regiments of Army's

Armoured Corps do not require new tanks. Only eight regiments holding vintage Vijayanta tanks whose operational effectiveness is not up to the mark require new tanks.

(b) 310 T-90 Tanks are likely to be contracted during the current year. In addition, T-72 tanks from Heavy Vehicles Factory, Madras will be procured.

(c) The ageing Vijayanta Tank is likely to be replaced by T-90s Tanks within 4 years after finalisation of the Contract agreement with Russia.

(d) Upgradation of T-72 Tanks is an on-going process and will continue during the life span of the equipment.

[Translation]

Computerised Reservation

808. SHRI JAI PRAKASH:
SHRI T. GOVINDAN:

Will the Minister of RAILWAYS be pleased to state:

(a) the names of Railway stations where computerised reservation facility is proposed to be provided during the 2000-2001, zone-wise; and

(b) the expenditure likely to be incurred on this count?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) and (b) The names of the locations where computerised reservation facilities have been sanctioned during the financial year 2000-2001 are given in enclosed statement.

The total anticipated cost for these facilities is around Rs. 8.82 crores.

Statement

Central Railway

Sl.No.	Location
1	2
1.	Navy Nagar, Collaba
2.	Byculla
3.	Bellapur
4.	Daund
5.	Kopergaon

1	2
---	---

6. Guna
7. Vidisha
8. Lalitpur
9. Piparia
10. Maharashtra Assembly
11. PRS at Yavatmal

Eastern Railways

1. Bongaon
2. Dakhineswar
3. Nabadwip Dham
4. Russa Road CBO Hazaria
5. MG Road CBO
6. Daltonganj
7. West Bengal Assembly
8. Dum-Dum Airport
9. Singraully
10. Hazaribag
11. Chopan

Northern Railway

1. Hamirpur
2. Joshimath
3. Shamli
4. Mohali
5. Hardoi
6. Nazibabad
7. Dasuya
8. Karnal
9. Kurukshetra
10. Meerut Cantt.
11. U.P. Vidhan Sabha
12. Fatehpur
13. Bhadohi
14. Jalore

1	2
15.	Rajpura
16.	Gopinath Bazar
17.	Sena Bhawan
<i>North Eastern Railway</i>	
1.	Gomtinagar
2.	Lakhimpur
3.	Khalilabad
4.	Sitamardi
5.	Belthra Road
6.	Balrampur
7.	Kasganj
8.	Betia
<i>Northeast Frontier Railway</i>	
1.	Raiganj
2.	Coochbihar
3.	New Alipurduar
<i>Southern Railway</i>	
1.	Jayanagar (SBC-Sat)
2.	Tirunagar (MDU-Sat)
3.	Tirupanithura (ERS-Sat)
4.	Kayankulam
5.	Chengulpet
6.	Ambur
7.	Kovilpatti
8.	Chalakkudi
9.	Coonoor
10.	Kuppam
11.	Palani
<i>South Central Railway</i>	
1.	Parli
2.	Nandiyal
3.	Bijapur
4.	Tadepalligudam

1	2
5.	Godavari Station
6.	Tandur
7.	Satara
<i>South Eastern Railway</i>	
1.	Rajnandgaon
2.	Chas Bokaro
3.	Titlagarh
4.	Hirakund
5.	Srikakulam
6.	Rayagada
7.	Paradip
8.	Bhilai Town Ship
9.	Uluberia
10.	Contai
11.	Palasa
<i>Western Railway</i>	
1.	Sirohi Rd.
2.	Rani
3.	Mandsaur
4.	Bairagarh

[English]

Use of Naphtha

809. SHRI SULTAN SALAHUDDIN OWAISI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether as per the liquid fuel policy introduced for power generation in 1995-96, Naphtha was chosen as one of the main affluent;

(b) if so, the details thereof;

(c) whether in view of the adequate availability of Naphtha Government of Andhra Pradesh has suggested that present mechanism for Naphtha should be given a fresh look and the national cost which accounts for loading to the extent of 35% to 40% on the prices of Naphtha should be removed;

(d) if so, the details thereof; and

(e) the steps taken or being taken by Government in regard to review the present formula to give much relief to the consumers in terms of growing prices of Naphtha?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI SANTOSH KUMAR GANGWAR): (a) and (b) The Liquid Fuel Policy announced by the Government in November, 1995 allowed the use of certain liquid fuels including Naphtha as primary fuels for generation of electricity.

(c) to (e) Representations have been received by the Government from various organisations including Government of Andhra Pradesh regarding review of pricing mechanism for the use of Naphtha for power generation. Naphtha being a decontrolled product since April 1, 1998, pricing thereof is market determined. Selling prices of Naphtha are not fixed by Government.

Investment by GAIL in Andhra Pradesh

810. SHRI Y.S. VIVEKANANDA REDDY: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether Gas Authority of India Limited (GAIL) has desired to invest Rs. 1200 crore in Andhra Pradesh during the next three years;

(b) if so, whether any concrete action plan has been made by the GAIL;

(c) if so, the details thereof; and

(d) the time by which the work is likely to be started?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI SANTOSH KUMAR GANGWAR): (a) to (d) The Gas Authority of India Limited (GAIL) proposes to install a pipeline system of about 1 million tonne per annum (MTPA) capacity for transportation of Liquefied Petroleum Gas (LPG) from Vishakapatnam to Secunderabad via Vijayawada in Andhra Pradesh at an estimated cost of Rs. 563 crores to be completed in three years from the date of approval. GAIL has signed a Memorandum of Understanding (MOU) with Hindustan Petroleum Corporation Ltd. to carry the LPG in the proposed pipeline. GAIL also proposes to invest another about Rs. 775 crores for laying various pipeline projects in the Krishna-Godavari Basin to be completed in phases.

[Translation]

Criteria for Allotment of LPG Distributorship

811. SHRI RAJO SINGH: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the criteria fixed for allotment of LPG distribution agencies and the rules by which these agencies are governed;

(b) the number of LPG agencies functioning at present, State-wise and company-wise;

(c) the number of such agencies in hilly areas, specially in Shekhpura and Ranchi (Bihar);

(d) the number of applications received for each State for allotment of LPG agencies;

(e) the number of applications out of them approved and the number of applications pending, State-wise; and

(f) the number of new agencies proposed to be allotted in hilly regions during the current year, State-wise and category-wise and location-wise?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI SANTOSH KUMAR GANGWAR): (a) As per the existing policy, the following criteria are adopted for setting up economically viable LPG distributorships in different parts of the country:

- (i) All urban locations with a population of 10,000 and above by including potential of adjoining villages falling within the radius of 15 Kms.
- (ii) Urban locations having population of 5,000 and above taking into account the potential of adjoining villages falling within 15 Kms radius.
- (iii) Cluster of villages within 15 Kms radius of nucleus villages having a population of 10,000 and above.
- (iv) Villages within 15 Kms radius around towns having population of 1 lakh and above.

The locations included in the Marketing Plans are advertised by the Oil Companies, and the selection of distributors is made by the Dealer Selection Boards as per prescribed procedure. It generally takes 6-12 months for commissioning the distributorships after the date of interview.

(b) and (c) The State-wise and company-wise number of LPG distributorships which were in operation in the country including hilly areas as on 1.4.2000 is given in enclosed Statement-I. At present 1 LPG distributorship in district Shekhpura and 24 LPG distributorships in district Ranchi are in operation.

(d) to (f) The State-wise number of LPG distributorship pending for allotment is given in enclosed statement II. More LPG distributorships will be set up on the basis of economic feasibility surveys.

Statement I

Statewise Companywise LPG Distributors as of 1.4.2000

	IOC (MD)	IOC (AOD)	IOC Total	BPC	HPC	IBP	Total
1	2	3	4	5	6	7	8
STATES							
Andhra Pradesh	203	0	203	110	218	0	531
Arunachal Pradesh	4	19	23	0	0	0	23
Assam	61	94	155	1	0	0	156
Bihar	158	0	158	40	33	0	231
Delhi	190	0	190	69	46	0	305
Goa	1	0	1	11	23	0	35
Gujarat	248	0	248	79	98	2	427
Haryana	101	0	101	51	31	0	183
Himachal Pradesh	58	0	58	6	13	0	77
Jammu & Kashmir	46	0	46	11	47	0	104
Karnataka	165	0	165	75	130	0	370
Kerala	136	0	136	61	40	0	237
Madhya Pradesh	214	0	214	84	106	0	404
Maharashtra	101	0	101	304	337	0	742
Manipur	4	18	22	0	0	0	22
Meghalaya	9	13	22	0	0	0	22
Mizoram	2	13	15	0	0	0	15
Nagaland	6	14	20	0	0	0	20
Orissa	44	0	44	13	54	0	111
Punjab	173	0	173	66	47	2	288
Rajasthan	121	0	121	63	76	0	260
Sikkim	3	0	3	0	0	0	3

1	2	3	4	5	6	7	8
Tamil Nadu	273	0	273	96	73	8	450
Tripura	6	13	19	0	0	0	19
Uttar Pradesh	491	0	491	159	86	2	738
West Bengal	219	1	220	41	77	3	341
Andaman & Nicobar	1	0	1	0	0	0	1
Chandigarh	21	0	21	3	6	0	30
Dadra & Nagar Haveli	0	0	0	0	1	0	1
Daman & Diu	0	0	0	0	2	0	2
Lakshadweep	1	0	1	0	0	0	1
Pondicherry	6	0	6	2	4	0	12
All India	3066	185	3251	1345	1548	17	6167

Statement II*Statewise Number of LPG Distributorships
Pending for Allotment*

Sl.No.	State/UT	Number of LPG Distributorships
1	2	3
1.	Andhra Pradesh	197
2.	Arunachal Pradesh	7
3.	Assam	59
4.	Bihar	190
5.	Delhi	15
6.	Goa	28
7.	Gujarat	163
8.	Haryana	78
9.	Himachal Pradesh	23
10.	Jammu & Kashmir	16
11.	Karnataka	106
12.	Kerala	121
13.	Madhya Pradesh	333
14.	Maharashtra	305

1	2	3
15.	Manipur	11
16.	Meghalaya	7
17.	Mizoram	6
18.	Nagaland	6
19.	Orissa	53
20.	Punjab	98
21.	Rajasthan	151
22.	Sikkim	0
23.	Tamil Nadu	193
24.	Tripura	12
25.	Uttar Pradesh	568
26.	West Bengal	113
27.	Andaman & Nicobar Islands	6
28.	Chandigarh	5
29.	Dadra & Nagar Haveli	0
30.	Daman & Diu	0
31.	Lakshadweep	0
32.	Pondicherry	3
Total		2873

*[English]***Administrative Control over Tribunals**

812. SHRI SHEESH RAM SINGH RAVI: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether the Supreme Court had asked his Ministry to take over the administrative and budgetary control of all sorts of tribunals set up by the Government; and

(b) if so, the action taken by the Government in this regard and the reasons for delay?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS AND MINISTER OF SHIPPING (SHRI ARUN JAITLEY): (a) The Supreme Court of India on 18.3.1997 in the matter of L. Chandra Kumar Vs. Union of India & others, *inter-alia*, had observed that until a wholly independent agency for the administration of all Tribunals can be set up, it is desirable that all such Tribunals should be, as far as possible, under a single nodal Ministry which will be in a position to oversee the working of these Tribunals. That Ministry, they felt, should appropriately be the Ministry of Law. It would be open for the Ministry, in its turn, to appoint an independent supervisory body to oversee the working of the Tribunals. The Hon'ble Court further recommended that the Union of India initiate action after consulting all concerned and place all the Tribunals under one single nodal Department, preferably the Legal Department.

(b) In pursuance of the above, the proposal to set up a 'Central Tribunals Division' in the Department of Legal Affairs, is under consideration.

Air India Tourist Map

813. SHRI MAHBOOB ZAHEDI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the name of Eastern India has been left out of the Air India Tourist Map; and

(b) if so, the reasons therefor?

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

(b) Does not arise.

*[Translation]***Private Investment in Railways**

814. SHRI MOHAN RAWALE: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have invited the private sector for investing in Railways; and

(b) if so, the details thereof?

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

(b) Private sector participation has been invited through the following:

1. Build Own Lease Transfer (BOLT) Scheme for projects.
2. Own Your Wagon Scheme (OYWS) for procurement of wagons.
3. Through the Special Purpose Vehicle (SPV) as in the case of port rail connectivity projects.
4. Budget hotels, Tourist trains & catering through IRCTC.
5. Leasing of the Railways right of way by the Railtel Corporation.
6. Commercial exploitation of land & air space.

*[English]***Inquiry Into Defective Mine Bodies**

815. SHRI RAMJEE MANJHI: Will the Minister of DEFENCE be pleased to refer to the reply given to Unstarred Questions No. 1784 on August 3, 2000 regarding inquiry into acquisition of defective mine bodies and state:

(a) the composition of the Fact Finding Inquiry and the details of observations made out by it against the Army and Civilian officials;

(b) the rank of the civilian employees alongwith the job they were entrusted with;

(c) the details of other cases in DGQA recorded during the last three years in which Army Officers and the civilian employees were found involved and the action taken in each of the cases; and

(d) the steps taken to streamline the whole system in DGQA?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) to (d) The Fact Finding Inquiry into

the acquisition of defective mine bodies was conducted by an officer of the rank of Brigadier. The following are the major finding of the Inquiry Officer against the concerned Officers/Staff:

- (i) *Senior Quality Assurance Officer (Col.)* He was responsible for repeatedly accepting the store in violation of Quality Assurance (QA) procedure. The specific violation is that of accepting the store in anticipation of test results.
- (ii) *Quality Assurance Officer/Officiating Senior Quality Assurance Officers (Lt. Col.)* He was responsible for acceptance of store in violation of QA procedure. He was also responsible for recommending acceptance of stores in violation of QA procedure.
- (iii) *Senior Scientific Officer-I (Civilian)*. He was responsible for recommending acceptance of stores in violation of QA procedure and for his failure to report the irregularities on the part of the firm which were quite apparent.
- (iv) *Two Asstt. Foreman and one Chargeman-II (Civilian)*. These individuals posted at the firm or detailed there were responsible for ineffective material control at all stages of material procurement and its use in production line.

There were 6 other major cases in DGQA during the last 3 years (1997-99) wherein irregularities/questionable acts involving both Army Officers and Civilian Officials were taken cognisance of. The details are given below:—

- (i) In one case of generation of fake inspection documents pertaining to a particular store which was not actually dispatched by the firm after purported inspection, legal proceedings have been ordered to be initiated against any Army Officer (since retired) by Army Authorities by filing FIR as action under Army Act was time barred. Major penalty proceedings under Rule 14 of CCS (CC&A) Rules 1965 have been initiated against 3 Civilian Officials.
- (ii) In the second case involving acceptance of substandard store, legal proceedings have been ordered to be initiated against one Army Officer (since retired) by the Army Authorities, by filing FIR as action under Army Act was time barred and minor penalty proceedings under Rule 16 of CCS(CC&A) Rules 1965 were initiated against another Army Officer and yet another was warned. Major penalty proceedings were also

initiated against 2 Civilian Officials and another Civilian Officer was warned.

- (iii) In the third case involving irregularities in recruitment, legal proceedings have been ordered to be initiated against one Army Officer (since retired) by Army Authorities, by filing FIR as action under Army Act was time barred. Advisory notes have been issued to two other Army Officers. Major penalty proceedings under Rule 14 of CCS (CC&A) Rules 1965 have been initiated against one Civilian Official and yet another has been issued advisory note. Recruitment panels irregularly drawn have been set aside.
- (iv) In the fourth case involving recruitment of a Junior Scientific Assistant-II by diluting Qualitative Requirements, legal proceedings have been ordered to be initiated against one Army Officer (since retired) by Army authorities by filing FIR as action under Army Act was time barred. Major penalty proceedings under Rule 14 of CCS (CC&A) Rules, 1965 were initiated against two Civilian Officials and the services of the beneficiary Civilian Official were terminated.
- (v) In the fifth case involving acceptance of defective stores, disciplinary action under Army Act has been initiated against three Army Officers and major penalty proceedings under Rule 14 of CCS (CC&A) Rules, 1965 have been initiated against 35 Civilian Officials.
- (vi) In the sixth case involving questionable decisions of officials of AHSP on consignee end checks and cases referred by concerned Establishments, disciplinary action under Army Act has been initiated against 3 Army Officers and major penalty proceedings under Rule 14 of CCS (CC&A) Rules, 1965 have been initiated against 5 Civilian Officials.

The following measures have been introduced by the DGQA to streamline the existing system:—

- (i) Inter disciplinary transfers of officials belonging to Army and civilians' at appropriate levels.
- (ii) Quality Audit of Establishments.
- (iii) Vigilance/Surprise checks at regular intervals.
- (iv) Stricter control Sample inspection by ASHSP.

- (v) Updating specifications/QA procedures.
- (vi) Comprehensive training programmes for newly inducted officers & refresher/specialisation courses.

Compensation for Land Losers

816. SHRI RAMSHETH THAKUR: Will the Minister of SHIPPING be pleased to state:

(a) whether the Government have assured to give developed land equal to 12.5% of total agricultural land acquired for Jawaharlal Nehru Port Trust (JNPT) as a part of compensation to land losers;

(b) whether the project affected people of JNPT are demanding for release of such land soon; and

(c) if so, the steps taken or being taken by the Government to release the said land to the land losers?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI HUKUMDEO NARAYAN YADAV): (a) Yes, Sir. Government of Maharashtra, in the year 1984, when the Land was being acquired for J.L. Nehru Port, has decided to acquire 12.5% of total agricultural land acquired for this Port for resettlement and rehabilitation of project affected persons.

(b) Yes, Sir.

(c) The matter has to be resolved by Government of Maharashtra.

Implement of Company Law Board Decision

817. SHRI KALAVA SRINIVASULU: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to refer to the replies given to USQ Nos. 14 and 2998 dated November 29, 1999 and December 20, 1999 respectively and state:

(a) whether M/s. Helios Limited, Patna has repaid instalments that were due upto August 31, 2000 alongwith updated interest to the depositors as per CLB orders dated October 7, 1999;

(b) if so, the details thereof;

(c) if not, the reasons therefor; and

(d) the steps taken by the authority to issue directions to the RBI to ensure timely payments to the depositors by the defaulting companies?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS AND MINISTER OF SHIPPING (SHRI ARUN JAITLEY): (a) No, Sir.

(b) Question does not arise.

(c) and (d) M/s. Helios Corporation Ltd. and M/s. Helios Finance & Investment Ltd., which are companies of Helios Group and are covered under CLB order dated October 7, 1999 have moved Calcutta High Court against the Company Law Board Orders dated 07.10.1999. Reserve Bank of India also filed winding up petition in Patna High Court in case of M/s. Helios Corporation Ltd. Hon'ble High Court of Patna has approved winding up of M/s. Helios Corporation Ltd. and also of M/s. Helios Finance and Investment Ltd. and has appointed Provisional Liquidator for the same.

[*Translation*]

Recruitment in Armed Forces

818. KUMARI BHAVANA PUNDLIKRAO GAWALI: Will the Minister of DEFENCE be pleased to state:

(a) the total number of personnel recruited in each of the armed forces during 1999 and in 2000 so far, State-wise with particular reference to Maharashtra;

(b) the steps being taken to make more recruitments in the armed forces from Maharashtra;

(c) whether additional recruitment centres are proposed to be opened in the country; and

(d) if so, the details thereof, State-wise and location-wise?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) A statement is attached.

(b) Regular recruitment/recruitment rallies are held in Maharashtra. Wide publicity is given to these recruitments/recruitment rallies.

(c) No, Sir.

(d) Does not arise in view of (c), above.

Statement

The recruitment in the Army is made on the basis of State-wise quota. The State-wise details of total recruitment, made in the Army, for the years 1998-99 and 1999-2000, are given in enclosed Annexure I.

2. The recruitment in Navy and in Air Force is carried out on all-India merit basis and there is no specific quota, allotted to a State. However, the State-wise details of total recruitment made in Navy, during the recruiting year, 1999 and 2000, are given in enclosed Annexure II and the State-wise details of the total recruitment made in Air Force, during the recruiting years 1999-2000 and 2000-2001 given in enclosed Annexure III.

Annexure I

Statewise Recruitment Carried out in Army

Name of the States/UTs	Total number recruited	
	1998-99	1999-2000
1	2	3
Assam	1128	695
Andhra Pradesh	1550	2141
Arunachal Pradesh	172	52
Bihar	2288	2364
Goa	20	36
Gujarat	399	787
Haryana	3467	2144
Himachal Pradesh	2691	2232
Jammu and Kashmir	3251	2948
Kerala	1325	1123
Karnataka	1589	1710
Maharashtra	2626	3094
Madhya Pradesh	1814	1844
Manipur	588	203
Meghalaya	281	59
Mizoram	297	112
Nagaland	431	196
Orissa	641	532
Punjab	6071	5773
Rajasthan	4130	3740
Sikkim	09	05

1	2	3
Tamil Nadu	2490	1984
Tripura	120	51
Uttar Pradesh	10720	8244
West Bengal	1676	1409
Andaman Nicobar	96	25
Chandigarh	04	09
Delhi	200	299
Dadra & Nagar Haveli	—	—
Daman & Diu	—	—
Lakshadweep	21	04
Pondicherry	02	—
Nepal	1855	10578
Grand Total	51952	44872

Annexure II

Statewise Recruitment Carried out in Navy

Name of the States/UTs	Total number recruited	
	1999	2000
1	2	3
Assam	36	80
Andhra Pradesh	346	330
Arunachal Pradesh	—	03
Bihar	433	788
Goa	13	10
Gujarat	10	09
Haryana	205	281
Himachal Pradesh	47	54
Jammu and Kashmir	19	38
Kerala	272	191
Karnataka	75	38
Maharashtra	148	77
Madhya Pradesh	81	87
Manipur	18	13

1	2	3
Meghalaya	02	06
Mizoram	11	01
Nagaland	—	04
Orissa	240	172
Punjab	72	47
Rajasthan	160	95
Tamil Nadu	82	94
Tripura	02	01
Uttar Pradesh	647	909
West Bengal	200	297
Andaman Nicobar	05	05
Chandigarh	07	07
Delhi	82	77
Pondicherry	—	04
Grand Total	3213	3718

Annexure III*Statewise Recruitment Carried out in Air Force*

Name of the States/UTs	Total number recruited	
	1999-2000	2000-2001
1	2	3
Assam	12	02
Andhra Pradesh	68	44
Arunachal Pradesh	—	—
Bihar	384	156
Goa	02	—
Gujarat	04	—
Haryana	62	15
Himachal Pradesh	45	13
Jammu and Kashmir	32	03
Kerala	51	22
Karnataka	12	05

1	2	3
Maharashtra	09	06
Madhya Pradesh	13	36
Manipur	08	23
Meghalaya	03	01
Mizoram	04	01
Nagaland	—	08
Orissa	37	11
Punjab	53	01
Rajasthan	55	14
Sikkim	06	01
Tamil Nadu	41	16
Tripura	—	—
Uttar Pradesh	320	188
West Bengal	82	35
Andaman Nicobar	02	02
Chandigarh	04	01
Delhi	12	07
Lakshadweep	02	—
Pondicherry	04	—
Nepal	01	—
Grand Total	1328	611

Employment on Compassionate Grounds in Ordnance Factory Maharashtra

819. SHRI NAMDEO HARBAJI DIWATHE: Will the Minister of DEFENCE be pleased to state:

(a) whether employment on compassionate ground has been given to the next of kin of all those employees who were died in harness and working in the Ordnance factory in Maharashtra;

(b) if not, the number of families who have been given employment till date during the last three years;

(c) the number of cases out of them are pending as on date; and

(d) the time by which all these cases are likely to be disposed of?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) No, Sir. As per the extant instructions compassionate appointment can be made only in eligible cases upto a maximum of 5% of vacancies falling under direct recruitment quota in any Group 'C' or 'D' post.

(b) Compassionate appointment in respect of 585 families has been provided till date during the last three years.

(c) 306 cases are pending for providing compassionate appointment subject to availability of vacancies.

(d) It is not possible to indicate any definite date by which compassionate appointment can be offered to all the deserving families. Appointment in these cases will be considered when suitable vacancies arise within the stipulated quota of 5%.

Pilot Project to use Alcohol as Fuel

820. SHRI TUFANI SAROJ: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government have prepared any scheme to start a pilot project to use alcohol as fuel;

(b) if so, the details thereof;

(c) whether the Government has considered setting up of new petrol pump to sell alcohol mixed petrol; and

(d) if so, the number of petrol pumps to be set up in different States, separately?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI SANTOSH KUMAR GANGWAR): (a) and (b) The Government have proposed to launch three pilot projects to study the use of ethanol doped gasoline as fuel at two locations in Maharashtra and one location in Uttar Pradesh. The first pilot project is being set up at Miraj/Hazarwadi in Sangli District of Maharashtra. The other two would be set up in Manmad/Panevadi in Nasik, Maharashtra and Bareilly/Aonla in U.P.

(c) The existing petrol pumps in designated area would supply the product.

(d) Does not arise.

[English]

Objectives of Setting up Jubilee Pumps

821. DR. RAMESH CHAND TOMAR: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the objective of Jubilee pumps was to provide the fuel filling facilities with additional multiple facilities in virgin markets alongwith national Highways;

(b) the number of such pumps that have been installed in virgin markets;

(c) the economic feasibility report of these pumps;

(d) whether the scheme has resulted into competition among Public Sector Undertakings and causing wastage of money;

(e) the break-up of average cost of selling MS and HSD on these pumps;

(f) whether the Government propose to re-monitor the scheme of Jubilee Pumps; and

(g) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI SANTOSH KUMAR GANGWAR): (a) The concept of setting up of Jubilee Retail Outlets on highways was mooted to fulfil the demand and aspirations of travellers comprising tourists and truckers for fuels along with multiple associated facilities. As per guidelines issued by Ministry of Petroleum & Natural Gas, it is not necessary that the Jubilee Retail Outlet should be in a virgin market.

(b) There are 5 Jubilee Retail Outlets set up in virgin markets.

(c) and (d) For setting up Jubilee Retail Outlets, the oil companies assess that adequate potential exists to justify additional outlets over and above the existing outlets and the Marketing Plan locations in the area.

(e) Average cost varies from location to location as the same is related to the sales volume of the Jubilee Retail Outlet.

(f) and (g) The Scheme of Jubilee Retail Outlets has been discontinued.

Increase in Prices of Oil and Dealers' Commission

822. SHRI M.V. CHANDRASHEKHARA MURTHY: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the prices of petrol and diesel had been increased by the Government on different dates during the last eight years;

(b) if so, whether the dealers' commission has also been increased by the oil corporations with each price hike on different dates as per the prescribed formula;

(c) if so, whether the oil corporations are entitled to amend this escalation formula without Government's approval;

(d) if so, whether the said formula has been amended by the Government or not;

(e) if so, whether the oil corporations are required to obtain approval of the Government for increasing commission as per formula;

(f) if so, the details thereof; and

(g) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI SANTOSH KUMAR GANGWAR): (a) The changes in the ex-storage point price of petrol and diesel during the last eight years are given in Statement I.

(b) The changes in dealers' commission on petrol and diesel during last eight years are given in Statement II.

(c) and (d) The oil corporations are not entitled to amend the escalation formula without approval of Government.

(e) to (g) Since pricing of controlled products continues to be administered by the Government, it has been clarified that escalation in dealers' commission would continue to be approved by the Government until Oil Coordination Committee/oil companies are authorised in this regard.

Statement I*Changes in Ex-Storage Point Price*

(Rs./KL)

	MS-87/MS-AKI-84	MS-93	HSD
	1	2	3
16.09.92	14413.21	17413.21	5539.01
02.02.94	15413.21	18413.21	6289.01
01.03.94	12844.34	15344.34	5717.28
03.07.1996	16055.43	19180.43	7432.46
07.07.1996	—	—	6574.87
02.09.1997	17055.43	20180.43	8374.87
07.11.1997	—	—	7918.04
25.12.1997	—	—	7996.84
01.03.1998	—	—	7839.24
04.04.1998	—	—	7645.47
20.05.1998	—	—	7536.89
03.06.1998	15495.43	18335.43	—
09.01.1999	—	—	6722.37

	1	2	3
28.02.1999	15399.01	18239.01	6621.76
20.04.1999	—	—	6882.15
06.10.1999	—	—	9634.60
30.09.2000	18999.01	21839.01	11934.60

Note:

Ex-Storage Point Prices are Exclusive of Duty W.E.F. 01.03.1994 Onwards.
 MS-AKI 89- RON 0.05% sulphur). MS-AKI (89 RON 0.05% sulphur and 1% benzene) and HSD (0.05% sulph.) with different ex-storage point prices than given above for MS and HSD grades were introduced in metros during 2000-2001.

Statement II

The Dates when the Dealer Commission was revised

	15.9.92	1.4.93		1.9.93	22.94	1.4.94	1.4.95	1.4.96	3.7.96	7.7.96	1.4.97	2.9.97		6.11.97	1.4.98	1.4.98	06.10.98	5.1.2000	1.10.2000	
Motor Spirit-87																				
Slab			Slab																	
0-360	321	381	0-600	383	374	378	378	380	387	387	389	400		Slab system abolished w.e.f.						
361-600	240	277																		
601-1080	214	248	Above 600	224	231	232	233	234	238	238	239	246	6/11/1997:	409	411	413		462	478	
Above-1080	190	217																		
Recovery on account of Bank Charges from Dealers on Cheque Facility	15	37	Additional Payment for Bank Charge if dealer pays by Bank Draft	40	40	40	40	40	40	40	40	40		40	40	40		40	40	
Motor Spirit-93																				
Slab			Slab																	
0-360	359	423	0-600	395	406	408	410	412	420	420	422	433		Slab system abolished w.e.f.						
361-600	275	308																		
601-1080	243	274	Above 600	245	252	253	254	255	260	260	261	268	6/11/1997:	446	448	450		500	512	
Above-1080	203	240																		
Recovery on account of Bank Charges from Dealers on Cheque Facility	15	37	Additional Payment for Bank Charge if dealer pays by Bank Draft	40	40	40	40	40	40	40	40	40		40	40	40		40	40	
High Speed Diesel																				
Slab			Slab																	
0-360	155	186	0-600	190	195	196	197	198	206	200	201	213		222	223	224	238	Slab system abolished w.e.f. 5.1.2000		
361-600	111	128																		
601-1080	83	101	Above 600	90	93	93	93	93	97	94	94	100		188	189	170	184	6/11/1997:	271	277
Above-1080	75	92																		
Recovery on account of Bank Charges from Dealers on Cheque Facility	7	15	Additional Payment for Bank Charge if dealer pays by Bank Draft	16	16	16	16	16	16	16	16	16		16	16	16	16		16	16

[*Translation*]

**Reservation of Seats for SCs in Maharashtra
Assembly**

823. SHRI RAMDAS ATHAWALE: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether the Government are aware that 36 assembly seats and 6 Lok Sabha seats were reserved for Scheduled Castes in Maharashtra which were reduced to 18 and 3 respectively later on;

(b) if so, the reasons therefor;

(c) whether the Government have received representations for revival of reservation of 36 assembly seats and 6 Lok Sabha seats in Maharashtra for Scheduled Castes;

(d) if so, the details thereof; and

(e) the steps taken or proposed to be taken by the Union Government in this regard?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS AND MINISTER OF SHIPPING (SHRI ARUN JAITLEY): (a) and (b) Yes, Sir. The present provision of number of seats reserved for the Scheduled Castes in the Maharashtra Legislative Assembly and in the House of the People from that State are on the basis of the delimitation of Parliamentary and Assembly constituencies in the State done by the Delimitation Commission under the provisions of the Delimitation Act, 1972 and by the Election Commission under the Scheduled Castes and Scheduled Tribes Orders (Amendment) Act, 1976. Under the existing constitutional provisions, as were subsequently made by the Constitution (Forty-second Amendment) Act, 1976, no change in the number of seats reserved for the Scheduled Castes and the Scheduled Tribes is permissible until the relevant figures of the first census taken after the year 2000 have been published.

(c) and (d) The Government has received a number of representations from the Members of Parliament and others, in the past, raising the demand for increase in the number of seats reserved for the Scheduled Castes in the House of the People and Legislative Assembly of the State of Maharashtra.

(e) The Government has recently decided to extend the constitutional embargo on delimitation of electoral constituencies till the year 2026, to undertake limited delimitation contained within the boundaries of the States

and to rationalize the constituencies reserved for the Scheduled Castes and the Scheduled Tribes on the basis of the 1991 census and accordingly a Bill, namely, the Constitution (Ninety-first Amendment) Bill, 2000 is likely to be introduced in the Lok Sabha during the current session of Parliament itself in this regard. This process may probably partially take care of the demands for increase in the number of seats as raised in these representations.

[*English*]

Pending Cases

824. SHRI SHIVAJI VITHALRAO KAMBLE:
SHRI PRABHAT SAMANTRAY:
SHRI ASHOK N. MOHOL:

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

(a) the number of cases pending in various courts in the country till date, State-wise;

(b) the period of pendency and the reasons therefor;

(c) whether the Government have formulated any action plan for early disposal of pending cases;

(d) if so, the details thereof;

(e) the number of cases disposed of during the last year; and

(f) the number of Lok Adalats organised in various States alongwith the cases disposed of during the last three years, State-wise?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS AND MINISTER OF SHIPPING (SHRI ARUN JAITLEY): (a) and (b) As per available information, the number of cases pending and the period of pendency in the Supreme Court/High Courts and in Subordinate Courts State-wise are given at Statement-I. The reasons for pendency of cases in various courts, inter alia, include increased institution of cases on account of awareness of the rights on the part of the citizens, enactment of numerous laws, inadequate Judge strength, rise in population, radical change in the pattern of litigation, frequent adjournment of cases lawyers' strike etc.

(c) and (d) Various steps have been taken by the Government for the speedy disposal of cases. These include amendment of the Civil Procedure Code and the Code of Criminal Procedure, increase in the number of

posts of Judges/Judicial Officers, establishment of Special Courts/tribunals, appointment of Special Judicial/Metropolitan Magistrates and adoption of alternative modes of dispute resolution, such as, arbitration and conciliation. Lok Adalats have been given a statutory base as supplementary forum for resolution of disputes.

In addition, pursuant to the XIth Finance Commission's recommendation, an amount of Rs. 502.90 crore has been sanctioned for creation of 1,734 additional courts in the country which will substantially bring down

the pendency in the district and subordinate courts over the next five years.

(e) The number of cases disposed of during the last year, as per available information, in the Supreme Court of India, various High Courts and the Subordinate Courts are as per Statement II.

(f) The number of Lok Adalats held and number of cases disposed of State-wise during the last 3 years are as per Statement III.

Statement I

(a) Pendency of cases in Supreme Court as on 2.11.2000

Total	More than 2 years	More than 10 years
21657	8472	645

(b) Pendency of cases in High Courts as on 31.12.1999

Sl. No.	Name of the High Court	No. of cases pending	Cases pending for	
			more than 2 years	more than 10 years
1.	Allahabad	815026	602292	201460
2.	Andhra Pradesh	150222	7883	2823
3.	Bombay	284203	155982	28404
4.	Calcutta	310914	259054	146476
5.	Delhi	178186	107427	33774
6.	Gauhati	38702	19790	162 (As on 3/99)
7.	Gujarat	143274	87753	18592
8.	Himachal Pradesh	11928	6367	37
9.	J & K	70336	44207	2392
10.	Karnataka	84486	29214	1081
11.	Kerala	308237	98512	533
12.	Madhya Pradesh	106293	56176	5050
13.	Madras	355382	129267	9655
14.	Orissa	117339	60994	3313
15.	Patna	82697	35880	6657
16.	Punjab & Haryana	184970	122672	33791
17.	Rajasthan	122899	62453	6674
18.	Sikkim	206	11	2
Total		3204083	1885934	500876

(c) No. of cases pending in District/Subordinate Courts as on 31.12.1998

Sl. No.	Name of the State/UT	cases pending for		
		Total cases pending	less than 10 years	more than 10 years
1	2	3	4	5
1.	Andhra Pradesh	1002172	992655	9517
2.	Arunachal Pradesh	1849	1843	6
3.	Assam	186799	184254	2545
4.	Bihar	1223190	1165808	57382
5.	Goa	43163	39350	3813
6.	Gujarat	3000330	292837	71955
7.	Haryana	494801	492921	1880
8.	Himachal Pradesh	136443	135226	1217
9.	Jammu & Kashmir	121915	118088	3827
10.	Karnataka	1254655	1231952	22703
11.	Kerala	554566	551885	2681
12.	Madhya Pradesh	1456853	1371454	85399
13.	Maharashtra	2955103	2728383	226720
14.	Manipur	7970	7647	323
15.	Meghalaya	N.A.	N.A.	N.A.
16.	Mizoram	3730	3730	0
17.	Nagaland	N.A.	N.A.	N.A.
18.	Orissa	637277	630198	7079
19.	Punjab	375212	371070	4142
20.	Rajasthan	875065	821325	53740
21.	Sikkim	1780	1771	9
22.	Tamil Nadu	828097	816808	11289
23.	Tripura	18853	18322	531
24.	Uttar Pradesh	3244351	3103745	140606
25.	West Bengal	1305855	1210300	95555
26.	And. & Nicobar	607	603	4
27.	Chandigarh	50043	49964	79

1	2	3	4	5
28.	Dadra & N. Haveli	894	885	9
29.	Daman & Diu	1156	1144	12
30.	Delhi	397814	381328	16486
31.	Lakshdweep	142	138	4
32.	Pondicherry	6228	6212	16
Grand Total		20186913	19367384	819529

Statement II

No. of cases disposed of during the year 1999

A.	Supreme Court	34836 (from 1.11.99) to 31.10.2000
B.	High Courts	

Sl. No.	Name of the High Court	No. of cases disposed
(i)	Allahabad	73655+
(ii)	Andhra Pradesh	98123*
(iii)	Bombay	59906*
(iv)	Calcutta	29182+
(v)	Delhi	31453+
(vi)	Gauhati	N.A.
(vii)	Gujarat	N.A.
(viii)	Himachal Pradesh	6447*
(ix)	J & K	28993+
(x)	Karnataka	71976*
(xi)	Kerala	90897*
(xii)	Madhya Pradesh	61813*
(xiii)	Madras	94930*
(xiv)	Orissa	26888*
(xv)	Patna	77345*
(xvi)	Punjab & Haryana	60328+
(xvii)	Rajasthan	36655*
(xviii)	Sikkim	660*

+ figures upto 6/99

* figures upto 9/99

(c) No. of cases disposed of during 1998 by the district/subordinate courts

Sl. No.	Name of the State/UT	No. of cases disposed of
1	2	3
1.	Andhra Pradesh	1066377
2.	Arunachal Pradesh	831
3.	Assam	96923
4.	Bihar	331785
5.	Goa	24147
6.	Gujarat	1681231
7.	Haryana	261817
8.	Himachal Pradesh	148150
9.	Jammu & Kashmir	133243
10.	Karnataka	795071
11.	Kerala	799747
12.	Madhya Pradesh	910950
13.	Maharashtra	1839683
14.	Manipur	5438
15.	Meghalaya	N.A.
16.	Mizoram	6747
17.	Nagaland	N.A.
18.	Orissa	184511
19.	Punjab	308291

1	2	3	1	2	3
20.	Rajasthan	528308	27.	Chandigarh	66813
21.	Sikkim	4216	28.	Dadra & N. Haveli	466
22.	Tamil Nadu	1393563	29.	Daman & Diu	840
23.	Tripura	27538	30.	Delhi	367022
24.	Uttar Pradesh	1998627	31.	Lakshdweep	485
25.	West Bengal	609294	32.	Pondicherry	23335
26.	And. & Nicobar	334		Grand Total	13615783

Statement III

Number of Lok Adalats organised and cases disposed of through Lok Adalats during the financial year viz. 1997-98, 1998-99 and 1999-2000)

(Based on the information provided by the State Legal Services Authorities)

Sl. No.	Name of the State Legal Services Authority	No. of Lok Adalats organised during			No. of Cases disposed of through Lok Adalats during		
		1997-98	1998-99	1999-2000	1997-98	1998-99	1999-2000
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	310	2594	3,561	18,050	38,743	33,906
2.	Arunachal Pradesh	Nil	Nil	2	—	—	23
3.	Assam [@]	5	4	•36	751	516	•7,936
4.	Bihar	60	129	202	14,494	20,073	30,533
5.	Goa	4	25	36	162	335	322
6.	Gujarat	206	4084	5,278	67,940	2,62,755	1,93,945
7.	Haryana	85	178	120	18,301	19,908	12,268
8.	Himachal Pradesh	118	103	58	5,235	2,759	1,553
9.	Jammu & Kashmir	28	82	•50	704	3562	•2,125
10.	Karnataka	170	511	559	14,197,	45,680	43,004
11.	Kerala	312	484	1,602	26,206	24,746	24,871
12.	Madhya Pradesh	700	802	965	56,529	45,465	32,703
13.	Maharashtra	886	880	688	23,678	22,908	22,131
14.	Manipur	—	1	5	—	190	175

1	2	3	4	5	6	7	8
15.	Meghalaya	Nil	Nil	6	Nil	Nil	680
16.	Mizoram	46	1	@25	101	14	@16
17.	Nagaland	8	10	2	28	31	10
18.	Orissa	268	380	324	3,18,913	2,39,530	2,93,355
19.	Punjab	205	357	219	7,704	6,674	7,031
20.	Rajasthan	5017	3,729	@2,197	68,366	81,703	@2,50,372
21.	Sikkim	Nil	7	@58	—	25	@335
22.	Tamil Nadu	634	612	486	11,690	15,042	10,755
23.	Tripura	3	4	@2	243	251	@73
24.	Uttar Pradesh	362	399	611	2,78,656	2,65,020	3,19,018
25.	West Bengal	14	11	265	700	876	3,396
26.	Andaman & Nicobar	1	6	2	16	49	16
27.	U.T. Chandigarh (%* Authority made functiona in March '98)	*	162	@258	—	10,285	13,543
28.	Dadar & Nagar Haveli	Nil	2	1	—	76	43
29.	Daman & Diu	Nil	3	1	Nil	68	25
30.	Delhi	39	45	188	12,566	13,185	8,273
31.	Lakshadweep	Nil	Nil	Nil	—	—	Nil
32.	Pondicherry	127	119	10	382	281	260
33.	Supreme Court Legal Services Committee	Nil	Nil	Nil	Nil	Nil	Nil

@ Information pertains upto the period 30.11.1999

[Translation]

Establishment of Tourism Development Fund

825. DR. ASHOK PATEL: Will the Minister of TOURISM AND CULTURE be pleased to state:

(a) whether there is any proposal to mobilise funds for the development of Tourism sector and to establish a Tourism Development Fund;

(b) if so, the details thereof; and

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

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRI ANANTH KUMAR): (a) Yes, Sir.

(b) The objective of the Tourism Development Funds is to provide assistance to bridge critical gaps in tourism development which cannot be funded through normal Government budgetary grants. The assets of funds shall include a contribution from the Department of Tourism as initial corpus. The fund can also accept contributions from statutory bodies. The United Nations, other International Organization, Private and Public Corporate Sectors, Trusts, Societies and Individuals.

(c) At this stage time can not be indicated as other concerned Ministries are being consulted.

*[English]***Closure of Textile Mills**

826. SHRI A. NARENDRA:
DR. RAMKRISHNA KUSMARIA:
SHRI RAJO SINGH:
SHRI ANANTA NAYAK:

Will the Minister of TEXTILES be pleased to state:

(a) the number of textiles mills functioning in the country except N.T.C. and number of employees working there at present, mill-wise and State-wise;

(b) the names of textile mills declared sick/closed during each of the last three years, till date, State-wise alongwith reasons therefor;

(c) the number of workers affected due to closure of mills and steps taken for their rehabilitation; and

(d) the steps taken/proposed to be taken to re-open the closed mills and revive the sick mills alongwith the amount incurred thereon, mill-wise?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRI V. DHANANJAYA KUMAR): (a) As on 31.8.2000, 1393 cotton man-made fibre textile mill (Non-SSI), except NTC, were functioning in the country and approximately 6.07 lakh workers were employed as follows:

State/Union Territory	No. of mills	Workers on roll
1	2	3
Andhra Pradesh	64	27516
Assam	3	2500
Bihar	4	2795
Delhi	0	0
Goa	1	161
Gujarat	62	54602
Haryana	67	18180
Himachal Pradesh	16	14855
Jammu & Kashmir	2	4279
Karnataka	38	20499

1	2	3
Kerala	29	11798
Madhya Pradesh	42	27249
Maharashtra	138	114091
Manipur	1	350
Orissa	10	9948
Punjab	60	48835
Rajasthan	39	45810
Tamil Nadu	755	166000
Uttar Pradesh	33	18648
West Bengal	15	11575
Daman & Diu	3	371
Dadra Nagar Haveli	3	1318
Pondicherry	8	6104
Grand Total	1393	607484

(b) During the last three years 175 cotton man-made fibre textile mills (Non-SSI) were closed as follows:

Period	Mill closed	Workers on Roll
01-10-1997 to 30.09.1998	41	22717
01-10-1998 to 30.09.1999	60	38493
01-10-1999 to 30-09-2000	74	42241
Total	175	103451

Closure of textile mills can be attributed to many factors including obsolete technology increase in cost of inputs, difficulties in getting timely and adequate credit, mismanagement, necessary conditions etc.

(c) Government have set up the Textile Workers' Rehabilitation Fund Scheme (TWRFS) to protect the interest of workers rendered jobless due to permanent closure or partial closure of textile mills in the private sector only, in the country. As per the Scheme, non-SSI textile mills which were closed on or after 6.6.1985 are eligible. The objective of the TWRFS is to provide interim relief to the eligible workers only for a period of 3 years on a tapering basis; 75% of wage equivalent in the first year, 50% in the second year and 25% in the third year as per norms of the scheme. Since inception of the

Scheme, 41 units have been identified as eligible under the scheme and a total of Rs. 143.67 crore has been paid to the eligible workers till 31.10.2000.

(d) The Government of India has enacted the Sick Industrial Companies (special provisions) Act, SICA, 1985 and established the Board of Industrial & Financial Reconstruction (BIFR) with a view to arranging the timely detection of sick & potentially sick companies and for the speedy determination of preventive, ameliorative and remedial measures which need to be taken in respect of such companies. The rehabilitation schemes sanctioned by BIFR include various measures like restructuring the capital, induction of fresh funds by the promoters, merger with the other companies, change of management, provision for working capital and term loans by banks and financial institutions.

[Translation]

Committee to Review Air Safety System in Delhi, Mumbai, Calcutta

827. SHRI SHIVRAJ SINGH CHOUHAN:
SHRI JAIBHAN SINGH PAWAIYA:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government have constituted any Committee to review the air safety system in Delhi, Mumbai and Calcutta;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

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

(b) and (c) Do not arise.

[English]

Enquiry Report on Gaisal Train Accident

828. SHRI RUPCHAND PAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether the enquiry commission set up to enquire into the causes of Gaisal train accident has submitted its report;

(b) if so, the details thereof; and

(c) the action taken thereon?

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

(b) and (c) Do not arise.

Extension of Silchar Airport

829. SHRI SONTOSH MOHAN DEV: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the present position of extension of Silchar Airport for Airbus landing;

(b) the time by which the work is likely to be completed; and

(c) whether Night Landing facilities is likely to be taken alongwith the extension of work?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) and (b) Airports Authority of India has acquired 33 acres of land from the State Government for extension of runway from 6000 ft. to 7200 ft. at Silchar airport for operation of AB-320 class of Aircraft. After preparation of detailed estimates, work is likely to be awarded by March, 2001. Execution period is 24 months after commencement of work.

(c) Yes, Sir.

Unpaid/Unclaimed Dividends

830. SHRI ANANT GANGARAM GEETE: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) the quantum of non-claimed/unpaid dividends lying with the companies transferred to the Government during the last three years, year-wise;

(b) whether the Government have laid down any mechanism to ensure that the companies do not hold up payment of dividends by adopting unfair means; and

(c) if so, the details thereof?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS AND MINISTER OF SHIPPING (SHRI ARUN JAITLEY): (a) The quantum of non-claimed/unpaid dividends lying with the companies transferred to the

Government during the last three years, year-wise, is as under:

Year	Amount
1997-1998	Rs. 35,89,59,885/-
1998-1999	Rs. 38,20,66,019/-
1999-2000	Rs. 11,62,52,769/-

(b) and (c) In terms of section 205A(1) of the Companies Act, 1956 a dividend declared by a company to a shareholder is to be paid within 42 days of such declaration. In case of it not been paid or remaining unclaimed within 42 days, the company has to transfer it within a week thereof to a special account in a scheduled bank opened for this specific purpose. *w.e.f.* 31.10.98 the amount thus transferred but which still remains unpaid/unclaimed for a period of 7 years is to be transferred by the company to a Fund established by Central Government and called 'Investor Education and Protection Fund'. The non-compliance in this regard is punishable by fine which may extend to five hundred rupees for every day during which the failure continues.

Acquisition of Defence Equipments from Russia

831. SHRI G. PUTTA SWAMY GOWDA:
SHRI S.D.N.R. WADIYAR:
SHRI RAJIAH MALYALA:
SHRI PRAVIN RASHTRAPAL:
SHRI CHADA SURESH REDDY:
SHRI MANIBHAI RAMJIBHAI CHAUDHRI:
SHRI R.S. PATIL:
SHRI PRIYA RANJAN DASMUNSI:
SHRI ASHOK N. MOHOL:

Will the Minister of DEFENCE be pleased to state:

(a) whether any specific agreement or understanding has been reached between the Governments of India and Russia to purchase defence equipments, Naval ships and other items from Russia for India's defence requirements during the recent visit made by Russian President to India;

(b) if so, the details thereof; and

(c) the details of the existing co-operation between the two countries in the field of Defence?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) and (b) During the visit of President Putin to India on October 2-5,2000, Agreements on - (i) Establishment of the Indo-Russian Intergovernmental Commission on Military Technical Cooperation; (ii) Supply of Aircraft Carrier Admiral Gorshkov; (iii) Transfer of technology and licensed production of SU-30 MKI aircraft to India; and (iv) Purchase of T-90 Tanks and transfer of technology for their indigenous production; were

concluded. It will not be in the interest of national security to disclose details of these Agreements.

(c) An Inter-governmental Agreement on long-term Programme of Military—Technical Cooperation upto the year 2010 between the two countries exists. Disclosure of details of this Agreement will not be in the interest of national security.

Defence Co-operation with South Africa

832. SHRI PRABHAT SAMANTRAY:
SHRI BHIM DAHAL:

Will the Minister of DEFENCE be pleased to state:

(a) whether the Government have established co-operation with South Africa in the field of Defence;

(b) if so, whether any accord has been signed in this regard;

(c) if so, the details thereof; and

(d) the details of accords with other countries signed by the Government in the field of defence during the last three years?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) to (c) Yes, Sir. In September, 2000, an Agreement on Defence Cooperation between India and South Africa was signed on 27.9.2000 at Cape Town, South Africa. The Agreement envisages enhanced cooperation in the following areas:

- (i) Defence Science and Technology through exchange of information, training, visits, exchange of personnel and joint projects.
- (ii) Service-to-Service interaction through training, visits and exchange of information and personnel.
- (iii) Holding a regular dialogue on security and Defence issues.
- (iv) Co-operation in co-development of conventional weapon systems, maritime cooperation including ship visits, hydrography, maritime safety, humanitarian assistance, search and rescue.
- (v) Cooperation in the field of Defence industries.
- (vi) Transfer of Technology, Technical assistance, training and co-production.

(d) The Government has entered into various Agreements, Protocols, Memoranda of Understanding etc. in the field of Defence Cooperation with various friendly foreign countries. It will not be in the interest of national security to disclose the details thereof.

Setting up of LNG Pipelines by GAIL

833. SHRI S.D.N.R. WADIYAR: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Gas Authority of India Limited (GAIL) has a proposal to set up a 500 km. long LNG pipeline connecting Kasargode, Mangalore and Bangalore;

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

(c) whether the Government have any proposal to consider the extension of this LNG pipeline to Hassan and Mysore also; and

(d) if so, the steps taken to complete necessary formalities in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI SANTOSH KUMAR GANGWAR): (a) to (d) Gas Authority of India Limited (GAIL) has a proposal to lay pipeline from Kochi to Bangalore via Kasargode and Mangalore to transport regassified LNG. The pipeline can be extended to supply gas to Hassan and Mysore also subject to requirement of gas by consumers in these areas. GAIL has signed a Gas Cooperation Agreement with the Government of Karnataka to assess the demand for gas and to plan for the pipeline infrastructure and the job of preparation of feasibility report has been awarded to M/s. Engineers India Limited (EIL). The cost estimates of the pipeline project would be known on the completion of the techno-economic feasibility report by EIL.

Collapse of Loco Shed at Tundla

834. SHRI DINESH CHANDRA YADAV:
SHRI SHIVAJI MANE:
SHRI M.V.V.S. MURTHI:
SHRI RAM MOHAN GADDE:
SHRI RAMCHANDRA PASWAN:

Will the Minister of RAILWAYS be pleased to state:

(a) whether a number of persons were killed and several injured in locomotive shed collapse at Tundla railway station sometime in the first week of September, 2000;

(b) if so, the details thereof;

(c) whether any inquiry has been conducted by the Government in this regard;

(d) if so, the outcome thereof; and

(e) the action taken by the Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) and (b) Yes, Sir. On 2.9.2000, Old locoshed building at Railway Station, Tundla had collapsed. In the unfortunate incident, 25 persons were killed and 9 grievously injured. On the basis of a FIR, a case on Crime No. 409/2000 u/s 336, 337, 338, 304-A IPC and 101 Railway Act dated 4.9.2000 has been registered at GRPs/Tundla.

(c) to (e) An enquiry was conducted in to this incident and disciplinary action has been initiated against officers found prima facie responsible.

Development of Construction Work at Ahmedabad Airport

835. SHRI P.S. GADHAVI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government have decided to develop Ahmedabad Airport as a Joint Venture Project;

(b) if so, the details thereof;

(c) whether modalities have been finalised for the project;

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

(e) the time by which the construction work for development of Ahmedabad Airport is likely to be commenced?

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

(c) to (d) Do not arise.

(e) Airports Authority of India (AAI) has upgraded Ahmedabad Airport as International Airport for operation of B-747 class of aircraft. In phase-I, the existing runway alongwith associated pavement is being strengthened and extended to 11,500 feet. These works are scheduled to be completed by December, 2000.

Potential of Air India

836. COL. (RETD.) SONA RAM CHOUDHARY:
SHRIMATI RENUKA CHOWDHURY:
SHRI UTTAMRAO DHIKALE:
SHRI MADHAVRAO SCINDIA:
SHRI SUSHIL KUMAR SHINDE:
SHRI AJAY CHAKRABORTY:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the attention of the Government has been drawn to the newsitem captioned "The great Air India sell out before the sell off" published in 'The Hindustan Times' dated October 16, 2000;

(b) whether just before undertaking some 40% disinvestment of Air India, bilateral air-traffic rights were granted to 16 countries between November, 1999 and August, 2000;

(c) if so, whether Air India failed to secure the resultant potential earnings, with just 23 aircrafts and failing to fly on all the routes as a result of the said bilateral agreements; and

(d) the reasons for failing to augment its fleet, before selling out the rights to foreign airlines?

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

(b) Bilateral talks have been held with 16 countries at Government level between November, 1999 and August, 2000 to review air services matters.

(c) Capacity entitlements and traffic rights are exchanged on the principle of reciprocal benefits. The actual benefits from such exchange depend on the ability of the airlines of the two countries to operationalise and utilise these rights, and can, therefore, vary from case to case. While Air India does not have currently the required aircraft to deploy on most of these routes, the interests are taken care of through commercial arrangements required to be concluded with several airlines.

(d) Air India is in the process of acquiring four or five aircraft on dry-lease to augment its fleet.

Revival of Textile Mills and Powerlooms with Foreign Assistance

837. SHRI P.D. ELANGOVAN:
DR. RAMKRISHNA KUSMARIA:

Will the Minister of TEXTILES be pleased to state:

(a) whether most of the powerlooms and the textile mills in the country are in dire straits and the State Governments are playing a role of observer in most of the cases;

(b) if so, the corrective measures taken to restore the condition of such Textile mills and powerlooms;

(c) whether the Government have received any reports from the State Governments regarding the sick units in the powerloom and textile sector;

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

(e) whether the Government have any plan to rehabilitate various textile mills and powerloom units in the country with financial and technological support from foreign countries and international agencies; and

(f) if so, the progress of such projects currently in progress and plan to be undertaken in near future and total funds allocated for carrying out such projects in India, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRI V. DHANANJAYA KUMAR): (a) The production and exports of textile items has been showing a positive growth during the last five years except for the year 1998-99. During the year 1998-99, the production of cotton yarn and cloth (cotton and blended) declined as compared to the previous year, due to a variety of reasons including recession in the domestic and international markets. The textile industry being very diverse, complex and widely dispersed industry, there may always be some units, at any given point of time, working unsatisfactorily.

(b) to (f) As reported by the Office of the Textile Commissioner, as on 31.08.2000 there were 1855 Cotton/Man-made Fibre Textile Mills (Non-SSI) in the country and out of which 377 mills were closed. In case of powerloom sector, there were 366028 units in the country, out of which 31903 were closed. The Government has taken several steps to enhance the viability and competitiveness of the textile industry, including technological upgradation, rehabilitation and access to capital. Some of the main ones are as follows:

- (i) Government has launched the Technology Mission on Cotton (TMC) to improve the productivity and quality of cotton, ensuring the availability of quality cotton to the textile mills.
- (ii) For modernisation of textile and jute industries, the Technoogy Upgradation Fund Scheme (TUFS) has been launched w.e.f. 1.4.99 for a period of 5 years.
- (iii) A chan of textile testing laboratories has been set up to help industry in assessing the quality of textiles.
- (iv) For import of capital goods the Export Promotion of Capital Goods (EPCG) scheme has been simplified.

- (v) Import of cotton is also under OGL to help industry to import requisite quality of raw cotton.
- (vi) Efforts are on to rationalise fiscal duty structure in consultation with Industry and other concerned organisations.
- (vii) Initiated measures for application of information technology in the textile trade and industry.
- (viii) The Powerloom specific schemes—Modernisation of Powerloom Service Centres (PSCs); Upgradation of PSC labs; Group Insurance Scheme for powerloom workers; setting up of Computer Aided Design Centres and enhancement of Powerloom Exporters Entitlement quota from 10% to 15% are under operation.
- (ix) The Government of India has enacted the Sick Industrial Companies (Special Provisions) Act, 1985 and established the BIFR with a view to timely detection of sick & potentially sick companies and for the speedy determination of preventive ameliorative and remedial measures which need to be taken in respect of such companies. The rehabilitation schemes sanctioned by BIFR include various measures like restructuring the capital, induction of fresh funds by the promoters, merger with the other companies change of management, provision for working capital and term loans by banks and financial institutions.
- (x) Government has announced the new National Textile Policy—2000. The main objectives of the new Policy are to facilitate the textile industry to attain and sustain a pre-eminent global standing in the manufacture and export of clothing; to equip the Industry to withstand pressures of import penetration and maintain a dominant presence in the domestic market; to liberalise controls and regulations so that the different segments of the textile industry are enabled to perform in a greater competitive environment.
- (a) the number of accidents/derailments/fire in trains, including goods trains which occurred during the last three months and till date, train-wise along with reasons therefor;
- (b) the number of persons killed/injured and value of Government property damaged thereby;
- (c) the number of Committees appointed to inquire in the causes of such accidents;
- (d) the findings of the inquiry Committees and the action taken thereon;
- (e) the amount of compensation paid by the Government to the victims;
- (f) the steps taken by the Government to check such type of accidents in future;
- (g) whether the Supreme Court has asked her Ministry to furnish the details of the steps taken on the basis of recommendation made by the various Commissions that were set up to probe into the major train accidents; and
- (h) if so, the steps taken by the Ministry in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) to (d) During the period from 01.08.2000 to 15.11.2000, there was no major accident. The zone-wise details of consequential train accidents during this period is attached as Statement. During the period number of consequential train accidents has decreased from 159 in 1999-2000 to 154 in 2000-2001.

Each and every accident is inquired either by a Committee of Railways Officers or in case of serious accidents by Commissioner/Chief Commissioner of Railways Safety. Out of 154 cases, 7 cases were inquired by Commissioner of Railway Safety. As per the findings of the inquiry Committees the reason for the above accidents are as follows:—

Train Accidents

838. SHRI PADAM SEN CHOUDHRY:
SHRI SADASHIVRAO DADOBA MANDLIK:
SHRI RAMJI LAL SUMAN:
SHRI ZORA SINGH MANN:
SHRI NARESH PUGLIA:
SHRIMATI MINATI SEN:
SHRIMATI SHYAMA SINGH:

Will the Minister of RAILWAYS be pleased to state:

(i) Failure of Railway staff	74
(ii) Failure of persons other than Railway staff	27
(iii) Material/Equipment failure	6
(iv) Sabotage	2
(v) Combination of factor	—
(vi) Incidental	7
(vii) Under investigation	38

	Passenger	Others	Railway Staff	Total
Killed	—	43**	1	44*
Injured	56	40	4	100*

*Figures are provisional

**Most of the casualty is due to negligence of road users at unmanned level crossings.

Value of Government property damaged Rs. 12.33 Crores (Provisional)

The staff held responsible according to findings of inquiry committees have been taken up under Discipline and Appeal Rules.

(e) No compensation has been paid to the victims for accidents which occurred between 1.8.2000 to 31.10.2000, so far. Compensation is paid after claims are decreed by Railway Claims Tribunals.

(f) The important steps taken by the Government to check accidents in future are listed below:—

- (i) Fouling Mark To Fouling Mark (FM to FM) track circuiting on entire 'A', 'B', 'C', 'D' and 'D Spl.' routes where speed is more than 75 kmph. have been completed. Remaining portion of the work is under progress.
- (ii) Modification of the signalling circuitry is being carried out to minimise chances of human error in causing accidents.
- (iii) 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 of Mumbai.
- (iv) A pilot project of AWS on trial basis for Tughlakabad-Mathura section of Central Railway is being launched on trial basis. The tender for the same has been invited.
- (v) Last vehicle check by Axle Counter have been introduced on over 150 block sections and is being progressively added.
- (vi) State of the art technology of Digital Mobile Train Radio Communication has been sanctioned on some important sections for providing duplex radio communication between driver/guard and control.

- (vii) Walkie-talkie sets have been provided to Drivers and Guards of all trains for faster and better means of communication.
- (viii) Drivers and Guards are also being progressively provided with LED based electronic flashing lamps which have better visibility than the conventional kerosene lit hand signal lamps.
- (ix) There has been progressive increase in use of Tie Tamping and ballast cleaning machines for track maintenance. Also, Track Renewal Trains are being used.
- (x) For monitoring track geometry and running characteristics of the track, sophisticated track recording cars, oscillograph cars and portable accelerometers are being used progressively.
- (xi) For detection of rail fractures/weld failures, adequate double rail Ultrasonic Flaw detectors have been procured. Now Self Propelled Ultrasonic Rail Testing Cars are being procured.
- (xii) Maintenance facilities for coaches and wagons have been modernised and upgraded at many depots.
- (xiii) Routine Over Hauling Depots have been equipped with ultrasonic testing equipment for detection of flaws in the axles so as to prevent cases of cold breakage of axles.
- (xiv) Funds being received from the deisel cess will be used for safety related works pertaining to level crossings.
- (xv) Whistle Boards/speed breakers and road signs have been provided at unmanned level crossings and visibility for drivers has been improved.
- (xvi) Audio-visual publicity campaigns to educate road users on how to make a safe crossing are conducted.
- (xvii) Level Crossings having heavy traffic density are being progressively interlocked with signals on a planned basis.
- (xviii) Steps have been taken to prevent inflammable and explosive materials from being carried in passenger trains.
- (xix) Periodical Safety Audit of Different Divisions by inter-disciplinary teams from Zonal Headquarters has been introduced.

- (xx) Training facilities for drivers, guards and staff connected with train operation have been modernised including use of Simulators for training of drivers.
- (xxi) Performance of the staff connected with train operation is being constantly monitored and those found deficient are sent for crash training courses also.
- (xxii) Periodical safety drives are conducted to inculcate safety consciousness among the staff and road users.
- (xxiii) A pilot project of Anti Collision Device (ACD) has been sanctioned for Northeast Frontier Railway. Trail of prototype ACD equipment has been started. After successful completion of this

pilot project, a decision would be taken for its application on other routes of Indian Railways.

- (xxiv) Stringent penalty to the extent of dismissal/removal from service is being imposed on officials causing serious accidents.

(g) The Supreme Court has directed Ministry of Railways (respondent) to submit a chart indicating various reports, which have been submitted relating to the rail accidents, the recommendations made therein and action taken thereon. If no action has been taken pursuant to the acceptance of recommendations, explanation has to be given therefor.

(h) The requisite information regarding the status of various Committee reports has been submitted to the Government Advocate who is pleading the case, for its submission with the Supreme Court.

Statement

Consequential Train Accident During 1/8/2000 and 15/11/2000

	Railways	CR	ER	NR	NER	NFR	SR	SCR	SER	WR	MTP	KRC	Total	
1.	Collision	Passenger	1	—	1	—	—	1	—	—	—	—	3	
		Others	1	—	—	—	—	—	2	—	—	—	3	
		Total	2	—	1	—	—	1	—	2	—	—	6	
	Derailment	Passenger	6	4	4	7	16	7	4	7	3	—	2	60
		Others	6	3	6	—	22	6	6	7	1	—	2	59
		Total	12	7	10	7	38	13	10	14	4	—	4	119
2.	L-Xing Gates													
i.	Manned	Passenger	1	—	1	1	—	—	—	—	—	—	3	
		Others	—	—	—	—	—	—	—	—	—	—	—	
		Total	1	—	1	1	—	—	—	—	—	—	3	
ii.	Unmanned	Passenger	—	—	5	5	3	2	2	2	—	—	19	
		Others	1	—	—	—	—	—	1	—	—	—	2	
		Total	1	—	5	5	3	2	3	2	—	—	21	
Total	Total	Passenger	1	—	6	6	3	2	2	2	—	—	22	
		Others	1	—	—	—	—	—	1	—	—	—	2	
		Total	2	—	6	6	3	2	3	2	—	—	24	
4.	Fire in Train	Passenger	2	—	—	—	—	—	—	—	—	—	2	
		Others	1	—	—	—	—	—	—	—	—	1	—	2
		Total	3	—	—	—	—	—	—	—	—	1	—	4
Miscellaneous	Total	Passenger	—	—	—	—	—	—	1	—	—	—	1	
		Others	—	—	—	—	—	—	—	—	—	—	—	
		Total	—	—	—	—	—	—	1	—	—	—	1	
5.	Grand Total	Passenger	10	4	11	13	19	10	7	9	3	—	2	88
		Others	9	3	6	—	22	6	7	9	1	—	3	66
		Total	19	7	17	13	41	16	14	18	4	—	5	154

*[English]***Export of Handloom Products**

839. SHRI JAI BHADRA SINGH:
DR. LAXMINARAYAN PANDEYA:
SHRI BRIJLAL KHABRI:

Will the Minister of TEXTILES be pleased to state:

(a) the quantity and value of handloom products exported during each of the last three years and the current year, product-wise and country-wise;

(b) the target set for export of handloom products during the said period, product-wise;

(c) the reasons for decrease in export;

(d) the names of handloom products which have achieved higher percentage of export during 1999-2000; and

(e) the steps being taken by the Government to boost further export of handloom products?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRI V. DHANANJAYA KUMAR): (a) Country and product-wise cotton handloom fabrics and made-ups exported during the last three years and the current year is given in the enclosed Statement.

(b) No product-wise targets are set for export of handloom products. Details of the target set for overall export of cotton handloom products during the last three years and the current year are as under:—

Year	Target (M.US\$)
1997-1998	520
1998-1999	600
1999-2000	600
2000-2001	650

(c) The main reasons for decrease in export are low unit value realisation and fall in demand for certain specific products in the international market.

(d) The export of cotton handloom fabrics/made-ups have shown a declining trend during 1999-2000 as compared to that the previous year 1998-99 except in the case of other made-ups.

(e) The steps taken by the Government to boost export of handloom products are as under:—

- (a) Assistance in the form of fiscal subsidy is made available to the exporters under DEPB/DBK.
- (b) Technology Upgradation Fund to upgrade technology.
- (c) Hank Yarn is supplied at Millgate Prices through NHDC to the exporters.
- (d) Assistance provided under the Development of Exportable Products and their Marketing scheme to build up production capabilities through diversification of products, design development and through publicity and marketing abroad.
- (e) Updating of website at frequent intervals to update information to the buyers about the handloom products.
- (f) Inviting buyers from abroad to visit various handloom production centres in India.

Statement

The quantity and value of handloom products exported during the last three years and the current year.

(Fig. in 000's) (Value in Rs.)

Year	Fabrics		Madeups		Total Value
	Qty	Value	Qty	Value	
1997-98	42903	2196835	88204	16348207	18545042
1998-99	39990	2234880	95865	17844200	20079080
1999-2K	40070	2067990	92691	16851130	18919120
2000-01 (Apr.-Sep.)	16603	968629	43117	8843532	9812161

*Exports of cotton handloom fabrics/madeups to major countries
During 1997-98, 1998-99, 1999-2000, & 2000-2001*

(Figures in Rs. Crs.)

S.No.	Countries	Exports during the period			
		1997-98	1998-99	1999-2000	2000-01 (Apr.-Sept.)
1.	U.S.A.	519.40	617.77	581.60	332.86
2.	U.K.	186.96	233.14	246.91	100.16
3.	Japan	184.79	164.99	147.40	61.86
4.	Germany	118.11	160.35	160.22	67.72
5.	France	74.63	105.50	105.97	45.86
6.	Sweden	65.58	103.26	91.73	36.99
7.	Australia	98.87	77.95	66.96	29.63
8.	Italy	57.39	61.35	50.25	87.70
9.	Belgium	41.48	68.28	48.82	23.71
10.	Spain	23.20	30.12	49.77	23.79

*[Translation]***Chinese Intrusion in Arunachal Pradesh**

840. SHRI SUNDER LAL TIWARI:
SHRI RAM MOHAN GADDE:
SHRI G.S. BASAVARAJ:
SHRI PRAKASH MANI TRIPATHI:
SHRI ANADI SAHU:
SHRI R.S. PATIL:
SHRI RAMDAS ATHAWALE:
SHRI SONTOSH MOHAN DEV:
SHRI MADHAVRAO SCINDIA:
SHRI TARUN GOGOI:

Will the Minister of DEFENCE be pleased to state:

(a) whether he visited North East, to assess the situation of the reported intrusion by the Peoples' Liberation Army in Arunachal Pradesh recently;

(b) if so, the extent to which the statement made by the Chief Minister of Arunachal Pradesh in this regard was found correct;

(c) the findings of the visit after consultations with the Chief Minister of the State;

(d) the details of pending disputes between India and China; and

(e) the steps being taken to resolve those disputes?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) to (e) Raksha Mantri visited Arunachal Pradesh in the last week of October, 2000. The focus of the visit was on the monitoring of the progress of construction of certain roads in Arunachal Pradesh.

2. The resolution of boundary question between India and China is outstanding. The two sides have also differences in the perception of the Line of Actual Control (LAC) in the border areas, including Arunachal Pradesh. Both sides carry out patrolling activities as per their respective perception of the alignment of the LAC. Violations of the LAC are taken up by both sides through diplomatic channels and Border Personnel Meetings/Flag Meetings.

3. The Chinese activities along our Northern borders in Arunachal Pradesh have been routine in nature and the situation along the border is normal. Suitable mechanisms exist at the ground level where the two sides can raise and resolve issues of local nature.

4. The recent statements of the Chief Minister of Arunachal Pradesh on the subject need to be viewed in the above context.

5. India and China have been discussing the boundary question in the framework of India-China Joint Working Group and the India-China Expert Group of Diplomatic and Military Officials. Both sides have reiterated the objective of seeking a fair, reasonable and mutually acceptable settlement of the boundary question through dialogues. Further, the Agreement on Maintenance of Peace and Tranquility along the LAC in the India-China Border Areas (1993) and the Agreement on Confidence Building Measures in the Military Field along the LAC in the India-China Border Areas (1996) provide an institutional framework for the maintenance of peace and tranquillity in the India-China border areas.

Demand of Petroleum Products

841. SHRI NAWAL KISHORE RAI:
DR. SUSHIL KUMAR INDORA:
SHRI RAMACHANDER BAINDA:

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

(a) the demand for petroleum products in the country at present (as on 31st July, 2000) alongwith the demand being met indigenously and the total expenditure incurred thereon;

(b) the extent of demand being met by import of petroleum products and the amount being spent thereon;

(c) the percentage of increase registered recently in the prices of petroleum products at the International level and the steps taken by the Government to cope up with this increase; and

(d) the steps taken by the Government to save the petroleum products in the country during the last two years and the steps proposed to be taken in this regard during the next three years?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI SANTOSH KUMAR GANGWAR): (a) and (b) Out of 31.37 million tonnes (provisional) of total consumption of petroleum products during the period 1.4.2000 to 31.7.2000, about 29.53 million tonnes were met from domestic refineries. The balance consumption of 1.84 million tonnes of products was met through imports costing Rs. 1812 crore (provisional).

(c) A statement is enclosed which provides monthly average FOB prices of petroleum products as published by PLATTs under the heading "Arab Gulf" for kerosene and high speed diesel, "Singapore" for motor spirit and "Saudi CP of Butane" for LPG, for the period November, 1999 to October, 2000, *vis-a-vis* the percentage increase over average of October, 1999 prices for these products. The Government continuously monitors the developments in the international market so as to make suitable adjustments in prices of petroleum products in the country.

(d) Government have implemented a number of schemes to avoid wasteful consumption of petroleum products. These include awareness campaigns, training/programme in the transport sector replacement of efficient boilers, furnaces and other oil operated equipment with efficient ones in the industrial sector, rectification of existing pumps to make them more energy efficient in the agriculture sector, development as well as promotion of fuel efficient equipment and appliances like kerosene and LPG stove in the household sector etc.

Statement

Monthly Average Published (FOB) Prices of Petroleum Products (Period : November, 1999 to October, 2000

(Figs in \$/MT)

Month	(Basis Arab Gulf)						Singapore			Saudi Aram co CP of Butane		
	SKO	Increase over Oct '99	% Increase	HSD	Increase over Oct '99	% increase	MS	Increase over Oct '99	% increase	LPG	Increase over Oct '99	% increase
1	2	3	4	5	6	7	8	9	10	11	12	13
Oct 1999	195.00	—	—	166.55	—	—	202.98	—	—	260.00	—	—
Nov. 1999	208.46	13.46	7%	175.34	8.79	5%	212.94	9.96	5%	240.00	-20.00	-8%
Dec 1999	223.54	28.54	15%	181.54	14.99	9%	200.83	-2.15	-1%	230.00	-30.00	-12%

1	2	3	4	5	6	7	8	9	10	11	12	13
Jan 2000	235.98	40.98	21%	198.67	32.12	19%	229.63	26.65	13%	251.00	-9.00	-3%
Feb 2000	234.19	39.19	20%	211.26	44.71	27%	250.76	47.78	24%	270.00	10.00	4%
Mar 2000	243.27	48.27	25%	233.35	66.80	40%	286.83	63.85	31%	325.00	65.00	25%
Apr 2000	208.26	13.26	7%	186.57	20.02	12%	227.75	24.77	12%	305.00	45.00	17%
May 2000	216.92	21.92	11%	196.87	30.32	18%	257.94	54.96	27%	255.00	-5.00	-2%
Jun 2000	232.30	37.30	19%	214.55	48.00	29%	270.85	67.87	33%	270.00	10.00	4%
Jul 2000	246.82	51.82	27%	221.78	55.23	33%	291.70	88.72	44%	298.00	38.00	15%
Aug 2000	283.46	88.46	45%	262.88	96.33	58%	308.74	105.76	52%	300.00	40.00	15%
Sep 2000	316.08	121.08	62%	281.92	115.37	69%	285.16	82.18	40%	295.00	35.00	13%
Oct 2000	323.62	128.62	66%	273.33	106.78	64%	261.41	58.43	29%	325.00	65.00	25%

Reconstruction/Upgradation of Historical Monuments

842. SHRI CHANDRAKANT KHAIRE: Will the Minister of TOURISM AND CULTURE be pleased to state:

(a) the names of centrally protected monuments identified for upgradation/reconstruction, State-wise;

(b) the schemes formulated in this regard and the expenditure incurred thereon, monument-wise;

(c) whether participation of private sector/foreign investment has been invited in this regard; and

(d) if so, the details thereof?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRI ANANTH KUMAR): (a) The State-wise list of centrally protected monuments identified for upgradation is given in enclosed Statement I.

(b) The Archaeological Survey of India has formulated scheme in the current year for the conservation, upgradation of tourist facilities and development of the environs at thirty four monuments. The expenditure incurred on the monuments ending September, 2000 is placed as Statement II.

(c) and (d) The National Culture Fund under the Central Government allows monument Specific contribution towards conservation and improvement of the environs and provision of tourist related amenities in the centrally protected monument.

Under this Fund the following have agreed to contribute towards conservation and improvement of tourism facilities in the centrally protected monuments:—

- (i) Aga khan Trust.
- (ii) Indian Oil Corporation.
- (iii) Municipal Corporation of Pune.
- (iv) Oberoi Group of Hotels.

Statement I

List of Centrally Protected Monuments Identified for Ungradation

Sl.No.	Name of Monument/Site	State
1	2	3
1.	Golconda Fort	Andhra Pradesh
2.	Group of Monuments, Sibsagar	Assam

1	2	3
3.	Remains of Bhisrnak Nagar	Arunachal Pradesh
4.	Nalanda	Bihar
5.	Red Fort	Delhi
6.	Qutab Minar	Delhi
7.	Humayurn's Tomb	Delhi
8.	Fort & Churches	Daman
9.	Churches & Convents	Daman
10.	Rani-ki-Vav, Patan	Gujarat
11.	Sheikh Chillis Tomb, District Kurukshetra	Haryana
12.	Kangra Fort, Kangra	Himachal Pradesh
13.	Hemis Gompa	Jammu & Kashmir
14.	Group of Monuments, Hampi	Karnataka
15.	Group of Monuments, Pattadakkal	Karnataka
16.	Bekal Fort	Kerala
17.	Group of Monuments, Sanchi	Madhya Pradesh
18.	Group of Monuments, Khajuraho	Madhya Pradesh
19.	Ajanta Caves	Maharashtra
20.	Ellora Caves	Maharashtra
21.	Elephanta Caves, Gharpidi	Maharashtra
22.	Temple of Vishnu, Bishnupur	Manipur
23.	Stone Memorial of Narting	Meghalaya
24.	Dimapur Fort	Nagaland
25.	Sun Temple, Konark	Orissa
26.	Mughal Sarai Dakhni, Distt. Jalandhar	Punjab
27.	Chittorgarh Fort	Rajasthan
28.	Group of Monuments, Mamallapuram	Tamil Nadu
29.	Sri Brihadishwara Temple, Thanjavur	Tamil Nadu
30.	Taj Mahal, Agra	U.P.
31.	Fatehpur Sikri	U.P.
32.	Agra Fort, Agra	U.P.
33.	Unakoti	Tripura
34.	Hazarduari Palace, Murshidabad	West Bengal

Statement II

Sl.	Name of Monuments/Site	State	Expenditure Incurred during 2000-2001 on Structural repair.
1	2	3	4
1.	Sun Temple, Konark	Orissa	73,155/-
2.	Red Fort	Delhi	23,73,072/-
3.	Taj Mahal, Agra	U.P.	6,34,914/-
4.	Fatehpur Sikri	U.P.	9,54,886/-
5.	Agra Fort, Agra	U.P.	4,12,387/-
6.	Group of Monuments, Sanchi	M.P.	9,52,448/-
7.	Group of Monuments, Khajuraho	Madhya Pradesh	5,34,681/-
8.	Qutab Minar	Delhi	52,004/-
9.	Humayun's Tomb	Delhi	9,07,604/-
10.	Hemis Gompa	Jammu & Kashmir	2,20,335/-
11.	Chittorgarh Fort	Rajasthan	1,00,000/-
12.	Fort & Churches	Daman	2,17,395/-
13.	Group of Monuments, Hampi	Karnataka	4,63,500/-
14.	Group of Monuments Pattadakal	Karnataka R.C.P. Rs. 400 LAC, No. Exp.	
15.	Group of Monuments, Mahabalipuram	Tamil Nadu	30,000/-
16.	Bridhioseara Temple	Tamil Nadu	30,000/-
17.	Golconda Fort	Andhra Pradesh	5,90,393/-
18.	Churches and Convents	Goa	3,31,697/-
19.	Bekal Fort	Kerala	1,50,579/-
20.	Ajanta Caves	Maharashtra	24,465/-
21.	Ellora Caves	Maharashtra	1,00,000/-
22.	Elephanta Caves	Maharashtra	1,93,096/-
23.	Rani-ki-Vav, Patan	Gujarat	
24.	Mughal Saraidakhni, Distt. Jalandhar	Punjab	3,00,000/-
25.	Sheikh Chillis Tomb, District Kurukshetra	Haryana	2,99,623/-
26.	Kangra Fort, Distt. Kangra	Himachal Pradesh	40,000/-
27.	Nalanda	Bihar	3,05,160/-

1	2	3	4
28.	Hazarduari Palace, Murshidabad	West Bengal	3,54,823/-
29.	Temple of Vishnu Bishnupur	Manipur	Nil
30.	Unakoti	Tripura	1,49,997/-
31.	Dimapur Fort	Nagaland	6,545/-
32.	Stone Memorial of Nartiang	Meghalaya	Nil
33.	Remains of Bhisrnak Nagar	Arunachal Pradesh	Nil
34.	Group of Monuments, Sibsagar	Assam	Nil

Appointment of Volunteer Ticket Checkers

843. SHRI C.N. SINGH:
SHRI PUNNU LAL MOHALE:
SHRI RAMANAND SINGH:
SHRI RAM PRASAD SINGH:

Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 1758 dated August 3, 2000 regarding regularisation of T.T.E. and state:

(a) the reasons for regularisation of Volunteer Ticket Checkers as Gangman in Group 'D';

(b) whether the Government have received representations from Members of Parliament for appointment of Volunteer Ticket Checkers in Group 'C'; and

(c) if so, the steps taken by the Government to absorb the said checkers in Group 'C'?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) There was no provision for regularisation of services of Volunteer Ticket Checkers in Group 'C' or Group 'D' categories. However, in implementation of the judgements of Hon'ble CAT, Principal Bench, New Delhi on O.A. No. 1859/91, 2180/91 and 2395/91 and CP No. 227 of 1999 (OA No. 1859/91), the cases of the Petitioners, who worked as Volunteer Ticket Checkers are being considered for regular absorption in Group 'D' categories against vacancies.

(b) and (c) A number of representations in this regard have been forwarded by several Members of Parliament. The regularisation of Volunteer Ticket Checkers in Group

'C' is not feasible in view of the reasons given at (a) above.

[English]

Introduction of Train

844. SHRI T. GOVINDAN:
SHRI K. MURALEEDHARAN:
SHRI RAM MOHAN GADDE:
SHRI R.L. JALAPPA:
SHRI KOLUR BASAVANAGOUD:
SHRI ANANTA NAYAK:
PROF. UMMAREDDY VENKATESWARLU:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have received proposals/requests for introduction/extension and increase in frequency of Rajdhani Express/Express/Mail/Passenger trains during the last year; and

(b) if so, the details of each of the proposal along with the action taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) and (b) Yes, Sir. Representations are received at various levels of the Government for increase of train services. Action is taken on these representations as found feasible and justified. As these representations are received at various levels including 6900 stations 59 Divisions, different Zonal Head quarters and the Railway Board, this data is not compiled and maintained. However, the details of introduction, extension and increase in frequency of the trains during last one year viz. 1999-2000 are given in the enclosed Statement.

Statement*Train Introduced in 1999-2000*

S.No.	Train No.	Train Name
1	2	3
1.	1GKP/2GKP	Patna-Gaya Passenger via Kiul
2.	KR5/KR 7	Sawantwadi-Diva Passenger
3.	171/172	Bareilly-Mailani Passenger
4.	6119/6120	Chennai Egmore-Kanyakumari Nellai Kumari Express
5.	GN1/GN2	Gorakhpur-Narakatiaganj Passenger
6.	1PGM/2PGM	Patna-Mughalsarai Passenger via Sasaram by extending Gaya-Dehri-on-Sone Passenger
7.	8447A/8448A	Bhubaneswar-Koraput link Express
8.	239/240	Raygada-Vishakhapatnam Passenger
9.	447/448	Indara-Phephna Passenger
10.	449/450	Indara-Phephna Passenger
11.	451/452	Indara-Phephna Passenger
12.	2155/2156	Habibganj-Nizamuddin Express
13.	0103/0104	CSTM-Madgaon Intercity Express
14.	525/526	Secunderabad-Mehboobnagar Passenger
15.	939/940	Ahmedabad-Patan Passenger
16.	941/942	Ahmedabad-Mahesana Passenger
17.	457/458	Dabhoi-Miyagam Passenger
18.	589/590	Trichy-Karur Passenger
19.	690/693	Trichy-Thanjavur Passenger
20.	696/699	Trichy-Thanjavur Passenger
21.	RB1/RB2	Nadiad-Kapadvanj Pass (Rail Bus)
22.	RB3/RB4	Nadiad-Kapadvanj Pass (Rail Bus)
23.	1PP/2PP	Pathankot-Palam Tourist Train
24.	7049/7050	Secunderabad-Machilipatnam Express
25.	9775/9776	Jaipur-Bangalore Biweekly Express via Secunderabad
26.	2141/2142	Patna-Kurta Express (bi-weekly)
27.	9911/9912	Ahmedabad Patan Intercity restored between Mehsana-Patan
28.	7317/7318	Vasco-Londa Express

1	2	3
29.	8019/8020	Shalimar-Haldia Intercity Express
30.	4317/4318	Dehradun-Ujjain Express (Indore Dehradun)
31.	145/146	Nagada-Ratlam (MEMU)
32.	218	Nagada-Ujjain (MEMU)
33.	241/242	Bangarpet-Kolar (Rail Bus)
34.	243/244	Bangarpet-Kolar (Rail Bus)
35.	245-246	Bangarpet-Kolar (Rail Bus)
36.	247/248	Bangarpet-Kolar (Rail Bus)
37.	5211/5212	Amritsar-Darbhanga Express (bi-weekly)
38.	2315/2316	Sealdah-Ajmer Ananaya Express (weekly)
39.	3013/3014	Howrah-Haridwar-Dehradun Upasana Express (weekly)
40.	2805/2806	Visakhapatnam-Vijayawada Janambhoomi Express (6 days a week)
41.	2645/2646 Earlier 6615/6616	Nizamuddin-Ernakulam Express (weekly)
42.	219/220	Gorakhpur-Nautanwa passenger
43.	301/302	Kazipet-Hyderabad (MEMU)
44.	367/368	Kazipet-Hyderabad (MEMU)
45.	331/332	Raichur-Gulbarga Passenger
46.		Tiruturaipudi-Agasthiampalli Rail Bus
47.	5629/5630	Guwhati-Chennai Biweekly Express
EXTENSION		
1	1691/1696	Diva-Veer Passenger upto Sawantwadi Road
2.	KR-5/KR-6	Veer-Chiplun Passenger upto Madgaon
3.	1689 DN	Diva-Panvel Passenger upto Roha
4.	GN1/GN2	Narkatiaganj-Paniahwa Passenger upto Gorakhpur
5.	GN3/GN4	Narkatiaganj-Paniahwa Passenger upto Gorakhpur
6.	GN5/GN6	Narkatiaganj-Paniahwa Passenger upto Gorakhpur
7.	3BD/4BD	Dehri-On-Sone-Garhwa Passenger upto Barwadi
8	1GC/2GC	Gondia-Chandafort pass. to Ballarshah (Renumbered as 1 GNB/2 GNB)
9	471/472	Vijayawada-Vizianagaram passenger to Rayagada
10.	203/204	Viramgam-Dwarka Fast passenger upto Okha
11.	427/452	Miyagam-Dabohi Passenger Upto Choranda
12.	4737/4738	Bikaner-Jaipur Passenger up to Ajmer
13.	126/129	Ajmer-Bijainagar Fast Passenger up to Bhilwara

1	2	3
14.	4737/4738	Jaipur-Bikaner Express to Ajmer (M.G.)
15.	2407/2408 (2405/2406)	Nizamuddin-Nagpur Gondawana Express on 2 days a week from Nagpur to Bhusawal
16.	4315/4316 Now 4311/4312	Bareilly-Ajmer Express to Gandhidham
17.	429/430	Guntur-Nandyal Passenger to Dronachellam
18.	4047/4048	Delhi-Gorakhpur Satyagraha Exp. to Raxaul via Narkatiganj
19.	1555/1556	Guna-Khajuri Pass to Gwalior
20.	137/138	Kashganj-Bareilly passenger to Pilibhit
21.	105/106	Kashganj-Fatehgarh to Kanpur
22.	8451/8452	Rourkela-Bhubaneshwar Tapaswani Express to Puri
23.	8301/8302 now 8407/8408	Hirakud Express to Bhubaneshwar (via Talcher Rd.)
24.	545/546	Shorannur-Augadipuram pass. to Nilambur Road
25.	2643/2644	Nizamuddin-Ernakulam Exp. to Trivandrum (via Alleppey)
26.	6305/6306 now 6725/6726	Guruvayur-Nagercoil Express to Madurai
27.	5663/5664 now 3163/3164	Sealdah-Katihar Exp. Upto Barauni
28.	5207/5208 now 5707/5708	Amritsar-Barauni Express to Katihar
29.	1143/1144	Gwalior-Chhapra Mail to Barauni (Now 5223/5224)
30.	5741/5742	Alipurduar-Siliguri Intercity Express to New Jalpaiguri
Increase in Frequency		
1.	8017/8018	Howrah-Purulia Express from 6 days a week to daily
2.	2155/2156	Nizamuddin-Habibganj Triweekly to daily
2.	2407/2408	Nizamuddin-Nagpur-Bhusawal 2 days to 4 days a week
4.	4311/4312	Bareilly-Gandhidham weekly to bi-weekly
5.	1095/1096	Pune-Ahmedabad Express from 3 days to 4 days a week
6.	5209/5210	Barauni-Amritsar Jansewa Exp from 3 days to 5 days
7.	4707/4708	Bandra-Bikaner Express from 4 days a week to daily
8.	2101/2102	Kurla-Howrah super Deluxe Janeswari Express from 1 day a week to 3 days a week
9.	3147/3148	Uttar Banga Exp. from 2 days to 3 days a week
10.	8463/8464	Bangalore-Visakhapatnam Express from 2 days a week to 4 days a week

Stand Alone Oil Refineries

845. PROF. UMMAREDDY VENKATESWARLU:
Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether Public Sector Oil Companies have acquired stand alone Oil Refineries in the recent past;

(b) if so, the details thereof along with the compulsions for the same Public Sector Undertaking-wise (PSUs);

(c) the details of PSUs that took over stand alone oil refineries during the current year;

(d) whether any economic rationale has been offered for such acquisitions by the PSUs; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI SANTOSH KUMAR GANGWAR): (a) to (e) Government have taken a decision on the integration of stand-alone refineries with Public Sector Oil Marketing Companies. Under the aforesaid arrangement, Chennai Petroleum Corporation Limited (CPCL) and Bongaigaon Refinery and Petrochemicals Limited (BRPL) would be made the subsidiaries of Indian Oil Corporation Limited (IOCL), and Kochi Refineries Limited (KRL) and Numaligarh Refinery Limited (NRL) would be made subsidiaries of the Bharat Petroleum Corporation Limited (BPCL).

This arrangement will help the stand-alone refineries to face the challenges of de-regulation in a better way as well as enhance the supply of petroleum products to IOCL and BPCL especially in Southern and North-East Region.

During the current financial year, none of the PSUs has taken over any stand-alone refinery so far.

Memorandum from Indian Ex-Servicemen League

846. SHRI K.P. SINGH DEO:
SHRIMATI RENUKA CHOWDHURY:
SHRI MADHAVRAO SCINDIA:

Will the Minister of DEFENCE be pleased to state:

(a) whether the Government have received any representations from the Indian Ex-Servicemen League, alleging that the Government are perpetuating the discriminatory pension policy, despite its acceptance of the "one-rank one-pension" norm;

(b) if so, the precise demand put forth by them;

(c) whether similar memoranda have also been sent by Akhil Bharatiya Poorba Sainik Parishad, Calcutta, and Indian Ex-Servicemen League, Meghalaya sometime back;

(d) if so, the details thereof; and

(e) the steps being taken to mitigate their grievances?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) to (e) Indian Ex-Services League and various other Associations of Ex-Servicemen have been demanding 'One Rank One Pension' for the past several years. However, no such Memorandum appears to have been received from Akhil Bharatiya Poorba Sainik Parishad, Calcutta, and India Ex-Servicemen League, Meghalaya. The concept of 'One Rank One Pension' implies equal pension for past and future retirees with the same group/length of service and revision of pension would be automatic in future, also, side by side, with the subsequent changes in pension rates.

2. The demand was examined and considered by the 4th and 5th Central Pay Commissions. The two Commissions did not find the demand justified. The acceptance of the demand has serious administrative and financial implications.

3. The Vth CPC however, recommended effective linkage between pension of pre and post 1.1.1996 pensioners by ensuring 50 percent of minimum of revised pay scale, applicable w.e.f. 1.1.1996, as pension to past retirees with 33 years of qualifying service. This recommendation of the Commission has been accepted and necessary orders have been issued.

MRTS Project, Chennai

847. SHRI T.T.V. DHINAKARAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have sanctioned more funds for MRTS Project in Chennai;

(b) if so, the details thereof;

(c) whether the Government propose to extend MRTS from Velachery to Mahabalipuram;

(d) if so, the details thereof; and

(e) the time by which the MRTS Project at Chennai is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) and (b) No, Sir. Sufficient funds have been allotted during the year 2000-2001 to meet the requirement of the MRTS-II project from Thirumailai to Velachery.

(c) and (d) At present there is no proposal for extension of MRTS from Vellachery to Mahabilapuram.

(e) The project MRTS-II is likely to be completed by March 2002 subject to the availability of funds with railways as well as the State Government of Tamil Nadu.

Joint Venture for Gauge Conversion in Gujarat

848. SHRI BHIM DAHAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have approved the joint venture with Gujarat Pipavav Port Trust;

(b) if so, the details of the projects likely to be undertaken;

(c) the estimated cost of these projects and the percentage of share between the two partners; and

(d) the time by which these projects are likely to be completed?

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

(b) A Special Purpose Vehicle (SPV) is being formed with equity participation by Indian Railways and Gujarat

Paipavav Port Ltd. (GPPL). This SPV will undertake Conversion of Surendranagar-Rajula City MG line and construction of a new line between Rajula city and Pipavav.

(c) The estimated cost of these projects is Rs. 294 crores. Two third of the project cost amounting to Rs. 196 crores will be funded by Indian Railways & GPPL as equity at the ratio of 50:50 balance one third of the project amounting to 98 crores will be raised by the JV Company as debt.

(d) These projects are targetted to be completed by Dec. 2001.

[Translation]

Vacant Posts of Judges In High Courts

849. SHRI THAWAR CHAND GEHLOT: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) the number of posts lying vacant in High Courts as on November, 2000 High Court-wise; and

(b) the time by which the said posts will be filled up?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS AND MINISTER OF SHIPPING (SHRI ARUN JAITLEY): (a) The requisite information is given in the enclosed statement.

(b) In accordance with the procedure for appointment of Judges of High Courts, the Chief Justice is expected to initiate recommendatioin for filling up vacancies in consultation with the collegiurn of Judges. On the part of the Government of India, Chief Justices of the High Courts are periodically requested to initiate proposals for appointment of Judges in respective High Courts. As the procedure for appointment of Judges in the High Courts involves consultations among several Constitutional authorities, it is not possible to indicate the time by which the existing vacancies would be filled up.

Statement*Position as on 01.11.2000*

Sl. No	High Court	Vacancies in the sanctioned strength	New posts agreed to be created	Total
1.	Allahabad	19	30	49
2.	Andhra Pradesh	13	—	13
3.	Bombay	16	—	16
4.	Calcutta	10	—	5
5.	Chhattisgarh	5	—	5
6.	Delhi	5	2	7
7.	Gauhati	8	1	9
8.	Gujarat	1	8	9
9.	Himachal Pradesh	2	—	2
10.	Jammu & Kashmir	5	—	5
11.	Karnataka	6	1	7
12.	Kerala	8	1	9
13.	Madhya Pradesh	3	1	4
14.	Madras	6	—	6
15.	Orissa	2	1	3
16.	Patna	10	6	16
17.	Punjab & Haryana	8	3	11
18.	Rajasthan	11	—	11
19.	Sikkim	1	—	1
	Total	139	56	195

Commercial Utilisation of Railway Land

850. SHRI RAVINDRA KUMAR PANDEY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have recently decided to make commercial use of vacant land and premises;

(b) if so, the names of places where railway land and premises have been put to commercial use, zone-wise; and

(c) the number of beneficiaries in each division and the total revenue collected therefrom?

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

(b) and (c) To begin with Railways have identified certain sites for commercial development. Feasibility study of each site in the first stage is being done in order to ascertain the commercial potential of such sites and action has been initiated to choose suitable developers through an open and competitive bidding process. The details of beneficiaries and revenue collection will be known only after the current process is completed.

[English]

Development of Model Railway Stations

851. SHRI ANANTA NAYAK:
DR. N. VENKATASWAMY:
DR. (SHRIMATI) SUDHA YADAV:

Will the Minister of RAILWAYS be pleased to state:

(a) the names of railway stations identified for development as a model station alongwith funds earmarked/released and expenditure incurred thereon so far, State/zone-wise;

(b) whether the proposal to build foot over bridges at railway stations has been included under the Model Station Plan; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) In order to provide upgraded passenger amenities at stations, 209 stations have so far been selected as model stations the details of which State-wise/railway-wise are given in the enclosed Statement I and II. As regards the funds earmarked/released and expenditure incurred, there is no specific allocation of funds for each model station as the facilities specified are improvement in customer interface systems. The railways are authorised to spend money for the purpose of providing upgraded passenger amenities out of the lumpsum allocation of funds made under the Plan Head "Passengers and other Railway Users Amenities" and "Computerisation".

(b) and (c) One of the thrust area identified for provision of upgraded passenger amenities at model stations is to extend the existing foot over bridge upto the circulating area taking into account the local requirement at each selected stations so as to cut avoidable movement over an additional platform.

Statement I*List of 209 stations selected as 'Model Stations' for provision of upgraded passenger amenities 'State-wise'*

State	Name of the Station
1	2
Assam	Guwahati (NF), Silchar (NF) Kokrajhar (NF), New Tinsukia (NF), New Bongaigaon (NF), Dibrugarh (NF), Kamakhya (NF), Lumding (NF), Jorhat Town (NF) (9)
Andhra Pradesh	Secunderabad (SC), Visakhapatnam (SE), Tirupati (SC), Hyderabad (SC), Vijayawada (SC), Warangal (SC), Guntakal (SC), Guntur (SC), Rajahmundry (SC), Nellore (SC), Kacheguda (SC), Kakinada (SC) (12)
Bihar	Patna Jn. (E), Ranchi (SE), Tatanagar (SE), Gaya (E), Mokama (E), Chhapra (NE), Dhanbad (E), Nalanda (E), Katihar (NF), Darbhanga (NE), Muzaffarpur (NE), Barauni (NE), Sonpur (NE), Danapur (E), Bhagalpur (E), Hazipur Jn (NE), Samastipur (NE), Motihari (NE), Siwan Jn (NE), Chakradharpur (SE), Madhupur (E), Raniganj (E), Jasidih (E) 23.
Chandigarh	Chandigarh (N) (1)
Delhi	Delhi (N), H. Nizamuddin (N), New Delhi (N) (3)
Gujarat	Surat (W), Bhavnagar (W), Rajkot (W), Vadodara (W), Ahmedabad (W), Vapi (W), Bharuch (W), Valsad (W), Gandhidham (W), Dwarka (W), (10)
Goa	Madgaon (Sc), Vasco-de-gama (SC) (2)
Himachal Pradesh	Simla (N), (1)
Haryana	Ambala Cantt (N), Kalka (N), Faridabad (C), Hissar (N), Rewari (N) (5)
Jammu & Kashmir	Jammu Tawi (N), Kathua (N) (2)
Karnataka	Bangalore Cantt. (S), Mangalore (S), Mysore(S), Hubli (SC), Shimoga (S), Hospet (SC), Gulbarga (C), Raichur (SC) (8)
Kerala	Trivandrum (S), Emakulam (S), Trichur (S), Palghat (S), Quilon (S), Kottayam (S), Cannanore (S), Calicut (S), Alwaye(s) (10)
Madhya Pradesh	Bhopal (C), Jabalpur (C), Indore (W), Raipur (SE), Bilaspur (SE), Durg(SE), Golantra (SE), Satna (C), Habibganj (C), Gwalior (C), Katni Jn. (C), Ratlam (W), Ujjain (W) 13)
Nagaland	Dimapur (NF) (1)
Maharashtra	Bhusaval (C), Mumbai CST(C), Nagpur (C), Pune (C), Dadar (C/W), Nanded (SC), Solapur (C), Thane (C), Kalyan (C), Kurla (C), Chandrapur (C), Nasik Road (C), Akola Jn (C), Bandra Terminus (W), Mumbai Central (W), Wardha (C) (17)
Orissa	Bhubaneswar (SE), Puri (SE), Cuttack (SE), Rourkela (SE), Khurda Road (SE), Kapilas Road (SE), Surla Road (SE), Balasore (SE), Byree (SE), Badakhandita (SE), Dhenkanal (SE), Rahama (SE), Sambalpur (SE), Jaipur-Keonjhar Road (SE), Berhampur (SE), (15)
Pondicherry	Pondicherry (S) (1)
Punjab	Ludhiana (N), Jullundur City (N), Amritsar (N), Firozpur (N), Anandpur Sahib (N), Pathankot (N), Bhatinda (N), Patiala (N), (8)
Rajasthan	Jodhpur (N), Jaipur (W), Udaipur (W), Bikaner (N), Kota (W), Ajmer (W), Chhittaurgarh (W), Abu Road (W) (8)

1	2
Tamil Nadu	Chennai (S), Madurai (S), Tiruchirappalli (S), Chennai Egmore (S), Coimbatore (S), Salem (S), Kanyakumari (S), Tiruttani (S), Chennai Beach (S), Mambalam (S), Katpadi (S) (11).
Tripura	Dharmanagar (NF) (1)
Uttar Pradesh	Gorakhpur (NE), Lucknow (N), Agra Cantt (C), Kanpur Central (N), Dehradun (N), Allahabad (N), Haridwar (N), Varanasi (N), Moradabad (N), Aligarh (N), Kathgodam (NE), Jhansi (C), Ayodhya (N), Mughalsarai (E), Saharanpur (N), Bareilly (N), Faizabad (N), Meerut City (N), Izzatnagar Jn (NE), Manduadih (NE), Gonda Jn. (NE), Deoria Sadar (NE), Rawatpur (NE), Mau Jn. (NE), Badshah Nagar (NE), Agra Fort (W), Basti (NE), Mathura Jn. (C), Tundla (N), Ballia (NE) (30)
West Bengal	Malda (E), New Jalpaiguri (NF), Howrah (E), Asansol (E), New Alipurduar (NF), Kharagpur (SE), Sealdah (E), Sonarpur (E), Midnapore (SE), Bandel (E), Bardhaman (E), Durgapur (E), Alipurduar Jn. (NF), Adra (SE), Bolpur (E), Nabadwip Dham (E), Cooch Behar (NF) Dum Dum (E) (18).

Statement II

List of 209 stations selected as 'Model Stations' for provision of upgraded passenger amenities 'Railway-wise'.

Railway	Names of stations
Central	Agra Cantt., Bhopal, Bhusaval, Faridabad, Jabalpur, Jhansi, Mumbai CST, Nagpur, Pune, Solapur, Thane, Kalyan, Satna, Mathura Jn., Dadar, Kurla, Chandrapur, Habibganj, Gwalior, Nasik Road, Akola Jn., Katni Jn., Gulbarga, Wardha (24)
Eastern	Asansol, Bandel, Bardhaman, Dhanbad, Gaya, Howrah, Malda Town, Mokama, Nalanda, Patna Jn., Sonarpur, Sealdah, Durgapur, Mughalsarai, Danapur, Bhagalpur, Dum Dum, Jasidhih, Bolpur, Madhupur, Raniganji, Nabadwip Dham (22)
Northern	Allahabad Jn., Ambala Cantt, Aligarh, Amritsar, Anandpur Sahib, Ayodhya, Binaker, Chandigarh, Delhi, Dehradun, Firozpur, Haridwar, Hazrat Nizamuddin, Jammu Tawi, Jullundur city, Jodhpur, Kalka, Kanpur Central, Ludhiana, Lucknow, Moradabad, New Delhi, Shimla, Varanasi, Saharanpur, Pathankot, Bareilly, Faizabad, Meerut City, Bhatinda, Patiala, Hissar, Rewari, Kathua, Tundla (35)
North Eastern	Barauni, Chhapra, Darbhanga, Gorakhpur, Kathgodam, Muzaffarpur, Sonpur Jn., Motihari, Basti, Samastipur, Izzatnagar Jn., Manduadih, Gonda, Jn., Deoria Sadar, Siwan, Jn., Hazipur Jn., Rawatpur, Mau Jn., Badshah Nagar. Ballia (20).
Northeast Frontier	New Alipurduar, Dharmanagar, Dibrugarh, Guwahati, Katihar, Kokrajhar, New Jalpaiguri, New Tinsukia, New Bongaigaon, Silchar, Kamakhya, Lumding, Alipurduar Jn, Dimapur, Jorthat Town, Cooch Behar (16)
Southern	Bangalore Cantt., Chennai, Chennai Egmore, Coimbatore, Ernakulam, Mangalore, Mysore, Madurai, Palghat, Shimoga, Trichur, Tiruchirappalli, Trivandrum, Salem, Quilon, Kanyakumari, Kottayam, Chengannur, Tiruttani, Cannanore, Pondicherry, Calicut, Chennai Beach, Mambalam, Alwaye, Katpadi (26)
South Central	Guntur, Guntakal, Hyderabad, Hospet, Hubli, Madgaon, Nanded, Rajahmundry, Secunderabad, Tirupati, Vijayawada, Warangal, Nellore, Vasco-de-gama, Kacheguda, Raichur, Kakinada (17)
South Eastern	Bhubaneswar, Balasore, Berhampur, Bilaspur, Byree, Badakhandita, Cuttack, Dhenkanal, Durg, Golanthra, Kapilas Road, Kharagpur, Khurda Road, Midnapore, Puri, Rahama, Ranchi, Raipur, Rourkela, Surla Road, Tatanagar, Visakhpatnam, Chakradharpur, Sambalpur, Adra, Jaipur-Keonjhar Road (26)
Western	Ajmer, Ahmedabad, Bhavnagar, Chittaurgarh, Dadar, Indore, Jaipur, Kota, Rajkot, Surat, Udaipur, Vadodara, Vapi, Bandra Terminus, Bharuch, Valsad, Mumbai Central, Ratlam, Agra Fort, Gandhidham, Dwarka, Abu Road, Ujjain (23)

Funds for Military Intelligence

852. SHRI BASU DEB ACHARIA: Will the Minister of DEFENCE be pleased to state:

- (a) whether the Military Intelligence (MI) is facing shortage of funds and expertise;
- (b) if so, the details thereof and the reasons therefor;
- (c) whether the performance of the unit is satisfactory; and
- (d) if not, the steps being taken to make it more vigilant?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) to (d) Military Intelligence have no shortage of funds or expertise in discharging their assigned duties. Their performance has been satisfactory.

[Translation]

Procurement of A.J.T.

853. SHRI HARIBHAU SHANKAR MAHALE:
SHRI GUTHA SUKENDER REDDY:
SHRI GUNIPATI RAMAIAH:

Will the Minister of DEFENCE be pleased to state:

- (a) whether the Government have since decided to procure Advanced Jet Trainer for Indian Air Force;
- (b) if so, the source of its acquisition and the number of AJTs proposed to be procured along with its specification and cost;
- (c) the stage at which the procurement process stands at present; and
- (d) the time by which the delivery is expected?

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

(b) 66 Nos. of AJTs are proposed to be procured from M/s. British Aerospace Systems, UK of which, 24 will be through direct supply and remaining 42, through licenced manufacture by Hindustan Aeronautics Limited. The aircraft, being offered, is Hawk 115-Y. The cost is yet to be negotiated.

(c) The procurement process stands at the price negotiation stage.

(d) The first deliveries may begin after 35 months from the date of signing of the contract.

[English]

Non-Payment of Dividend

854. SHRI SADASHIVRAO DADOBA MANDLIK: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

- (a) whether the Department of Company Affairs has given right to SEBI to take action against the companies which are not sending the shares to Shareholders and defaulting the non-payment of dividend etc;
- (b) if so, the details thereof; and
- (c) the efforts being made to safeguard the interests of the shareholders?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS AND MINISTER OF SHIPPING (SHRI ARUN JAITLEY): (a) and (b) The Government authorities officers of SEBI under section 621 of the Companies Act, 1956 to take action against erring companies in respect of certain offences punishable under various provisions of Companies Act, 1956 as and when a need arises. The offences punishable under following sections of Companies Act have, *inter-alia*, been covered in this connection:

- (i) sub-section (2) of section 113: [Limitation of time for issue of Certificates]
- (ii) section 207: [Penalty for failure to distribute dividends within 42 days]

(c) To protect the interests of share holders and other investors, the Government has set up an "Investors Protection Cell" which primarily deals with the complaints relating to non-receipt of shares/debentures certificates after allotment/transfer, refund of share of share/debenture application money, non-receipt of dividend/interest warrants and non-payment of unclaimed dividend etc. All such complaints are promptly acknowledged and taken up with the concerned companies for prompt redressal through a fully computerised system.

Pursuant to provisions of Section 205C (4) of the Companies Act, 1956 an Investor Education and Protection Fund is also being constituted which shall be utilised for promotion of Investor awareness and protection of interests of the Investors.

The Companies (Second Amendment) Bill, 1999 also seek to address the issue in a more comprehensive way.

Ships in Cochin Shipyard

855. SHRI SURESH KURUP: Will the Minister of SHIPPING be pleased to state:

(a) the number of ships manufactured in Cochin Shipyard during the last three years; and

(b) the steps taken by the Government to modernise the Cochin Shipyard?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI HUKUMDEO NARAYAN YADAV): (a) During the last three years Cochin Shipyard Limited have constructed and delivered One Ship of 93,400 DWT to the Shipping Corporation of India, Six Tugs to the Port Sector and Two Docking Pontoons to the Indian Navy.

(b) Government has been helping Cochin Shipyard Limited to modernise/upgrade its Shipbuilding and Ship repair facilities through Plan assistance, During the IX Plan period an outlay of Rs. 95.00 crores has been provided for modernisation/development of Cochin Shipyard Limited. During the current Annual Plan, an amount of Rs. 10.00 crores has been ear-marked for Cochin Shipyard Limited.

Shortage of Components for Sea King Fleet

856. SHRIMATI RENUKA CHOWDHURY:
SHRI K. YERRANNAIDU:

Will the Minister of DEFENCE be pleased to state:

(a) whether an acute shortage of critical components has affected the operational efficacy of Indian Navy's Sea King Fleet with 60% of its aircraft being grounded for want of spare parts;

(b) if so, the factors attributable thereto;

(c) whether any move to lift the sanctions or to have them relaxed has been made following the moves for withdrawal of ban on supply of arms by UK to Pakistan;

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

(e) the steps taken to keep the Sea King Fleet operational?

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

(b) M/s. GKN WHL, UK have suspended all Product Support Activities for Seaking helicopters in India consequent upon the revocation of its license by the US

firm after the imposition of US Sanctions in the wake of Pokharan-II. As such, the UK firm is neither supplying the required spares nor returning the critical components that were sent to it for repairs.

(c) and (d) The matter was taken up with the Government of UK who had informed that the US Government did not agree to relax sanctions for Seaking Helicopters. Despite the matter being taken up by the UK Government with the Government of US, the position continues to remain the same.

(e) The following steps have been taken by the Indian Navy:—

(i) A Joint Task Force comprising representatives from Indian Navy, HAL, CEMILAC and DGAQA has been set up to undertake indigenisation of equipment and spares affected by US Sanctions.

(ii) A Joint team from HAL and Indian Navy has carried out a feasibility study for overhaul and repair of equipment affected by the Sanctions.

Collusion of MIGs In Mid-Air

857. SHRI ADHIR CHOWDHARY:
SHRI G.S. BASAVARAJ:
SHRIMATI SHYAMA SINGH:

Will the Minister of DEFENCE be pleased to state:

(a) whether two MIG-21 fighter planes collided in mid-air after taking off from Solanibari Air force Base in Sonitpur district, Assam on October 16, 2000;

(b) if so, the estimated loss incurred therefrom in financial and physical terms;

(c) whether any preliminary investigations into the causes of the collusion have been undertaken; and

(d) if so, the details thereof and the follow-up action taken thereon?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) to (d) Yes, Sir. Two MIG-21 fighter planes collided in mid-air on 16th October, 2000 at Tezpur local flying area, while on a training sortie. Apart from destruction of the Aircraft, one Flying Officer sustained fatal injuries in this accident. Court of Inquiry has been ordered to find the causes for the accident and to suggest remedial action, which is still in progress.

Bofors Shells found Abandoned

858. SHRI ASHOK N. MOHOL:
SHRI KAMAL NATH:

Will the Minister of DEFENCE be pleased to state:

(a) whether a consignment of 155 mm Bofors shells were found strewn near a roadside dhaba at Dhaneli in Raipur;

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

(c) if so, the outcome thereof; and

(d) the follow-up action taken against the persons found responsible for such a serious lapse?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) to (d) 1. Ordnance Factories despatch the consignments of empty shells to the filling factories at regular intervals through road transport by entering into transport contracts. A consignment of empty shells without any explosive and incapable of causing any hazard was despatched from Kanpur through transport contractor after obtaining the necessary security deposit. The driver abandoned the consignment in the custody of the person accompanying the truck and went away unauthorisedly.

2. On learning about the abandonment of the consignment, the factory representative alongwith the transport contractor reached the site and transported the consignment through another truck. Action has been taken against the contractor by black-listing him.

3. Instructions have also been issued to all the factories that immediately on despatch of the consignment, the receiving factory should immediately be informed of the details and ask them to confirm safe receipt of the consignment at the earliest possible. By this method, a link is created to cross-check the receipt of every consignment with least possible delay and also to keep track of each consignment.

Suggestions made by NCAER for Functioning of Civil Aviation

859. SHRI SUBODH MOHITE: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the suggestions made by the National Council for Applied Economic Research (NCAER) for the future functioning of civil aviation in the country; and

(b) the reaction of the Government thereto?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) The major policy initiatives recommended by the NCAER in its study report "The Future of Civil Aviation in India" are as follows:— (i) Easing of entry into Tier I and II services—i.e. major (regional centres for private airline operators; (ii) Free entry into Tier III services i.e. remote centres for small aircraft/helicopters; (iii) Conditional equity participation of foreign airlines in domestic service providers; (iv) Liberal private entry into support services; (v) Private (including foreign) participation in major airports (vi) Monopoly regulation/licensing of airports; (vii) Formulation/rationalisation of rules, regulations and practises and (viii) Restructuring of regulatory mechanism.

(b) The Government is formulating a comprehensive Civil Aviation Policy covering all sectors in the field of Civil Aviation. The draft policy lays emphasis on increased private sector participation. The policy also envisages setting up of an Economic Regulatory Authority to oversee financial practices of the airports and various service providers.

The privatisation process has already been initiated by way of disinvestment of Government held equity in Air India and Indian Airlines. Leasing of Delhi, Mumbai, Chennai and Calcutta Airports to private investors on long term basis is another step in the direction of greater private sector participation.

Import of Crude Oil

860. SHRI RAMJIVAN SINGH:
DR. (SHRIMATI) C. SUGUNA KUMARI:
SHRI MOHAN RAWALE:

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

(a) the annual quantity of crude oil imported (with cost) by the Government and the percentage of the country's requirement that is met with the imports;

(b) the extent of rise in the oil prices in the international market particularly with the falling of rupee value during the last one year;

(c) the extent to which the deficit in the oil pool cess has risen as a result thereof; and

(d) the overall impact on the domestic oil prices and the growth of oil sector in the country as a whole?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS AND MINISTER OF

STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI SANTOSH KUMAR GANGWAR): (a) During 1999-2000, 57.81 million metric tonnes crude oil was imported (including import by joint venture and private refineries) at a cost of Rs. 40,028 crore, which is over 60% of total requirement of domestic refineries.

(b) The monthly average FOB prices of crude oils, Dubai and Brent (DTD), as published by PLATT's during October, 1999 to October, 2000 and the percentage

increase over October 1999 is given in the statement. Falling value of rupee vis-a-vis US dollar has added to the cost of imports.

(c) and (d) The oil pool deficit which stood at Rs. 6,300 crore on March, 31, 2000 was estimated to go up to Rs. 23,600 crore by March 31, 2001. To contain the oil pool deficit, the Government have made upward revision in the consumer prices of controlled petroleum products, alongwith reductions in the duties of customs and excise on crude oil and products.

Statement

Monthly Average Published (FOB) Prices of Crude Oils (Period : October, 1999 to October, 2000)

Month	Crude Oil (\$/bbl)					
	Dubal	Increase over Oct '99	% increase	Brent (DTD)	Increase over Oct.'99	% increase
October '99	21.47	—	—	22.01	—	—
November '99	23.11	1.65	8%	24.69	2.68	12%
December '99	23.61	2.14	10%	25.57	3.57	16%
January '99	23.39	1.92	9%	25.55	3.54	16%
February '99	24.68	3.21	15%	27.89	5.89	27%
March '99	25.06	3.59	17%	27.26	5.26	24%
April '99	22.11	0.64	3%	22.65	0.64	3%
May '2000	25.75	4.28	20%	27.63	5.63	26%
June '2000	27.24	5.77	27%	29.80	7.79	35%
July '2000	26.08	4.61	21%	28.49	6.48	29%
August '2000	27.00	5.54	26%	30.11	8.10	37%
September '2000	29.97	8.50	40%	32.73	10.72	49%
October '2000	30.52	9.05	42%	30.91	8.90	40%

Source: PLATTs.

[*Translation*]

Transfer of Guilty Officials

861. SHRI JAIBHAN SINGH PAWAIYA: Will the Minister of RAILWAYS be pleased to refer to the reply given to the Unstarred Question No. 4711 dated 24.08.2000 regarding CBI inquiry against employees of New Delhi Station and state:

(a) the names and designations of guilty officials against whom chargesheets have been issued alongwith the penalties imposed to each of them;

(b) whether these chargesheeted officials have been transferred from Delhi; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) the names, designations and penalties imposed on the five officials taken up on the recommendations of CBI are as under:

1. Shri Wahajuddin, Head TTE—dismissal from service.

2. Shri S.K. Dhar, Head TTE—reduction by one stage for one year with cumulative effect.
3. Shri Hari Singh, Head TTE-reversion to initial grade for one year with cumulative effect.
4. Shri Rajesh Kumar Kud, Head TTE-reduction by two stages for five years with cumulative effect.
5. Shri Satyanarain Gupta, Head TTE-withholding of increment for six months.

(b) No, Sir.

(c) CBI had recommended only major penalty departmental action.

[English]

Increase in Air Fare

862. SHRI TRILOCHAN KANUNGO: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the number of times air fare has been increased by the different airlines during the last three years;

(b) the reasons for increase of air fare each time; and

(c) the steps taken to avoid the frequent increase of air fare?

THE MINISTER OF CIVIL AVIATION (SHRI SHARD YADAV): (a) Domestic fares are not regulated and the Airlines are free to determine the same in accordance

with their commercial judgement and market forces. During the last three years, domestic air fares of India Airlines have increased as under:—

1997

North Eastern Region-10.5%

Rest of India:

1. Sectors upto 700 Kms-14.0%

2. Sectors above 700 kms-10.5%

1998

Category II Routes (Routes connecting stations in North-Eastern region, J&K, Andaman & Nicobar and Lakshadweep islands)-Nil.

Rest of India-11.2%

As regards international fares, details of increase in air fare by different airlines during the last three years are given in the enclosed statement.

(b) Fares have been increased to offset rising costs of operations including fuel costs.

(c) Since the domestic fares are not regulated, no steps are taken in this regard. In so far as international fares are concerned, the Government of India's policy is to go alongwith the fares decided by International Air Transport Association (IATA) where all the airlines participate and pass unanimous resolutions for increase in fares etc. These IATA resolutions are adopted by all countries.

Statement

Increase in air fare from India to other countries during last 3 years

Country	Fare increased on
1	2
Japan	1.4.97
TC1	1.4.97, 16.9.99
Canada	12.4.97, 8.4.98, 1.11.98, 31.10.99, 1.5.2000
Canada via pacific	8.4.98, 1.11.98, 1.5.2000
USA via pacific	1.6.97
All countries except to Canada & USA	1.4.2000
All countries via pacific except to USA/Canada	1.4.2000
Area 1 except to Canda	1.10.2000

1	2
North America/Caribbean via pacific except to Canada	1.10.2000
Central/South America via Pacific	1.10.2000
TC3 except Hongkong/Philippines/Vitenam	15.4.97
TC3 except to Philippines, Taiwan & Vietnam	16.9.99
Taiwan	20.10.99
Philippines	16.11.99, 1.8.2000
Africa	15.4.97, 7.5.98, 1.4.2000
Middle East	1.6.99, 1.4.2000
Europe	16.6.99, 1.12.99, 1.4.2000
Korea	1.4.2000
South East Asia except to Guam, Hongkong, Indonesia, Philippines, Taiwan, Thailand and Vietnam	1.4.2000
Thailand except from Bombay/Chennai to Bangkok	1.4.2000
From Mumbai to Bangkok	1.4.2000
From Chennai to Bangkok	1.4.2000
Guam	1.4.2000
Hongkong SAR	1.4.2000, 1.5.2000
Indonesia	1.5.2000
South West Pacific	1.4.2000

TC1 - Tariff Conference Area 1

TC 3 - Tariff Conference Area 3

Area 1 - North and South America

Area 3 - From Indian sub-continent to Australia.fs

Manufacturing of Sub-Standard Gun Barrel by Field Gun Factory

863. SHRI PRABHUNATH SINGH: Will the Minister of DEFENCE be pleased to state:

(a) whether Field Gun Factory Kanpur has been guilty of manufacturing sub-standard 125 mm gun barrel for Main Battle Tank T-72 resulting in loss of about Rs. 52 crore as has been reported in the 'Hindustan' of September 16, 2000;

(b) if so, the action taken by the Government thereon; and

(c) the steps being taken to ensure that such incidents do not recur?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) to (c) Indigenous manufacture of 125 mm gun barrels for Tank T-72 has been established during the mid 1980s in Ordnance Factories in accordance with the technology regime of the collaborators (erstwhile Soviet Union) and under supervision of the specialists of the collaborators. Wherever changes in process technology were made it was done in consultation with collaborators.

2. Till date 45 incidents of failure of barrels have been reported. These include 23 nos of imported origin (imported in early 80s) and 22 nos indigenously manufactured.

3. Investigations have been taken up in association with the Russian Specialists. Probable reasons for failure

have been identified as lower tempering temperature and presence of trace elements in the metallurgical composition of the barrels.

4. As a matter of abundant caution, 559 nos. of barrels including 62 nos already with the field units, tempered at lower temperatures, have been kept segregated for detailed investigations.

5. A Committee comprising of specialists from Director General Quality Assurance, Ordnance Factory Board, Defence Research & Development Organisation and Mishra Dhatu Nigam is continuing intensive studies not only from the point of view of tempering temperatures but also covering metallurgical aspects to identify the causes of failure. So far 3 sample barrels of a particular metallurgical composition and tempered at temperature less than 500°C, test fired between July and Sep 2000 for life cycle, have withstood proof firing successfully.

Waiting List for LPG Connections

864. SHRI G. MALLIKARJUNAPPA:
SHRI MUDRAGADA PADAMANABHAM:

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

(a) whether the entire waiting list as on December 1, 1999 for LPG connections all over the country has been wiped out;

(b) if so, whether LPG Connection is readily available on demand in each State/UT;

(c) if not, the reasons therefor;

(d) the applications disposed of and pending as on date, State-wise;

(e) the time by which all these pending applications are likely to be cleared;

(f) whether the Government propose to provide LPG connections at the village level; land

(g) if so, the total number of villages covered so far for LPG supplies?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI SANTOSH KUMAR GANGWAR): (a) to (g) The waiting list pending with LPG distributors of Public Sector Oil Marketing Companies for release of LPG

connections all over the country was liquidated on 1.10.2000. Presently, LPG connections are available on demand through out the country from PSU distributors. To increase supply of LPG in rural areas, Government have permitted opening of extension counters upto 30 KM in plain areas and upto 75 KM in hill areas from existing LPG distributorships.

[Translation]

Employees on Deputation In Railways

865. SHRI ARUN KUMAR: Will the Minister of RAILWAYS be pleased to state:

(a) the number of group A, B, C and D officials working in Railways on deputation basis as on date;

(b) the criteria for deputation adopted therefor; and

(c) the names of railway zones to which all such officials belong alongwith the remaining period of their deputation?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) and (c) The information is being collected and will be laid on the Table of the Lok Sabha.

(b) In case of deputation to the Railways, the criteria followed are the same as laid down by Department of Personnel & Training.

[English]

Gas Based Industry In Tripura

866. SHRI SAMAR CHOUDHURY: Will the Minister of DEFENCE be pleased to state:

(a) whether Government of Tripura has proposed to set up a Public sector gas based industry in the State;

(b) if so, the details thereof; and

(c) the reaction of the Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI SANTOSH KUMAR GANGWAR): (a) to (c) Over and above the existing gas based power projects in the State of Tripura, two more power projects of 21 megawatt capacity each are under implementation at Rokhia and Baramura by the Tripura State Power Department.

National Judicial Pay Commission

867. SHRI UTTAMRAO DHIKALE:
SHRI SURESH RAMRAO J. DHAV:
DR. JASWANT SINGH YADAV:

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

(a) whether the Government have finalised the modalities for implementation of the recommendations of the First National Judicial Pay Commission;

(b) if so, the details thereof;

(c) if not, the reasons therefor; and

(d) the steps taken by the Government for early implementation of the recommendations of the National Judicial Pay Commission?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS AND MINISTER OF SHIPPING (SHRI ARUN JAITLEY): (a) to (d) The First National Judicial Pay Commission (FNJPC) submitted its report in November, 1999. The matter relating to judicial officers including their conditions of service is primarily the concern of the State Governments/High Courts. The Commission has sent its recommendations to the Central Government, State Governments, UT Administrations and High Courts. The recommendations are under examination in so far as they relate to the Central Government, *i.e.* in regard to the Union territories only. The recommendations which relate to the State Governments are being examined by the State Governments.

The Supreme Court is also monitoring the implementation of the Report of FNJPC in W.P. No. 1022/1989 - All India Judges Association vs. UOI. The Registry of the Supreme Court of India, vide letter dated 25.7.2000, had asked the Central Government to indicate its views on the various recommendations of the Commission after co-relating the responses received from the State Governments. Accordingly, a counter affidavit alongwith summary of responses received from most of the State Governments has been filed in the Supreme Court of India.

[*Translation*]

Closing of Petrol Pumps

868. DR. BALI RAM: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the details of petrol, diesel pumps situated in Delhi, Haryana and Uttar Pradesh which were closed during the last year;

(b) the reasons for their closure;

(c) the number out of them restarted; and

(d) the steps being taken by the Government to ban the adulterated oil being sold by the dealers of petrol, diesel and kerosene oil?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI SANTOSH KUMAR GANGWAR): (a) and (b) During the year 1999-2000, the following retail outlets were terminated by the oil marketing companies:—

S.No.	Name of the Dealer	Date of termination	Reasons
1.	United Engineers, Nehru Place, Delhi	21.07.1999	Failure of ULP sample and additional fittings in dispensing unit.
2.	Prakash Motors, Kannauj, U.P.	11.06.1999	Non payment of dues towards lube oil.
3.	Hapur Filling Station, Ghaziabad, U.P.	14.10.1999	Benami operation
4.	Agra Vikas Mandal Nigam, Agra, U.P.	15.10.1999	Nil selling since 1995
5.	Balaji Filling Station, Jagner, U.P.	03.12.1999	Benami operation
6.	Prime Products, Kanpur, U.P.	03.01.2000	Dealer resigned
7.	Kissan Filling Station, Rudrapur, U.P.	31.03.2000	Failure of HSD samples.

(c) Indian Oil Corporation has restarted one retail outlet namely M/s. United Engineers, Delhi, on company owned company operated (COCO) basis.

(d) To check the adulteration in automobile fuels viz Motor Spirit (MS) and High Speed Diesel (HSD) by adulterants like Naphtha, Solvent, Raffinate and Slop, the Government has promulgated on 5th June, 2000 the Solvent, Raffinate and Slop (Acquisition, Sale, Storage and Prevention of Use in Automobiles) Order, 2000 and the Naphtha (Acquisition, Sale, Storage and Prevention of Use in Automobiles) Order, 2000 under the provisions of the Essential Commodities Act, 1955.

Further, the oil marketing companies carry out regular/surprise checks of retail outlets, to prevent various malpractices including adulteration. In addition, special drives are launched by the oil companies both on their own and also under direction of Government from time to time to check malpractices. Further, to prevent adulteration various steps like blue dyeing of kerosene (Public Distribution System), furfural doping, filter paper test, checking of retail outlets by mobile laboratories, etc. are undertaken by the oil companies.

[English]

Manufacturing of Non-ISI Mini Gas Cylinders

869. SHRI MANJAY LAL: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether testing facilities in units manufacturing mini gas cylinders for cooking and lighting purposes is an essential condition for grant of licence;

(b) if so, whether large number of unlicensed factories to manufacture Mini Gas Cylinders are operating particularly in Meerut District of Uttar Pradesh;

(c) if so, whether the Government are aware about deaths of many persons due to bursting of mini gas cylinders, as reported in Newspapers during the last three years; and

(d) the action taken by the Government or propose to be taken to prevent manufacturing of non-ISI mini gas cylinders in the country?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI SANTOSH KUMAR GANGWAR): (a) to (d) Mini cylinder manufacturers are required to obtain NOC from CCOE and a certificate from BIS. Public Sector

Oil Marketing Companies are procuring cylinders from the approved cylinder manufacturers having the statutory clearances from CCOE and BIS. Oil Industry do not procure mini cylinders. However, this Ministry received some complaints relating to illegal manufacturing of mini cylinders in Meerut (U.P.) and State Government was advised to conduct surprise raids on the premises of illegal manufacturers and take appropriate action.

Construction of Talcher-Sukinda Road-Jaipur Road Rail Line

870. SHRI BHARTRUHARI MAHTAB: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are planning to construct Talcher—Sukinda Road—Jaipur Road rail line under BOLT (Build, Own, Lease and Transfer) scheme; and

(b) if so, the details thereof and the reasons for adopting this scheme?

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

(b) Does not arise.

[Translation]

Financial Crisis in Jute Corporation of India

871. SHRI P.R. KHUNTE: Will the Minister of TEXTILES be pleased to state:

(a) whether the Jute Corporation of India is facing financial crisis due to not releasing fund by the N.J.M.C./ Government;

(b) if so, the reasons thereof; and

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

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRI V. DHANANJAYA KUMAR): (a) to (c) Jute Corporation of India is presently not facing any crisis for undertaking Minimum Support Operation during the current season. The Corporation has been provided with a Govt. Guarantee for Rs. 33 crore to cover the margin money requirements for drawl of credit from its Bankers. This bank guarantee is valid upto 31.3.2000. The Ministry has already released Rs. 25 crores this year. Regarding pending dues of JCI from NJMC, NJMC has paid Rs. 6 crores during the year 1999-2000.

Withdrawal of Aircraft from IA and Alliance Air

872. SHRI AJAY SINGH CHAUTALA: Will the Minister of DEFENCE be pleased to state:

(a) the number of aircrafts of Indian Airlines and Alliance Air withdrawn from the service during the last six months;

(b) the total number of aircrafts remained with Indian Airlines at present;

(c) whether the remaining fleet is sufficient to cater the demand; and

(d) if not, the action likely to be taken by the Government to meet the shortage?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) One Airbus A300 B2 aircraft VT-EDW has been withdrawn from service since 9th October, 2000 for sale.

(b) and (c) Indian Airlines has a fleet of 55 aircraft. The capacity is not adequate to meet the future demand.

(d) for the immediate capacity requirement, Indian Airlines is in the process of acquiring on dry lease basis five B-737-200 and 2 A320 aircraft. Further, Indian Airlines proposes to acquire 3 A300 B4 aircraft from Air India.

Judicial Reforms

873. SHRI SURESH CHANDEL:
SHRI RAMSHAKAL:

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

(a) whether the Government have chalkout any comprehensive action plan to streamline the judicial system of the country;

(b) if so, the details thereof and the present status of the proposal in this regard; and

(c) the manner in which the judicial reform programmes are likely to be funded and implemented?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS AND MINISTER OF SHIPPING (SHRI ARUN JAITLEY): (a) and (b) Both Government and judiciary are concerned with streamlining the judicial system of the country which is an on-going and continuous process. Government has been taking a series of steps to simplify

procedures and speed up the disposal of cases on the basis of the advice and recommendations of expert bodies like the Law Commission, the Malimath Committee etc. Keeping this in view, the Criminal Procedure Code (Amendment) Bill, 1994 has been moved in Parliament. The Law Commission, in its 154th Report has also made a number of recommendations on the Code of Criminal Procedure 1973. Steps have been taken by the High Courts and subordinate courts to reduce and control arrears of cases pursuant to the recommendations of the Malimath Committee. Other steps include increase in the number of posts of Judges/Judicial Officers, establishment of Special Courts/tribunals, appointment of Special Judicial/Metropolitan Magistrates and adoption of alternative modes of dispute resolution, such as, arbitration and conciliation. Lok Adalats have been given a statutory base as supplementary forum for resolution of disputes. Efforts are also being made for improvement in the infrastructure of all courts including the District courts through extensive use of information technology.

(c) A Centrally Sponsored Scheme relating to development of infrastructural facilities for the Judiciary is being implemented from 1993-94 under which an amount of Rs. 372.66 crore has been released till June, 2000. In addition, pursuant to the recommendation of the Xth Finance Commission, an amount of Rs. 502.90 crore for creation of 1,734 additional courts has been sanctioned by the Government specifically for disposal of long pending cases in the district courts and courts subordinate to it over the next five years. These additional courts will dispose of sessions and other criminal cases involving undertrials on priority.

Production of Handloom by Co-operative Societies

874. SHRI HARIBHAI CHAUDHARY: Will the Minister of TEXTILES be pleased to state:

(a) the details of co-operative societies of handloom weavers and their average production thereby, State-wise; and

(b) the steps proposed to be taken under new textile policy to increase the output of handloom sector?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRI V. DHANANJAYA KUMAR): (a) Approximately 23,115 Primary Weavers Cooperative Societies are registered with different State Governments. Government of India does not maintain the State-wise average production of Cooperative Societies. However, as per the latest Handloom census the average production in the Handloom households is 3.66 metres per weaver per day.

(b) The new Textile Policy aims at technological upgradation, enhancement of productivity, creation of quality consciousness, strengthening of raw material base, achieving product diversification, increasing exports and adopting innovative marketing strategies, maximising employment opportunities and developing integrated human resources. The Government of India has launched a new scheme, called Deendayal Hathkargha Protsahan Yojana to achieve the above objectives.

Development of Sun Temples in Bihar

875. DR. SANJAY PASWAN: Will the Minister of TOURISM AND CULTURE be pleased to state:

(a) whether the Government propose to develop ancient sun temples situated at Patna, Aurangabad, Gaya, Nawada and Nalanda in Central Bihar in the form of 'Sun Temple Circuit' on the lines of 'Buddha Circuit';

(b) if so, the details thereof alongwith the expenditure incurred thereon;

(c) whether the Government are aware of the Sun worship being celebrated as 'Chhathparva' in which lakhs of persons from Bihar and Eastern Uttar Pradesh participate; and

(d) if so, the details of efforts being made to develop these ancient sun temples with a view to promote tourism on the lines of Konark Sun Temple?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRI ANANTH KUMAR): (a) The Sun temple at Patna, Aurangabad, Gaya, Nawada and Nalanda are not declared as protected monuments by the Central Government.

(b) Does not arise.

(c) Yes, Sir.

(d) Does not arise in view of (a).

[English]

Diesel Scam

876. SHRI R.S. PATIL:
SHRI DILIPKUMAR MANSUKHLAL GANDHI:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to refer to the reply given to Unstarred Question No. 856 dated 27th July, 2000 and state:

(a) whether requisite information has been collected;

(b) if so, the details thereof; and

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

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI SANTOSH KUMAR GANGWAR): (a) to (c) Central Bureau of Investigation (CBI) has registered a case on 2nd May, 2000 at Gandhinagar, Gujarat. The investigation is in progress.

Civil Aviation Academy

877. SHRI VILAS MUTTEMWAR: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether his Ministry has decided to set up another Civil Aviation Academy;

(b) whether a Select Committee on Aviation has objected to this proposal;

(c) if so, whether the Hyderabad academy lies unused for most of the year;

(d) whether the Government have received representations that instead of building a new academy the existing one be upgraded;

(e) whether the Government have ignored such representations and have decided to set up new academy; and

(f) if so, the reasons therefor?

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

(b) to (f) Do not arise.

[Translation]

Reconstruction of New Delhi Railway Station

878. SHRI RAMCHANDER BAINDA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government propose to reconstruct the New Delhi Railway Station by using the State of art technology;

(b) if so, the details thereof;

(c) the time by which the work is likely to be started along with the estimated cost of the project; and

(d) the details of capacity of passengers likely to be accommodated thereby?

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

(b) Details have not yet been finalised.

(c) No yet finalised.

(d) Not yet finalised. An integrated study is in progress.

[*English*]

Loss of Revenue Due to Non-Classification of Goods

879. SHRI RAGHUNATH JHA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways have been losing revenue due to non-classification of goods in proper category and giving inadmissible concession to export items etc.;

(b) if so, the total revenue lost thereby during the last three years; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) No, Sir. There has been no loss of revenue as Railways charge freight according to the prescribed classification. Classification of a commodity is fixed by the Government based on the capacity of the commodity to bear a particular level of freight.

(b) and (c) Do not arise.

[*Translation*]

Tourism Fair in France

880. MOHD. SHAHABUDDIN: Will the Minister of TOURISM AND CULTURE be pleased to state:

(a) the names of tour operators from India who participated in the Tourism fair held in France;

(b) the extent of area got allotted by the public and private sector, separately for setting up of pavilion and the amount spent on it;

(c) the extent to which the allocation was more as compared to that of previous year;

(d) the number of agreement signed during this fair and the foreign exchange likely to be earned by that;

(e) whether the Government propose to develop the Indian Tourism; and

(f) if so, the future planning of the Government in this regard?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRI ANANTH KUMAR): (a) The name of tour operators who participated in the 'Top Resa' are as follows:—

1. Sita World Travel.
2. East Wind Holidays.
3. Swagatam Tours.
4. Mangalam Tours.
5. India Vision Tours.
6. UVI Holidays.
7. Paradise Holidays.
8. Orient Express.
9. Discover India Tours.
10. Travelite India

(b) and (c) The India Stand was built in an area of 36 sq. mts. during Top Resa 2000 as compared to 24 sq. mts. last year. The expenditure incurred for booking the space and setting up the stall was Rs. 11 lakhs. The ten Indian Tour Operators who participated in the India Stand contributed Rs. 4.5 lakhs in total i.e., Rs. 45,000 per participant.

(d) The response of the French Travel Trade to the India Promotion during this fair was highly positive. The Indian Tour Operators who also participated in the same were satisfied with their business discussions. However, it is stated that the private Tour Operators do not divulge the actual transaction of business.

(e) and (f) The Government will continue to develop Indian Tourism by participating in this type of Fairs/ Exhibitions as per market requirement.

[English]

Doubling of Solapur-Pakni Rail Line

881. SHRI SUSHIL KUMAR SHINDE: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a proposal to accord higher priority to complete the doubling of railway line between Solapur and Pakni;

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

(c) the steps taken by the Government to complete the line expeditiously?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) No, Sir. The traffic on Solapur-Pakni section has not yet reached the level where it merits doubling of the section. Therefore, the proposal for doubling of line between Solapur and Pakni is not being considered by the Railways at present.

(b) and (c) Do not arise.

Diversion of Ravi Water to Indian Side by Pak

882. SHRI GUTHA SUKENDER REDDY: Will the Minister of DEFENCE be pleased to state:

(a) whether Pakistan has recently constructed an embankment on the river Ravi which is likely to divert the river to the Indian side;

(b) if so, the details thereof and its impact on the position of Indian Army on the Indo-Pak border;

(c) whether the Government have taken up the matter with the Government of Pakistan; and

(d) if so, the reaction of the Pakistan Government thereon?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) to (d) Pakistan has constructed a number of embankments along Ravi river, on their side, as flood control measures, adjoining our Amritsar/Gurdaspur districts. Though there is no major diversion of the river, the construction of embankments by Pakistan has the effect of diverting the flow of the river water towards India which could cause damage to our Border Out-Posts and defensive bunds/embankments in case of heavy floods.

A Committee of Remedial Works for Flood Protection Embankments on River Ravi and Sutlej along India-Pak

Border has been formed by the Government to counter the effect of works done by Pakistan. In addition to the protective works undertaken by the Government of Punjab from its own resources, the Union Government is also providing financial assistance to the Government of Punjab for undertaking protective works as per the recommendation of the Committee.

Security and Safety of Flights from Kathmandu

883. SHRI GANTA SREENIVASA RAO: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government have resumed its IC 814 flight to Kathmandu;

(b) if so, whether any agreement has been arrived at between the two countries to ensure the security and safety of the flights taking off from Kathmandu;

(c) if not, the details thereof; and

(d) if not, the steps taken by the Government in this regard?

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

(b) and (c) Indian Airlines have reached an understanding with the Civil Aviation Authority of Nepal regarding measures for ensuring security of Indian Airlines flights taking off from Kathmandu. These include:

(i) Access control to the aircraft on the ground by Indian Airlines.

(ii) Ladder-point frisking of passengers and their hand baggage on a specially enclosed platform by Indian Airlines.

(iii) Secondary X-Ray screening of checked baggage in the baggage make-up area.

(d) Does not arise.

Proposal of Private Sector Refineries

884. SHRI B.K. PARTHASARATHI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government have any programme of deregulation of petroleum products before 2002;

(b) if so, the details thereof;

(c) whether the private sector refineries have submitted any proposal for according permission for direct marketing right for their petroleum products; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI SANTOSH KUMAR GANGWAR): (a) to (d) The Government in November, 1997 decided to dismantle the Administered Pricing Mechanism in a phased manner. As per this, the petroleum sector is scheduled for full deregulation from April, 2002 onwards. Representations have been received for allowing marketing of petroleum products. No decision has been taken as yet.

Functioning of Coach repairing Workshop at Renigunta

885. DR. N. VENKATASWAMY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Coach Repairing Workshop at Renigunta near Tirupati is functioning with full sanctioned strength;

(b) if not, the reasons therefor; and

(c) the efforts being made by the Government to make full utilization of the workshop?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) and (b) No Sir, the posts are being operated as per the requirements to meet the targets fixed by the Railway Board.

(c) Presently the capacity of the workshop is being utilised as per the requirements of the Railway. Further, to improve productivity and utilize infrastructure at optimum level necessary action is under process to introduce Incentive Scheme in this workshop.

Sabanayagam Committee Report

886. SHRI VINAY KUMAR SORAKE: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) the recommendations made by the Sabanayagam Committee on Nidhi Companies;

(b) whether the Government have examined the said Report;

(c) whether the Government have received any representation from the apex body of Nidhi Companies, the Chamber of Nidhis, asking for review of the Sabanayagam Committee Report on Nidhi Companies;

(d) if so, the details thereof; and

(e) the action taken by the Government thereon?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS AND MINISTER OF SHIPPING (SHRI ARUN JAITLEY): (a) The main recommendations made by Sabanayagam Committee Report, inter-alia, includes:—

- (i) Definition of Nidhi companies;
- (ii) Requirement of initial minimum authorised capital of Rs. 25 lakhs and paid up capital of Rs. 10 lakhs with minimum of 500 members;
- (iii) Setting ratio of 1:20 for Net Owned funds to deposits;
- (iv) Prescription of prudential norms for deployment of funds of Nidhis;
- (v) Penal provisions in respect of delinquent companies;
- (vi) Greater supervisory role of regulating authority;
- (vii) Ceiling on interest and dividend;
- (viii) Prohibition of issue of preference shares;
- (ix) Restrictions in opening branches;
- (x) Enlarging scope for deployment of Funds like Kisan Vikas Patra and NSC etc.

(b) to (e) The Chamber of Nidhis have been requested to send their suggestions/views on the recommendations of Sabanayagam Committee Report submitted to the Government on 29.9.2000 by 15th of November, 2000. After receipt of all suggestions/comments from Chamber of Nidhis and professional bodies Government's views will be finalised.

In the Matter of M/s. Ansal

887. DR. (SHRIMATI) SUDHA YADAV: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Ansal Tolstoy Marg New Delhi had invited applications in March 1999 for allotment of plots at Gurgaon to weaker sections as per policy of the Government;

(b) if so, whether the draw for plot was taken after a year in March 2000;

(c) if so, whether the company has not refunded the advance money of the unsuccessful candidates as yet and have retained the amount with them without interest;

(d) if so, the reasons therefor;

(e) the steps proposed to be taken by the Government to compel the company for refunding the amount of the poor people; and

(f) the action to be taken against the company for its default?

THE MINISTER OF LAW JUSTICE AND COMPANY AFFAIRS AND MINISTER OF SHIPPING (SHRI ARUN JAITLEY): (a) and (b) This Department is not aware whether Ansal Tolstoy Marg, New Delhi had invited applications in March 1999 for allotment of plots at Gurgaon to weaker sections as per policy of the Government and the draw was taken after a year in March 2000.

(c) and (d) This Department is not aware-whether the company has not refunded the advance money of the unsuccessful candidates as yet and has retained the amount with them without interest. Also no such complaint has been received in the Department in this regard. However, one complaint was received in the Office of DG (I&R) from Shri Anil Kumar through PM Office alleging that he had deposited a sum of Rs. 1200/- with Ansal Buildwell Ltd. for allotment of a plot but the company had not acknowledged the same and he was not aware of the registration number of his application. The matter was taken up with Ansal Buildwell Ltd. which informed that the applications were invited under EWS Scheme as per the directions of the Haryana Government and the draw of lot for allotment of plots was held on 28-1-2000 as per the date given by the Director, HUDA. As per the terms and conditions of the Scheme, the application money was required to be refunded to the unsuccessful allottees within a period of 60 days from the date of draw of lots. The company refunded the earnest money to the complainant vide cheque No. 530084 dated 26th June 2000. Under the circumstances no further action was considered necessary on the complaint.

(e) and (f) Since no complaint has been received in the Department, as such the question for taking action against the company does not arise.

Unspent Defence Budget

888. SHRI GUNIPATI RAMAIAH: Will the Minister of DEFENCE be pleased to state:

(a) whether over Rs. 800 crores of the Army's Budget for 1999-2000 remained unspent;

(b) if so, the reasons therefor; and

(c) the action proposed to be taken to tone up the defence planning?

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

(b) Does not arise.

(c) The current Defence Plan was finalised in the first year of the Plan period.

Hindi Books on Judiciary

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

(a) whether the Government propose to publish a standard book in Hindi for correct use of words and phrases equivalent to English pertaining to judiciary; and

(b) if so, the time by which the book is likely to be published?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS AND MINISTER OF SHIPPING (SHRI ARUN JAITLEY): (a) and (b) In so far as the proposal to publish a standard book in Hindi for the correct use of legal words and phrases in judiciary is concerned, the Government has already published a standard book titled 'Legal Glossary' in Hindi in the year 1970. The latest edition has been brought out in the year 1992.

Tourism Development Plan for Hampi by Karnataka

890. SHRI KOLUR BASAVANAGOUD:
SHRI G. MALLIKARJUNAPPA:

Will the Minister of TOURISM AND CULTURE be pleased to state:

(a) whether the Government of Karnataka has submitted a plan to the Union Government for tourism development of Hampi;

(b) if so, the details thereof alongwith the funds allocated for the purpose;

(c) the ratio of share to be borne by the Centre and the State;

(d) whether there is any proposal to hand over development of Hampi to some foreign agency; and

(e) if so, the details thereof alongwith the reasons therefor?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRI ANANTH KUMAR): (a) to (c) Development of tourism infrastructure is primarily undertaken by the State Governments/Union Territory Administrations. However, the Central Department of Tourism provides financial assistance for tourism projects prioritised in consultation with them every year.

During the current financial year two projects of Hampi with Central component of Rs. 83.00 lakhs have been prioritised in consultation with the State Government of Karnataka.

(d) No, Sir.

(e) Does not arise.

Proposal for direct Cargo Flights

891. SHRI SULTAN SALAHUDDIN OWAISI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether proposals regarding direct cargo flights, cold storage facilities and quarantine facilities at Hyderabad Airport are pending with the Union Government for clearance since long;

(b) if so, the details thereof; and

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

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) to (c) As per the Open Sky Policy for Cargo flights from India, any airline is free to operate cargo flights from airports where customs/immigration facilities

are available. As for the cold storage facilities, a state-of-the-art Centre for Perishable Export has already been set up at Hyderabad airport at a capital cost of Rs. 165 lakhs (excluding the cost of land). Airports Authority of India (AAI) has called open tenders for entrusting operation, management and maintenance of the Centre. The bids received are presently being evaluated by the Authority.

[*Translation*]

Inter Locking Systems

892. SHRI RAJO SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have adopted various inter-locking systems for various railway tracks;

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

(c) whether the Government propose to adopt the said system in place of old and grade-I system;

(d) if so, the details thereof; and

(e) the time by when the Kota-Bina railway line is likely to be included in such system?

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

(b) Zone-wise details are given in Statement I.

(c) Upgradation of Standard I Interlocking system is taken up based on traffic requirements and availability of funds.

(d) Details of traffic facility works in progress for upgradation from Standard I Interlocking are given in Statement II.

(e) The system of interlocking on Kota-Bina section (25 Interlocked stations) is considered adequate for the present and projected level of traffic. No change in the system of interlocking is, therefore, envisaged on Bina-Kota section at present.

(b) *Standard of Interlocking**Zone-wise (No. of Stations)*

S. No.	Description	Central Railway	Eastern Railway	Northern Railway	North Eastern Railway	North east Frontier Railway	Southern Railway	South Central Railway	South Eastern Railway	Western Railway	Indian Railways
1.	Standard-III	557	484	680	254	232	433	488	589	532	4249
2.	Standard-II	—	—	23	—	1	16	—	6	35	81
3.	Standard-I	52	69	329	132	75	183	157	76	228	1301
4.	Rudimentary	46	34	63	102	34	15	28	41	96	459
	Total	655	587	1095	488	342	647	673	712	891	6090

Statement II

(a) *Railway-wise Works in progress under plan head of Traffic facility*

Southern Railway

Upgradation of Standard I to Standard III signalling system at 57 stations along with gauge conversion/doubling works.

South Central Railway

Conversion of Standard I to Standard III signalling at 8 stations along with gauge conversion works.

South Eastern Railway

Conversion of Standard I to Standard III signalling at one station.

[English]

Contribution of Tourism Industry in GDP

893. SHRI RAMSHETH THAKUR: Will the Minister of TOURISM AND CULTURE be pleased to state:

(a) whether the Government are taking some specific steps to develop the tourism industry so that its contribution to GDP can be doubled;

(b) if so, the details thereof; and

(c) the details of present contribution of tourism industry to GDP?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRI ANANTH KUMAR): (a) and (b) In order to develop the tourism industry and increase its share in GDP, the Central Department of Tourism has taken the following steps:

- (i) Hotels are allowed to import items which are not under the negative list upto 25% of the foreign exchange earnings and the tour operators, travel agents and restaurants are allowed upto 10% under the incentive quota.
- (ii) The tourism units who have been accorded the status of Export Houses are allowed to furnish legal undertaking in place of Bank Guarantee.
- (iii) For the first three years of the Ninth Plan, 1018 projects amounting to Rs. 227.08 crores have been sanctioned to strengthen tourism infrastructure in various States/UTs.
- (iv) The Government is attracting foreign as well as domestic tourists by promoting India through its 18 overseas offices by advertising in print & electronic media, participations in travel fairs, inviting media and Travel Agents, extensive use of Information Technology in tourism promotion, etc.
- (v) Encourage private investment in tourism sector.

(c) The present contribution of tourism industry to GDP is less than 1 per cent.

[*Translation*]**Procurement Price of Cotton**

894. KUMARI BHAVANA PUNDLIKRAO GAWALI:
Will the Minister of TEXTILES be pleased to state:

(a) whether cotton growers of Maharashtra are facing great difficulties this year because of the damage caused to their crops;

(b) if so, whether some of the cotton growers in Maharashtra committed suicide due to this;

(c) if so, the details of procurement price declared by the Government of Maharashtra under Cotton Monopoly Procurement Scheme;

(d) whether the Union Government propose to intervene in this matter and advise the Government of Maharashtra to modify the procurement price;

(e) if so, the details thereof; and

(f) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRI V. DHANANJAYA KUMAR): (a) and (b) Neither the State Government of Maharashtra has informed nor is the Government of India aware of any such incidents in the State of Maharashtra.

(c) The proposed guaranteed prices of cotton, under the Monopoly Procurement Scheme of raw cotton of the State Government of Maharashtra, for the cotton season 2000-01 are as under:

(Rs. per quintal)

Sl.No.	Variety	SUP	FAQ	Fair	Kawadi
Long Staple					
1.	DCH-32/Varlaxmi	1950	1900	1700	650
2.	Laxmi 'A' RHH 259/ MOH 4/Nimkar/Nimkar-101/ Combodia/(V. Laxmi)	1750	1700	1500	650
3.	H4/MCH-5/Nimkar-391 Kranti/H6/Godawari/NDH-1/ G60/(H. Foundation Seed) MECH-1&4	1875	1825	1625	650
Medium Staple					
4.	LRA-5166/NCMH-302/Ajit	1740	1700	1500	650
5.	1007/DHY-286/Rajhans/Somnath MCH-II/Shivnath/Jagannath/H-8/ Ankur-55, Shaktinath	1740	1700	1500	650
6.	L-147/AHH-468/JKHY-1/ LRK-516/AKH-081/PH-93/ Abadita/CNH-36	1690	1650	1450	650
7.	NHH-44 (Vidharbha)	1615	1575	1375	650
8.	NHH 44 (Marathvade & Khandesh)	1590	1550	1350	650
Short Staple					
9.	AK-235 & 237/AKH-4/Jyoti Vimnar/Y-1 Eknath/PA 32/H- 2/081/Rohini/SA-48 (Poomima/AH- 239/AKA-8401/AKH-5/PH-141.)	1575	1550	1350	650
10.	Digvijay/SRT-1/Jayadhar/ Gaorani-22/4616/197-30/CJ-72/ (Sanjay/Jarilla)	1540	1515	1315	650

(d) to (f) In Maharashtra, Raw Cotton Monopoly Procurement Scheme of the State Government is in operation and the Government of India does not intervene in the operation of this scheme.

[English]

Intrusion by Pakistani Fishermen

895. DR. RAMESH CHAND TOMAR:
SHRI NARESH PUGLIA:

Will the Minister of DEFENCE be pleased to state:

(a) whether the Pakistani Navy, not only instigating its fishermen to sail into Indian waters but also projecting some ports on the Gujarat coast as being part of Pakistan's territory as published in the *Hindustan Times* dated October 23, 2000; and

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

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) and (b) Attention of the Government has been drawn to the news item titled "Pak Navy inciting fishermen to sail into Indian waters" that appeared in the *Hindustan Times* dated 23rd October, 2000. A Coast Guard ship apprehended two Pakistani fishing vessels with 37 crew members on 16th October, 2000, 15 nautical miles from Jakhau Light which is 32 nautical miles inside the notional International Boundary Line for fishing illegally in Exclusive Economic Zone of India. These boats were escorted to Okha and handed over to police for appropriate legal action.

Pakistani fishermen have strayed into Indian waters in the past and carried out poaching. Incitement by the Pakistani navy cannot be ruled out.

There have been no known incidents of fishing boats apprehended off the coast of Saurashtra where arms, ammunition and narcotics have been found.

A Joint Coastal Patrolling exercise is in existence along the West coast. This operation is being executed by Navy, Coast Guard, State Police and Customs. Under this arrangement Coast Guard and Navy patrol the Exclusive Economic Zone (EEZ) and intermediate layers. Close coastal layer is patrolled by Navy, Coast Guard, State Police and Customs. Pakistani fishermen intruding into our waters are apprehended and handed over to local police for appropriate legal action.

[Translation]

Operation of Petrol Pumps at Two Places Under One Name

896. SHRI RAMDAS ATHAWALE:
DR. LAXMINARAYAN PANDEYA:
DR. V. SAROJA:

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

(a) the number of petrol pumps closed and shifted from one place to the other place during the last three years, year-wise, company-wise and location-wise;

(b) whether some owners were found operating two petrol pumps under one name at different places;

(c) if so, whether any enquiry has been conducted or is being conducted;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI SANTOSH KUMAR GANGWAR): (a) to (e) Information is being collected and will be laid on the Table of the House.

Self Printing Ticket Machine

897. DR. ASHOK PATEL: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government propose to install self printing ticket machines to curb the circulation of fake printed card tickets in the railways;

(b) if so, the details thereof;

(c) the name of railway stations in which these machines have been installed so far;

(d) the names of the stations where these machines are proposed to be installed during the next year; and

(e) the amount likely to be incurred thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) and (b) Self Printing Ticket Machines are being installed progressively

at important stations, in view of various advantages like availability of tickets of all class/directions/types at one window, speedier issue of tickets and also to curb the circulation of fake printed card tickets.

(c) and (d) The details of railway stations on which Self Printing Ticket Machines have been installed and

the stations on which these machines are proposed to be installed are given in Statement I and Statement II respectively.

(e) As on date, the approximate average cost per Self-Printing Machine is Rs. 1.05 lakh.

Statement I

List of Stations on which Self Printing Ticket Machines have been installed

Central Railway

Mumbai CST	Habibganj	Banda
Dadar	Bina	Dabra
Kurla (T)	Ganj Basoda	Lalitpur
Thane	Vidisha	Morena
Kalyan	Hoshangabad	Gwalior (New)
Pune	Jhansi	Jabalpur
Lonavala	Agra	Katni
Bhopal	Gwalior (old)	Satna
Itarsi	Mathura	Gadarwara
Pipariya	Raja-Ki-Mandi	Jalgaon
Madanmahal	Naihar	Nasik
Narsinghpur	Pulgaon	Amrawati
Sagar	Solapur	Badnera Jn.
Nagpur	Daund	Burhanpur Jn.
Wardha	Gulbarga	Pachora Jn.
Ballarshah	Ahmednagar	Chalisgaon
Betul	Kurduwadi	Manmad
Chandrapur	Shahabad	Bhusawal (North)
Nagpur (Santra Mkt.)	Wadi	Shegaon
Ningangat	Bhusawal (South)	
Amla	Akola	

Eastern Railway

Howrah	Bidhannagar Rd.	Katwa
Sealdah	Barrackpore	Naihati
Patna Jn.	Durgapur	Diamond Harbour

Gaya
Bhagalpur
Asansol
Dhanbad
Bardhaman
Mugalsarai
Dum Dum Jn.
Ballygunge Jn.
Machhlandapur
Sodpur

Northern Railway

Allahabad
Kanpur
Aligarh Jn
Ambala
Saharanpur
Bikaner
Jullandhar City
Amritsar

North Eastern Railway

Lucknow
Gonda
Basti
Gorakhpur

Northeast Frontier Railway

Guwahati

Southern Railway

Mysore
Davangere
Mangalore
Bangalore Cantt.
Bangarapet Jn.
Bangalore City
Shoranur
Calicut

Liluah
Rishra
Shrirampur
Seoraphuli
Chandannagar
Uttarpara
Bally
Tarkeswar
Bongaon

Muradabad
Bareilly
Dehradun
Haridwar
Chandausi/ZTC
Lucknow
Banaras
Jullandhar

Chappa
Siwan
Hajipur
Mujjafarpur

Quilon Jn
Ernakulam North
Alleppey
Ernakulam Jn
Trichur
Guruvayur
Chengannur
Kottayam

Sonarpur
Baruipur
Canning
Budge Budge
Dum Dum Cantt.
Barasat
Kalyani
Ranaghat
Krishnanagar

New Delhi
Panipat Jn.
Sonipat
Meerut City
Ghaziabad
H. Nizamuddin
Pathankot
Delhi

Barauni
Darbhanga
Samastipur

Arakkonam Jn
Katpadi Jn
Madurai Jn
Dindigul Jn.
Tirunelveli Jn.
Tuticorin
Salem Jn.
Erode Jn.

Vellicherry	Alwaye	Coimbatore Jn.
Cannanore	Trivandrum Central	Tiruchchirappalli Jn.
Palghat Jn.	Madras Central	Thanjavur Jn.
Tirur	Madras Egmore	Chengaleput Jn.
<i>South Central Railway</i>		
Secunderabad	Tenali	Tirupati
Hyderabad	Chirala	Raichur
Warangal	Repalle	Guntakal
Khammam	Samalkot	Hubli
Kazipet	Godavari	Miraj
Mahabubabad	Kachiguda	Gadag
Mancherial	Nanded	Kolhapur
Jangaon	Aurangabad	Nellore
Ramagundam	Parbhani	Tuni
Madhira	Jalna	Anakapalli
Jammikunta	Mahabubnagar	Nidadavol
Vijayawada	Nizamabad	Dharmavaram
Guntur	Selu	
<i>South Eastern Railway</i>		
Kharagpur	Bokaro Steel City	Vizianagaram
Howrah	Hatia	Jharsuguda
Balasore	Ranchi	Tata
Gondia	Adra	Rourkela
Itwari	Visakhpatnam	Chakardharpur
<i>Western Railway</i>		
Mumbai Central	Ajmer	Borivali
Surat	Kota	Bandra Terminus
Baroda	Rajkot	Ratlam
Ahmedabad	Bhavnagar	Indore
Jaipur	Anand	
Agra Fort	Ujjain	

Statement II**List of Stations on which Self Printing Ticket Machines are being installed****Central Railway**

Damoh	Multai	Faridabad New Town
Pandarpur	Damangaon	Ballabgarh
Khandwa	Harda	Palwal
Malkapur	Ashok Nagar	Chitrakoothdhamkarvi
Nandura	Guna	Mahoba
Zonal Training	Faridabad	Atarra
School/Bhusawal		
Harpalpur	Kedgaon	Karjat
Muranipur	Telgaon	Dapodi
Kosikalan	Ambemath	Kalyan East
Shirdidam		

Eastern Railway

Belur	Singur	Ballygunge Jn.
Konnagar	Memari	Bidhannagar Rd.
Dankuni	Bolpur	Ranaghat
Chuchura	Nabadwipdham	Krishnanagar
Baidyabati	Bandel	Sodepur
Hind Motor	Dum Dum Jn.	Khardha
Rampurhat	Jadavpur	Belgharia
Bhadreswar	Bagha Jatin	Agarpara
Phulia	Garia	Halisahar
Kiul	Subhasgram	Dhakuria
Mokama	Majerhat	Gomoh
Bakhtiyarpur	Park Circus	Koderma
Patna Saheb	Champahati	Barkakana
Danapur	Santipur	Daltonganj
Ara	Sultanjanj	Renukut
Buxur	New Farakka	Hazaribag Rd.
Patna Jn.	Jamalpur	Malda Town
Dhanbad	Sahebganj	Bhagalpur
Raniganj	Durgapur	Sasaram

Madhupur	Jasidih	Dehri-on-sona
Mugalsarai	Gaya	Bhabua Rd.
Anugraha Narayan Road		
<i>Northern Railway</i>		
Rohtak	Tundla Jn.	Chandausi Jn.
Karnal	Bhatinda	Sahajahnpur
Delhi-Sahadra	Patiala	Najibabad Jn.
Muzzaffarnagar	Hapur	Hardoi
Rewari	Ludhiana	Delhi Cantt.
Delhi Sarai Rohella	Rae-Bareli Jn.	Bara-Banki Jn.
Jammu Tavi	Faizabad	Palimarwar
Jullundur Cantt.	Sultanpur	Merta Road Jn.
Makrana	Pratapgarh Jn.	

* Besides, 80 Self Printing Ticket Machines shall be used for handling Kumbh Mela.

North Eastern Railway

Mau Jn.	Sonpur	Sitapur
Belthra Road	Pilibhit	Lakhimpur
Salempur	Kasganj	Saharsa
Bhatni	Barhni	Khagaria
Ballia	Mankapur	

South Eastern Railway

Bilaspur	Srikakulam Road	Raipur
Durg	Simachalan	Raigarh
Champa	Dongargarh	Cuttack
Bhubaneswar	Vishakapatnam (Gangapuram)	Puri
Khurda Road	Sini	Berhampur
Rayagada	Rajnandgaon	Bhandara Road

Western Railway

Ankleshwar	Nadiad	Ujjain (East)
Bharuch	Nagda	Surat (East)

*[English]***Railway Projects in Jharkhand**

898. SHRI A. NARENDRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government propose to take up projects to expand its network in the State of Jharkhand;

(b) if so, the details thereof; and

(c) the total cost likely to be incurred on these projects, project-wise?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) to (c) Railway investment planning is done keeping in view the integrated requirements of the system. Railway plans are not formulated State-wise or region wise.

However, Railways have undertaken a number of projects which will contribute to the development of railway infrastructure in Jharkhand. Details of these projects including their likely costs are given in the enclosed Statement.

Statement

(Amount in Crores of Rupees)

Sl. No.	Project	Cost	Expenditure up to March, 2000	Budget Outlay 2000-2001	Status
1	2	3	4	5	6

On-going Railway Projects in Jharkhand*New Lines*

1.	Deogarh-Sultanganj	282	0.00	6.00	New work included in the Budget 2000-2001. Final location survey from Deogarh to Katuria (30 km) just completed. Land application for the same section expected to be submitted to State Govt. shortly.
2.	Deogarh-Dumka	180	2.00	1.00	Necessary clearances have been obtained. Final location survey has been completed. Proposal of land acquisition for 11 km has been submitted. Work will be taken up once land becomes available.
3.	Giridih-Koderma	145	4.00	5.00	The requisite clearances has since been obtained. Final location survey has been completed. Paper for land acquisition of first 20 km have been submitted to State Govt. Work will be taken up once land becomes available.
4.	Koderma-Ranchi	491	14.00	25.00	The requisite clearances has since been obtained. Final location survey has been completed up to Hazaribag (63.5 km). Land acquisition and FIS is in progress. Work will be taken up once land becomes available.
5.	Mandarhill-Rampurhat via Dumka	170	4.46	4.00	Final location survey has been completed. Preparation of land acquisition plan & papers is in progress one contract or 2 major bridge has been awarded. Land acquisition papers for 23 km stretch from Mandarhill side have been submitted to State Government.

1	2	3	4	5	6
<i>Gauge Conversion</i>					
1.	Ranchi-Lohardaga with extension to Tori	193	19.45	3.00	The earthwork and minor bridges have been taken up on the Phase-I Ranchi-Lohardaga section. Work of 14 arch bridges casting RCC Box is in progress. Work on minor bridges is in progress. FIS between Tori and Lohardanga has been completed.
<i>Doubling</i>					
1.	Goelkera-Manoharpur 3rd line (Chakradharpur-Bondamunda Section)	187	2.67	10.00	Fresh survey is being conducted for the limited scope to cover the tunnel portion only.
<i>Railway Electrification</i>					
1.	Bokarao Steel City-Muri-Hatia-Bondamunda-Bimlagarh-Kiriburu/Barsuan incl. Purulia-Kotshila	269	202.59	20.00	221 RKMs energised till Mar, 2000. An entire section targeted for completion by Mar. 2002. The project has been delayed due to bad law and order problem and failure of OHE contractor and delay in release of 132 kv supply by DVC/BSEB.
2.	Chandil-Muri Barkakana	45	37.03	3.03	Work has been completed. Residual jobs in hand.
3.	Kusunda-Katrasgarh-Jamuniatanda	16	7.01	2.00	The work is targeted for completion by March, 2001.
4.	Sitampur-Danapur-Mugalasarai	363	321.13	40.20	389 RKMs since energised till Mar' 2000. The progress has been slow due to law and order problem and failure of contractor. Work is now targeted for completion by March, 2002.

Procurement of Cotton by CCI

899. SHRI SHIVRAJ SINGH CHOUHAN: Will the Minister of TEXTILES be pleased to state:

(a) whether the Government have issued any directions to the Cotton Corporation of India for purchase of cotton at support price from the cotton growers in the country;

(b) if so, the details thereof; and

(c) the quantum of cotton purchased during each of the last three years and the current year so far, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRI V. DHANANJAYA KUMAR): (a) and (b) Whenever the market price of kapas (seed cotton) touches the Minimum Support Price (MSP) fixed by the Government, the Cotton Corporation of India Ltd. (CCI), a Central PSU, undertakes support price operation and purchases kapas, without any quantitative limit, in all cotton growing States except Maharashtra where the Monopoly Procurement Scheme of cotton of the State Government is in operation.

(c) The quantum of cotton purchased during each of the last three cotton season (October-September) and the current year so far, State-wise are as under:—

(Quantity in lakh bales of 170 kg. each)

State	1997-98	1998-99	1999-2000	2000-01 (upto 10.11.2000)
Punjab	0.238	0.155	0.357	0.166
Haryana	0.335	0.050	0.185	0.141
Rajasthan	0.974	0.625	1.239	0.496
Gujarat	2.485	1.720	1.128	0.160
Madhya Pradesh	1.891	0.348	0.442	0.211*
Andhra Pradesh	1.935	1.185	1.228	0.375
Karnataka	0.236	0.175	0.166	0.011
Tamil Nadu	0.004	0.015	0.027	0.004
Others	0.020	0.020	0.306	0.000
Total	8.118	4.293	5.078	1.564

(*Including the State of Chhatisgarh)

Compulsory use of Jute Bag in Packaging900. SHRI RUPCHAND PAL:
SHRI MAHBOOB ZAHEDI:

Will the Minister of TEXTILES be pleased to state:

(a) whether Cabinet Committee on Economic Affairs has recently revised their earlier decision on compulsory use of jute bag in packaging of foodgrains, sugar and fertilizers;

(b) if so, the details of recommendations made therein;

(c) whether the notification has been issued in this regard; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRI V. DHANANJAYA KUMAR): (a) to (d) The order dated 30.6.2000 for Compulsory use of Jute Packaging was extended from time to time and was valid upto 31.10.2000 or until further orders whichever is earlier. Keeping in view of large size of jute crop, quantity of production of Foodgrains and Sugar, the impact of introduction of 50 kg. Bags etc, the Government considered and approved the reservation under JPM Act, 1987 for the balance period of jute year 2000-2001 as follows:—

Foodgrains-100%, Sugar-100% and Urea-20%. This has been notified in the Gazette of India on 25.10.2000, thus bringing the aforesaid mandatory provision in force w.e.f. 25.10.2000 valid till 30.06.2001.

Entrance Fee for Monuments901. SHRI G. PUTTA SWAMY GOWDA:
SHRI INDRAJIT GUPTA:
SHRI TRILOCHAN KANUNGO:
SHRI K. YERRANNAIDU:
SHRI PRAHLAD SINGH PATEL:
SHRI AJOY CHAKRABORTY:

Will the Minister of TOURISM AND CULTURE be pleased to state:

(a) whether the Government have recently raised the entrance fee for some monuments, particularly Taj Mahal both for Indian and foreign tourists;

(b) if so, the details thereof, separately, monument-wise alongwith the reasons therefor;

(c) the earlier rate of entrance fee charged, monument-wise;

(d) the rules/policy under which this fee has been fixed/raised;

(e) whether the Government have received representations against this move;

(f) if so, whether this move will affect the arrival of tourists in the country; and

(g) if so, the details thereof and the reaction of the Government thereto?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRI ANANTH KUMAR): (a) Yes, Sir.

(b) and (c) The entry fee for fourteen World Heritage Monuments which includes the Taj Mahal has been enhanced from Rs. 5/- to Rs. 10/- for Indian citizens and US\$ 10 for others. In other monuments which are not World Heritage monuments, the entry fees has been raised from Rs. 2/- to Rs. 5/- for Indian citizen and US\$ 5 for others.

(d) The entrance fee is charged as per the provisions of Ancient Monuments & Archaeological Sites and Remains Act, 1958 and the Ancient Monuments & Archaeological Sites and Remains Rules, 1959.

(e) The Government have received some representations from sections of the travel trade in this regard.

(f) and (g) As the revised entrance fee has come with effect very recently it would be premature to speculate in this regard.

Electoral Reforms

902. SHRI PRABHAT SAMANTRAY: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether the Government have a proposal to introduce electoral reforms in the country;

(b) if so, the details thereof; and

(c) the steps taken in this matter?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS AND MINISTER OF SHIPPING (SHRI ARUN JAITLEY): (a) to (c) Yes, Sir. The Government is working out modalities for enacting a fresh batch of electoral reforms. It intends to introduce in the current session of

Parliament a Bill seeking to extend the current constitutional embargo and undertaking a fresh delimitation of electoral constituencies up to the year 2026 and simultaneously undertake readjustment and rationalization of electoral constituencies, including those reserved for the Scheduled Castes and the Scheduled Tribes, based on the population census for the year 1991, without affecting the number of seats allocated to States in the legislative bodies. The recommendations on electoral reforms contained in the 170th Report of the Law Commission and the suggestions of the Election Commission of India have been received by the Government. The electoral reforms are an ongoing process and can be carried out only after evolving political consensus. The Government intends to continue interaction with the political parties on various proposals to carry forward the process of electoral reforms.

Growth Rate of Air Traffic

903. DR. JASWANT SINGH YADAV: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether domestic and international air traffic has maintained its average growth rate during the first eight months as compared to the last year;

(b) if so, the details thereof; and

(c) the steps being taken by the Government to boost air traffic growth?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) and (b) During the first eight months of the current year, the domestic passenger traffic has registered higher growth rate over the similar period of last year. However, during the same period international passenger traffic to and from India has remained almost at the same level as in the previous year. A Statement showing growth of passengers traffic during the first eight months of the year 1999 and 2000 is enclosed.

(c) A number of air services agreements have been signed at the Government level which will give boost to passenger traffic growth in future. In addition, Indian Airlines have resumed their flights to Kathmandu recently.

Statement*Statement Showing Passengers Carried During First Eight Months of the year 1999 and 2000*

(Passenger Carried in Lakhs)

Year	1999		2000	
	Domestic	International	Domestic	International
MONTHS				
January	10.26	10.02	10.67	9.93
February	9.19	8.98	10.66	9.48
March	8.88	9.61	10.37	10.12
April	9.26	9.21	10.92	9.9
May	10.12	9.39	11.41	9.73
June	9.23	9.29	10.57	9.88
July	9.12	9.65	10.16	10.21
August	9.49	9.54	10.06	9.98
Total	75.55	75.69	84.82	79.23
Growth Rate	0.3	4.9	12.3	4.7

Contract to Reliance Enron by ONGC

904. SHRI DINESH CHANDRA YADAV:
SHRI RAMJIVAN SINGH:

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

(a) whether any files relating to important deal with the Reliance Enron, joint venture, is missing;

(b) if so, the details thereof;

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

(d) if so, the outcome thereof; and

(e) the action taken against the guilty officials by the Government in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY

AFFAIRS (SHRI SANTOSH KUMAR GANGWAR): (a) and (b) Central Bureau of Investigation has intimated that a Preliminary Enquiry (PE) was taken up by them on the allegation of favour caused to the consortium of Reliance-Enron in the award of Panna Mukta oil field. Before registration of the PE, a part II file of the complaint was opened in CBI and this part II file was found missing.

(c) Yes, Sir.

(d) and (e) During the equity, it was found that part II file was destroyed by Sh. Murli S. Iyanger, the then Complaint Clerk of CBI, Mumbai at the instance of Sh. Y.P. Singh, the then Superintendent of Police, CBI, Mumbai. Regular departmental action for major penalty was recommended against both S/Shri Murli S. Iyanger and Y.P. Singh. A punishment of reduction in pay by two stages for a period of five years has been imposed on Sh. Murli S. Iyanger after the completion of the departmental proceedings. A charge memo has been issued against Sh. Y.P. Singh by the Government of Maharashtra as a first step towards conducting departmental proceedings.

Consumption and Requirement of LPG

905. COL. (RETD.) SONA RAM CHOUDHARY:
SHRI KIRIT SOMAIYA:
SHRI RAJO SINGH:

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

(a) the Annual consumption of petrol, diesel and LPG in the country during the last two years, year-wise;

(b) whether the Government have assessed the anticipated additional requirement of LPG for domestic use and commercial use in the country during the next three years, year-wise;

(c) if so, the details thereof;

(d) whether the indigenous production of petrol, diesel and LPG is sufficient to meet the growing demand in the country; and

(e) if not, the quantity imported of the same including crude oil during the last two years and the quantity proposed to be imported during the next 2-3 years?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI SANTOSH KUMAR GANGWAR): (a) The annual consumption of Petrol, Diesel and LPG in the country including imports/sales by private parties during the last two years is as given below;—

(Figs. in TMT)

	1998-1999	1999-2000
Petrol	5507	5909
Diesel	37217	39295
LPG	5352	6422

(b) and (c) PSU oil companies have entrusted a demand study/survey on an all India basis to an agency with specific terms of reference to assess the LPG demand in the country for each year from 2000-2001 to 2009-10 for different sectors including Automotive Sector.

(d) During the current year (2000-2001), the indigenous production of Petrol and Diesel is sufficient to meet the demand in the country. Indigenous production of LPG is not sufficient to meet the demand in the country and the gap between supply-demand is being met by imports.

(e) The actual imports of crude oil, Petrol, Diesel and LPG including imports of Private Sector for the last two years 1998-1999, 1999-2000 are given as under:

(Figs. in TMT)

	1998-1999	1999-2000
Crude Oil	39808	57805
Petrol	251	—
Diesel	10231	5006
LPG	1722	1587

Quantity proposed to be imported during the next 2-3 years has not been assessed.

Smuggling of Indian Cultural Equipments

906. SHRI P.D. ELANGO VAN: Will the Minister of TOURISM AND CULTURE be pleased to state:

(a) whether the Government have complete record on the details of the Indian Cultural equipments, artifacts and treasure troves smuggled and found in the various Museums all over the world;

(b) if so, the details thereof; about the mode of disposal of the treasure finds which include ornaments, coins, icons, and other antiquities of Metal (Gold, Silver, Copper, Bronze, Brass, Iron), Stone, Terracotta, Ivory, Horn, Sandal and other wood, etc. in the various Museums all over the world;

(c) whether the Government have asked these Museum Directors and curators to furnish the details of the Indian antiques deposited or found in the respective Museums;

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

(e) if not, whether the Government propose to send a archaeologists and antique experts from India to the various Museums all over the world to collect data on the Indian antiquities and art objects found in these Museums; and

(f) if so, the details thereof?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRI ANANTH KUMAR): (a) to (f) Prior to Independence, a large number of cultural objects had moved from the Indian Subcontinent to different parts of the world. These objects are scattered among innumerable museums and private collections. There is no international

covenant for the restitution of such objects. Further, because of partition of the Indian Subcontinent, there would be competing claims about the country of origin of these objects. In view of this, building a complete record of such objects is not only time consuming and problematic but also unlikely to yield practical results so far as restitution is concerned. According to the information available, no country has prepared such a record.

After Independence, the Antiquities (Export Control) Act, 1947 was promulgated in 1947, which was succeeded by the enactment of the Antiquities and Art Treasures Act, 1972. Under this Act, illegal export is a crime for which the assistance of Interpol can be vailed. Further, in respect of the countries, which are signatories to the UNESCO Convention on "Means of Prohibiting and the Illicit Imports, Export and Transfer of Ownership of Cultural Property" action can be initiated as per the provisions of the Convention. The Archaeological Survey of India (ASI) has been taking action wherever the instances of objects being taken illegally out of the country have come to its notice. During the last fifteen years, ASI has recovered the following art objects:

1. Stucco Heads, Nalanda (Bihar)
2. Two Sunga Pillars of 2nd Century B.C., Surajkund, Amin (Haryana).
3. Terracotta Yakshi, Tamluk, Midanapur District (West Bengal).
4. Nataraja, Tiruvilakkudi, Tanjore District (Tamil Nadu)
5. Nataraja, Sivapuram, Tanjore District (Tamil Nadu)
6. Nataraja, Pathur, Tanjore District (Tamil Nadu)
7. Image of Buddha, Bodh Gaya (Bihar)
8. Image of Krishnajanma, Dhubela, Chhatrapur District (Madhya Pradesh).
9. Paintings, Chandigarh Museum (Chandigarh)
10. Terracotta figure, Bhitargoan (Uttar Pradesh).
11. Image of Lakulisa, Jageswar, Almora District (Uttar Pradesh).

[*Translation*]

Recruitment in I.T.D.C.

907. SHRI SUNDER LAL TIWARI: Will the Minister of TOURISM AND CULTURE be pleased to state:

(a) whether attention of the Government has been drawn to the news-item captioned "Aarthik Sankat ke Bavjood I.T.D.C. Mein Nayee Barti Jaari appearing in the 'Rashtriya Sahara' dated October 17, 2000;

(b) if so, the details of various orders issued by the Government to put a check on recruitments on senior posts since January, 1999 alongwith the dates thereof; and

(c) the steps taken by the Government to ensure compliance of the said orders?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRI ANANTH KUMAR): (a) Yes, Sir.

(b) and (c) Government have issued instructions from time to time on austerity measures like ban on creation of Plan and Non-plan posts, 10% cut in posts, etc. The prescribed procedures etc. in this regard are followed.

[*English*]

Medical Allowance to Pensioners

908. SHRIMATI RENUKA CHOWDHURY: Will the Minister of RAILWAYS be pleased to state:

(a) whether some categories of pensioners are not eligible for medical allowance of Rs. 100 per month;

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

(c) whether any representations have been received from the All India Railwaymen's Association for extending the allowance facilities to the excluded categories of pensioners; and

(d) if so, the details thereof and the steps taken by the Government thereon?

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

(b) Railway Pensioners/Family Pensioners residing within the jurisdiction of the City/Town/Municipality etc., where Railway Medical facilities other than a Lock-up dispensary exist, are not entitled for grant of Medical Allowance.

(c) and (d) Yes, Sir. All India Railwaymen's Federation and National Federation of Indian Railwaymen have demanded that option for Medical Allowance be made available to Railway Pensioners/Family Pensioners who are residing within Municipal limits, but more than one

and a half kilometre away from Railway Hospital/Health Unit. Unlike CGHS dispensaries, Railway Hospitals and Health Units cater to a larger area with a much larger network. Moreover, such of the pensioners living within the Municipal limits where Railway Hospitals/Health Units exist would become ineligible for OPD treatment if they opt for Medical Allowance. Therefore, it may neither be practicable nor in the interest of the pensioners to extend the facility further.

Selling of Closed N.T.C. Textile Mills

909. SHRI CHANDRAKANT KHAIRE:
SHRI ANANADRAO VITHOBA ADSUL:

Will the Minister of TEXTILES be pleased to state:

(a) whether the Government propose to sell of the closed N.T.C. Textile Mills; and

(b) if so, the details thereof along with the reason therefor?

THE MINISTER OF STATE IN THE MINISTRY OF TEXTILES (SHRI V. DHANANJAYA KUMAR): (a) and (b) The Govt. has approved the following broad approach for all the mills of the eight sick subsidiaries of NTC:—

- (i) There will be a unit by unit assessment to decide whether a unit is revivable or non-revivable;
- (ii) All revivable units will be revived;
- (iii) Non revivable units will be closed and attractive VRS option(s) will be made available to the employees.

NTC has made necessary submission before BIFR on the above lines.

Stand Alone Refinery

910. PROF. UMMAREDDY VENKATESWARLU:
Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the economic status of the joint sector MRPL, Mangalore Refinery;

(b) whether joint sector stand alone refineries have not given any benefits to withstand the gradual liberalisation of the oil sector;

(c) if so, the reasons therefor; and

(d) the steps Government propose to take to protect the investment of small shareholders in such projects?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI SANTOSH KUMAR GANGWAR): (a) The Company has suffered heavy financial losses during the years 1999-2000 and 2000-2001 (upto 30.9.2000).

(b) to (d) As part of the deregulation in the oil sector, following steps have been taken by the Government:—

Applicable for all refineries:—

- (i) Dismantling of Administered Pricing Mechanism for refineries from 01.04.1998.
- (ii) Deregulation of marketing of petroleum products excepting Motor Spirit, High Speed Diesel, Aviation Turbine Fuel, Liquefied Petroleum Gas and Kerosene.
- (iii) Oil companies having underlying exposure in crude/petroleum products have been allowed to hedge the commodity price risks.

Applicable for Joint Sector/Private Sector Refineries:—

- (i) Permission has been granted to purchase crude requirements on their own.

Employment to Displaced Persons

911. SHRI K.P. SINGH DEO:
SHRIMATI HEMA GAMANG:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways have any scheme or policy to appoint a member of those families who have been displaced as a result of acquisition of land for a project in group 'C' and 'D' posts;

(b) if so, the details thereof;

(c) whether it is being implemented in all the Railway projects under South Eastern Railway; and

(d) if so, the details thereof?

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

(b) The extant instructions on the Railways provide for preferential employment of one member each of the families whose land has been acquired by the Railways for Railway Projects. Such dispensation is, however, restricted to the first recruitment or the recruitments made

during the first two years after acquisition of land', whichever is later.

(c) Yes, Sir.

(d) At present, the Recruitment process for Talcher-Sambalpur new line is in progress on South Eastern Railway. As regards the remaining projects on that Railway, detailed information is being collected and will be laid on the Table of the House.

Rail Blockade in Orissa

912. SHRI BASU DEB ACHARIA: Will the Minister of RAILWAYS be pleased to state:

(a) whether attention of the Government has been drawn to the Rail Blockade movement in Orissa to protest against the neglect of the railway system in Orissa and similar other demands;

(b) if so, the details thereof;

(c) the steps taken by the Government to fulfill the demands of the agitators; and

(d) the new projects sanctioned for Orissa during 2000-2001?

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

(b) Rail Blockade in Orissa was restored to by various political parties and organisations on 43 occasions to draw the attention of the Government to their demands like passenger halts, level crossing gates, new trains, stoppage to existing trains, passengers amenities, functioning of East Coast Railway Zone and employment in railways etc.

(c) The demands have been examined on their merit and necessary action taken where ever justified.

(d) Doubling of Khurda Road—Puri Ph.I has been included in 2000-2001 rail budget.

Late Arrival of TTEs

913. SHRI SHEESH RAM SINGH RAVI: Will the Minister of RAILWAYS be pleased to state:

(a) the time by which the T.T.Es and other concerned officials have to report in a train before its departure at the starting point;

(b) whether the Government are aware of the difficulties being faced by the passengers due to late arrival of the T.T.Es and other concerned officials;

(c) if so, the number of cases came to the notice of the Government during 1999-2000 and till date; and

(d) the action taken by the Government against the late comer TTEs and other concerned officials?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) The Travelling Ticket Examiners are required to report half-an-hour before the scheduled departure of the train at the starting point.

(b) to (d) Yes, Sir. Passengers are likely to face certain problems due to late arrival of Travelling Ticket Examiners. However, no separate statistics are maintained regarding this specific aspect of working. Suitable departmental action is taken against defaulting staff whenever such cases come to notice.

Duty free shop at Cochin Airport

914. SHRI SURESH KURUP: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether there is a proposal to start duty free shop at Cochin Airport; and

(b) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) and (b) Cochin Airport is owned by the Cochin International Airport Ltd., (CIAL) a Government of Kerala undertaking. Therefore various facilities including duty free shops are to be provided by CIAL.

12.00 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 Reserve and Auxiliary Air Force Act (Amendment) Rules, 2000 (Hindi and English versions) published in Notification No. S.R.O. 140 in Gazette of India dated the 1st July, 2000, under sub-section (4) of section 34 of the Reserve and Auxiliary Air Force Act, 1952.

[Placed in Library, See No. LT 2394/2000]

(2) A copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619A of the Companies Act, 1956:—

- (a) (i) Review by the Government of the working of the Bharat Electronics Limited, Bangalore, for the year 1999-2000.
- (ii) Annual Report of the Bharat Electronics Limited, Bangalore, for the year 1999-2000 along with Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library, See No. LT 2395/2000]

- (b) (i) Review by Government of the working of the Bharat Earth Movers Limited, Bangalore, for the year 1999-2000.
- (ii) Annual Report of the Bharat Earth Movers Limited, Bangalore, for the year 1999-2000 along with Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library, See No. LT 2396/2000]

[Translation]

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI HUKUMDEO NARAYAN YADAV): Mr. Speaker, Sir, I beg to lay on the Table—

- (1) (i) A copy of the Annual Report (Hindi and English versions) of the Seamen's Provident Fund Organisation (Navik Bhavishya Nidhi), Mumbai, for the year 1999-2000, along with Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Seamen's Provident Fund Organisation (Navik Bhavishya Nidhi), Mumbai, for the year 1999-2000.

[Placed in Library, See No. LT 2397/2000]

12.02 hrs.

[Translation]

REPORTS OF THE COMMITTEE ON THE WELFARE OF SCHEDULED CASTES AND SCHEDULED TRIBES

SHRI KARIYA MUNDA (Khunti): Mr. Speaker, Sir, I present a copy of the following Reports (Hindi and English

versions) of the Committee on the Welfare of Scheduled Castes and Scheduled Tribes including minutes (Hindi and English versions) of the sittings of the Committee relating thereto:—

- (1) Sixth Report on the Action Taken by Government on the recommendations contained in Third Report (12th Lok Sabha) on the Department of Tourism—Reservation for and Employment of Scheduled Castes and Scheduled Tribes in India Tourism Development Corporation Limited.
- (2) Seventh Report on the Action taken by the Government on the recommendations contained in Fourth Report (12th Lok Sabha) on Ministry of Finance Department of Economic Affairs (Banking Division)—Reservation for and employment of Scheduled Castes and Scheduled Tribes in Canara Bank and credit facilities provided by the bank to them.
- (3) Eighth Report on Ministry of Tribal Affairs—Working of Integrated Tribal Development Projects in Madhya Pradesh.

12.02¹/₂ hrs.

[English]

MOTION RE : FOURTEENTH REPORT OF BUSINESS ADVISORY COMMITTEE

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION TECHNOLOGY (SHRI PRAMOD MAHAJAN): I beg to move:

"That this House do agree with the Fourteenth Report of the Business Advisory Committee presented to the House on the 22nd November, 2000."

MR. SPEAKER: The question is:

"That this House do agree with the Fourteenth Report of the Business Advisory Committee presented to the House on the 22nd November, 2000."

The motion was adopted.

SPECIAL MENTIONS

MR. SPEAKER: Now, the House will take up the 'Zero Hour'. Shri Sis Ram Ola.

...(Interruptions)

DR. GIRIJA VYAS (Udaipur): Sir, you have called me yesterday. Kindly allow me to speak after him. The matter is the same. ...*(Interruptions)*

SHRI BASU DEB ACHARIA (Bankura): Sir, we have given a notice for an Adjournment Motion on the hike in the petroleum prices. ...*(Interruptions)*

MR. SPEAKER: Shri Basu Deb Acharia, we will decide the matter in the Business Advisory Committee meeting.

...*(Interruptions)*

SHRI BASU DEB ACHARIA: Adjournment Motion cannot be decided in the BAC meeting. ...*(Interruptions)*

MR. SPEAKER: We will decide in what form this matter can be discussed in the Business Advisory Committee meeting.

...*(Interruptions)*

SHRI BASU DEB ACHARIA: Sir, you will have to decide it just now. ...*(Interruptions)*

MR. SPEAKER: You have given a notice for an Adjournment Motion. I have taken note of it. We will decide in what form this matter can be discussed in the BAC meeting.

...*(Interruptions)*

SHRI BASU DEB ACHARIA: It has to be decided on the floor of the House. ...*(Interruptions)*

MR. SPEAKER: I am calling one by one.

SHRI BASU DEB ACHARIA: Sir, you allow us to say on this matter. ...*(Interruptions)*

MR. SPEAKER: Shri Basu Deb Acharia, you have given a notice for an Adjournment Motion. We will decide in what form this matter can be discussed in the Business Advisory Committee meeting.

...*(Interruptions)*

MR. SPEAKER: Yesterday we have discussed one Adjournment Motion. About the other one, we will decide in what form it can be discussed in the BAC meeting.

...*(Interruptions)*

[Translation]

SHRI SIS RAM OLA (Jhunjhunu): Mr. Speaker, Sir, you have asked me to speak on famine situation of Rajasthan. ...*(Interruptions)*

[English]

SHRI SOMNATH CHATTERJEE: (Bolpur) Sir, under the rules, you have to give your decision on the admissibility or otherwise. ...*(Interruptions)*

MR. SPEAKER: It is under my consideration.

SHRI SOMNATH CHATTERJEE: Sir, if you are kind enough to say that there will be a full-fledged discussion on this matter, then it is a question of fixing a date because we cannot give up the issue. There are compromises on the part of the NDA allies. They have surrendered and they have succumbed. ...*(Interruptions)*

SHRI SUDIP BANDYOPADHYAY: (Calcutta North West): They are equally divided. ...*(Interruptions)*

MR. SPEAKER: It is under my consideration.

...*(Interruptions)*

SHRI SUDIP BANDYOPADHYAY: Sir, it is unfortunate that the Opposition is divided on these important issues. ...*(Interruptions)*

SHRI SOMNATH CHATTERJEE: No, Sir. I would like to ask Shri Yerrannaidu as to why they have gone back. ...*(Interruptions)* Let us know as to what is the attitude of NDA allies. ...*(Interruptions)* Shri Ram Naik, why are you going? Please wait for a minute.

All these pittances and all these gimmicks do not help the interest of the people and the country. We want to have a discussion on this issue. We have brought in an Adjournment Motion. Ordinarily it should be discussed. Sir, if you assure us that there will be a full-fledged discussion on this matter at an early date, certainly we shall abide by your kind decision.

MR. SPEAKER: We will decide how and in what form we have to discuss the matter.

...*(Interruptions)*

SHRI SIMRANJIT SINGH MANN (Sangrur): There has been a massacre.

[Translation]

MR. SPEAKER: You please sit down. You would also be given the chance to speak.

SHRI SIS RAM OLA: Rajasthan is facing famine like situation for the third consecutive year ...*(Interruptions)*

[English]

MR. SPEAKER: If you permit me, I can complete all the notices. There are almost 47 notices. Please do not disturb the Chair.

[Translation]

SHRI SIS RAM OLA: With your permission, I would like to raise the famine like situation in Rajasthan for the third consecutive year. Out of the existing 41,500 villages and 32 districts of Rajasthan, 30,583 villages and 31 districts are in the grip of severe famine. Problem of drinking water and fodder has become serious there. Last year fodder came from Punjab during July, August and September which saved the life of animals although these months are favourable for the growth of grass in Rajasthan. However, failure of rains in these months lead to this situation. Udaipur is known as the city of lakes but all of them have dried up and drinking water is made available after the gap of 3-4 days. You can very well imagine the availability of drinking water in other districts like Jhunjhunu, Sikar, Churu, Nagaur, Bikaner etc. which were already facing the shortage of water. Water level has gone down. ...*(Interruptions)*

[English]

MR. SPEAKER: Dr. Girija Vyas, you have also given the notice on the same subject. You can also associate with Shri Sis Ram Ola on the same subject.

[Translation]

SHRI SIS RAM OLA: Through you, I would like to inform the Union Government that Rajasthan has no funds to take up the relief works...*(Interruptions)*

MR. SPEAKER: You please sit down.

SHRI SIS RAM OLA: I will put forth my views. I would not sit without completing my speech.

MR. SPEAKER: Now you have to wind up.

SHRI SIS RAM OLA: I will sit down only after completing my speech. I have given the notice.

MR. SPEAKER: Other hon'ble Members are also waiting for their turn.

SHRI SIS RAM OLA: What does it mean? I will submit my views.

MR. SPEAKER: Two minutes time is provided during Zero Hour.

DR. GIRIJA VYAS: Sir, let him speak, it is a very serious problem. ...*(Interruptions)*

MR. SPEAKER: How much time you will take during Zero Hour?

SHRI SIS RAM OLA: I have not yet started and I am being told to sit down. I would like to submit that there is no fodder for the cattle and agricultural labourers have become jobless. Farmer has been ruined. Rajasthan is a State whose economy depends upon livestock but famine has badly affected the livestock. I would like to request that Rajasthan should be provided foodgrains free of charges from over flowing godowns of F.C.I. to provide job opportunities for the labourers and to initiate the relief work. Rajasthan Government has no calamity relief fund. Drinking water should be made available alongwith providing the job opportunity for the people. ...*(Interruptions)*

MR. SPEAKER: Please sit down.

SHRI SIS RAM OLA: If the timely financial assistance is not provided by the Union Government, it will be difficult to control the situation. Rajasthan Government is facing economic crisis and people are migrating to other places in search of jobs. Considering the serious situation of Rajasthan, drinking water and fodder for the cattle should be made available. Relief works should be started immediately so that people could get the jobs. With these words, I conclude.

PROF. RASA SINGH RAWAT (Ajmer): Sir, I also belong to Rajasthan and should be given the opportunity to speak too. ...*(Interruptions)*

MR. SPEAKER: Had you given the notice?

PROF. RASA SINGH RAWAT: I had given the notice yesterday. Serious famine like situation is prevailing in Rajasthan...*(Interruptions)*

MR. SPEAKER: Zero hour has a fixed procedure and as per the procedure, notice should be given much earlier on first come first basis.

PROF. RASA SINGH RAWAT: Congress Government has completely failed there. State Government is totally ineffective there. ...*(Interruptions)*

[English]

MR. SPEAKER: This will not go on record.

[Translation]

You please sit down. It is against the procedure. You should have given the notice if it is such an important issue.

DR. GIRIJA VYAS: Mr. Speaker, Sir, through you, I would like to draw the attention of the House not only towards the lackadaisical approach of the Central Government but also towards its cruelty. As Shri Ola has stated that it is the third consecutive year of drought but for the other 18 districts of the States, it is the fourth year. As per the recent Girdavari report 31 out of 32 districts have been declared as drought affected and approximately 4 crore people and 4 crore livestock have also been affected. We have demanded Rs. 2367 crore from the Central Government but no reply has been given by the Government in this regard. We are grateful to Central Government for providing drinking water through tankers but unfortunately, an amount of Rs. 180 crores earmarked for the State under Pradhan Mantri Gramodaya Yojana has not released so far which could have provided some succour to us. State Government has planned to provide employment to three lakh people in December for which a sum of Rs. 1560 crore would be required. Through you, I would like to request the Central Government to release the earmarked amount soon. Likewise Rs. 3620 crore will be required for animal protection. I request you to also release that amount. One more thing I would like to request you that a team of Members of Parliament should be sent to the States in the grip of severe drought. None of the allied parties of N.D.A. Government is in power in those States, therefore, Centre is adopting discriminately attitude towards these States. Shri Somanth Chatterjee has also mentioned that the same attitude is being adopted for the other States too. Please issue direction to the Government in this regard immediately.

MR. SPEAKER: You have given the notice for two issues. So which issue you are raising?

YOGI ADITYANATH (Gorakhpur): I am speaking on a specific issue. Mr. Speaker, Sir, through you, I want to draw the attention of the Government of India towards the killing of innocent Hindu and Sikh truck drivers that took place in Jammu and Kashmir yesterday. Definitely, the manner in which the Hindus are being brutally killed in Jammu & Kashmir region for the last one decade, is a warning for the whole country. The killings of innocent Hindus and Sikhs in Kashmir should be immediately stopped and the Pakistan backed extremists in Kashmir should be strictly dealt with...*(Interruptions)*

SHRI MADAN LAL KHURANA (Delhi Sadar): A statement should be given in this regard.

[English]

SHRI SIMRANJIT SINGH MANN: Mr. Speaker, Sir, I wish to draw your attention to the Sikhs killed in Kashmir in a cold-blooded manner. We want a statement to be made by the hon. Minister of Home Affairs.

In March, 43 Sikhs were gunned down in Chittisinghpura and we want a statement to be made by the hon. Minister of Home Affairs about what steps he is taking to safeguard the interests of the minorities, the Sikhs and other communities residing in Jammu and Kashmir.

[Translation]

SHRI MADAN LAL KHURANA: A statement should be given about this incident. This is all I want to say.

SHRI RATILAL KALIDAS VARMA (Dhandhuka): Mr. Speaker, Sir, Gujarat is in the grip of drought for the last two-three years. Expected rainfall has not taken place. Consequently, the farmers are in dire straits since their crops had been destroyed. The cattle are also being lost because they are getting no fodder. Drinking water is also scarce. On an average in Gujarat rainfall is reported for 120 days in a year, but last year there was rains were reported for 26 days. Rainfall was 114% in the year 1998, but in the year 1999, it was only 73%. Consequently, kharif crop has been severely damaged. Besides, groundnut has also been affected. The production of millet (Bajra and Jowar), rice and cotton has not been as per the expectations. Because of the scanty rainfall, 21 districts of Gujarat have come under the spell of drought. The scanty rainfall has affected 175 tehsils and 5575 villages. Out of these 5463 villages are worst affected and there is severe shortage of fodder. On the whole 11020 villages are in the grip of drought. Gujarat Government has formulated a Master Plan to tackle the drought situation, under which, the animals will get fodder, people will get water and also employment through relief works. The Central Government had earlier provided wagons for the transportation of fodder and water. This arrangement should be made once again. The Minister of Water Resources should provide funds from the Special Fund. In addition, the Food Ministry should make available for drought victims wheat and rice at the rates of Rs. 2 per kg. and Rs. 3 per kg. respectively.

Finally, I would like to say that the Gujarat Government has, under the Sardar Sarovar Project, dues

outstanding against Madhya Pradesh of Rs. 786 crore, against Maharashtra Rs. 195 crore and against Rajasthan Rs. 290 crore. I request the Government of India to direct these States to clear the dues immediately so that drought relief works are accelerated.

SHRIMATI BHAVNABEN DEVRAJBHAI CHIKHALIA (Junagarh): Mr. Speaker, Sir, I will not repeat what Shri Ratilal ji has said. It is second successive year of famine in Gujarat. It has affected 10341 villages. Through you, I request the Central Government, to accept the demands of the Gujarat Government. The arrangements Ministry of Agriculture had made last year, should be made this year also. Dues outstanding against the neighbouring States such as Rajasthan, Maharashtra and Madhya Pradesh under the Narmada Project should be paid to us immediately.

SHRI P.S. GADHAVI (Kutch): Mr. Speaker, Sir, I have also given a notice on the same subject.

MR. SPEAKER: Your name is not in the list.

SHRI RAMJILAL SUMAN (Firozabad): Mr. Speaker, Sir, the number of tourists visiting Agra is continuously decreasing. The entry ticket of the world famous monument, Taj Mahal has been kept at Rs. 960 for foreign tourists while for domestic tourists it is Rs. 120. No other monument in the world discriminates like that in the sale of tickets. It has led to decrease in the arrival of tourists and the hotel business and handicraft business of Agra has been greatly affected. There was no entry fee for Taj Mahal before 1960. The rate of ticket was 25 paise when the shooting of Dilip Kumar-starrer 'Leader' took place there. It was later raised to 50 paise. Now it is Rs. 960.

12.19 hrs.

[MR. DEPUTY SPEAKER *in the Chair*]

The offering of 'namaaz' has been prohibited in the Mughal monuments having mosques, except in Taj Mahal. Entry in Taj Mahal used to be free on Friday, because 'namaaz' was offered on that day. But there is tension since the last three Fridays, because people have to buy tickets on that day also, which, in a way, has prohibited them from offering 'namaaz'. The interference of the Local Development Authority has increased to a great extent. Therefore, I request that the imposition of entry fee for Fridays be withdrawn so that the people could offer 'namaaz' on that day.

[*English*]

SHRI G.M. BANATWALLA (Ponnani): Sir, my support to the submission be recorded. That is all.

SHRI PRAVIN RASHTRAPAL (Patan): Mr. Deputy Speaker, Sir, I want to invite the attention of the Government to a very important matter...(*Interruptions*)

[*Translation*]

MR. DEPUTY SPEAKER: I will call you later. Please sit down. It is not possible to hear two three persons simultaneously.

...(*Interruptions*)

MR. DEPUTY SPEAKER: If you continue to rise like that, I will call your name in the last.

[*English*]

SHRI PRAVIN RASHTRAPAL: Sir, with highest respect to the *Jawans*, I want to bring on record that the Indian Defence Minister, because he is the Convenor of the NDA, is not performing his duties as he is expected to. I want to invite the attention of this House that a helicopter was shot down on 12.11.2000 on the Indo-Pak border near Bhuj which is hardly fifteen kilometres from the international border. It was an Air Force helicopter. But till today, the Government has not clarified whether it was a helicopter crash or the helicopter was shot down by the Pakistani military. Even after the accident, the Government of India or the Government of Gujarat has not rendered any assistance to the BSF officers who died on the spot and who were injured. According to my information, the hon. Defence Minister was in Ahmedabad on that particular day.

MR. DEPUTY SPEAKER: Please conclude now.

SHRI PRAVIN RASHTRAPAL: The Home Minister visited the spot after one week. I would like to know what is the exact nature of the accident, who were in the helicopter, whether it was shot down by the Pakistani Government or it was a crash, why our intelligence failed, and why no assistance was provided within 26 hours of the accident. Thank you very much, Sir. ...(*Interruptions*)

MR. DEPUTY SPEAKER: All Members will get a chance. Please be patient.

SHRI VAIKO (Sivakasi): Mr. Deputy Speaker, Sir, I want to draw the attention of the Government, through you, to a very serious problem affecting the lives of nearly

eight lakh families in the southern districts of Tamil Nadu, particularly in my constituency. The match industry, particularly the cottage and handmade match industry, is in peril due to two factors. One is the threat due to the proposed import of matches as per the agreement with WTO. The danger started from the day when the Congress Government made an agreement under GATT. If the matches are imported, then the whole industry, particularly these eight lakh families, will be left in the lurch. These are rain-fed areas and there is no other means of livelihood for them. Therefore, all the political parties have launched agitation against the proposed import of matches from abroad. I have made a representation to the hon. Prime Minister and also to the Finance Minister and the Commerce Minister to find out ways and means to stop the danger and protect the interests of eight lakh families whose livelihood depends particularly on this cottage and handmade match industry.

The second danger is due to the mechanisation of the match industry. This mechanisation was done before the Vajpayee Government came to power. Surreptitiously, some of the big companies are bringing machinery which will totally destroy the match industry. The law is very clear to protect particularly the cottage and handmade industries.

Now, the protection given to these industries will be diluted. Therefore, I support the agitation of all the political parties particularly in the southern districts, in my constituency, to protect the match industry and I would urge upon the Government of India to stop further import of machinery and also to stop the companies which are using the machinery which have been surreptitiously brought into this country.

Sir, this is a very serious problem. Already the High Power Committee constituted by the Government of Tamil Nadu has also recommended that further mechanisation should not be allowed.

MR. DEPUTY SPEAKER: Shri Vaiko, this is Zero Hour. You are not to make a speech.

SHRI VAIKO: Sir, this is a very burning problem in my constituency, particularly in the southern districts of Tamil Nadu.

MR. DEPUTY SPEAKER: What do you want the Central Government to do?

SHRI VAIKO: Therefore, I would request the Government of India to take all possible steps to protect the match industry, particularly the hand-made match industry. Thank you.

[Translation]

SHRI PUNNU LAL MOHALE (Bilaspur): Mr. Deputy Speaker, Sir, I want to draw the attention of the Government towards the drought situation in the newly created Chhattisgarh State. In the new Chhattisgarh State, 1598 villages are affected by drought conditions and Rs. 2000 crore is needed for relief works. According to the official records, the 'Anwari' area is less than 37% while the crop is less than 10% everywhere. I demand that the Government declare these areas as drought affected. Because of the pitiable conditions there and severe famine, thousands of people are migrating daily. There is scarcity of water as well as of fodder. I request the Government to make available Rs. 2000 crore to the State Government to stop the migration. I also demand the release of funds under the crop insurance scheme.

SHRI HARIBHAU SHANKAR MAHALE (Malegaon): Sir, in Maharashtra, especially in 15 tehsils, there is severe famine. Maharashtra Government is making efforts to alleviate the condition, but there is scarcity of drinking water, fodder and also of work. Therefore, I request the Central Government that a Central team be sent for study of the situation in these areas and economic assistance may also be given.

SHRI SALKHAN MURMU (Mayurbhanj): Sir, I want to put before the House and the Government a serious matter relating to the tribes of India. Not a single tribal language has been included in the Eighth Schedule of the Constitution. Whereas it is enshrined in Article 29 (1) under the fundamental rights that the people having separate language, script or culture would be provided full opportunity to protect and promote it. I raised the issue twice in the 12th Lok Sabha and now I am raising it again. On this issue, the hon'ble Home Minister has assured in writing that a High Power Committee would be set up to sort out the problem, but the problem is yet to be sorted out. The people of Bihar, Bengal, Assam, Orissa and Jharkhand States have been compelled to agitate against it under the banner of All-India Santhali Language Front. We held rail roko agitation on 25th of September and we are compelled to repeat it on 8 December. I demand that Santhali language be included in the Eighth Schedule and at least one language of the Jharkhand State which is most widely spoken viz. Santhali, should be recognised as the official language.

[English]

SHRI C. KUPPUSAMI (Madras North): Mr. Deputy Speaker, Sir, I would like to raise an important public

issue regarding the safety of Indian Airlines flights which are encountering frequent engine breakdowns and forced landings.

On 26.9.2000 the Chennai-Singapore Indian Airlines flight, 30 minutes after its take-off, developed a snag.

MR. DEPUTY SPEAKER: Shri Kuppusami, during Zero Hour, you are not supposed to read from text.

SHRI C. KUPPUSAMI: Sir, I am not reading. I am referring to the dates.

MR. SPEAKER: Please come to the point.

SHRI C. KUPPUSAMI: On 26.09.2000, the Chennai-Singapore flight, thirty minutes after the take-off, developed a snag and was force-landed. The forced landing and jolting injured thirty passengers. On 01.10.2000, the Indian Airlines flight from Chennai to Port Blair also developed snags. One of the plane's tyres was burst and there was a forced landing.

Similarly, on 3.10.2000, in the evening flight of IA, Chennai-Delhi, after take-off, the wheels were not working and the plane was force landed and the passengers had a miraculous escape.

On 19.11.2000, in the morning flight Chennai-New Delhi, on the complaint of leakage in petrol tank, the plane was force landed.

MR. DEPUTY SPEAKER: Now, I call Shri Lakshman Seth.

SHRI C. KUPPUSAMI: I have not yet completed. There is one more incident which I wish to refer to. The punctuality of IA evening flight New Delhi-Chennai is never observed and the flight always leaves late.

MR. DEPUTY SPEAKER: After all, this is 'Zero Hour', please do not disturb like this.

SHRI C. KUPPUSAMI: It is a serious issue. It will spoil the entire atmosphere, as far as the flight passengers are concerned.

MR. DEPUTY SPEAKER: What do you want the Central Government to do?

SHRI C. KUPPUSAMI: I request the Central Government to immediately intervene and take necessary action. In this regard, the hon. Chief Minister of Tamil Nadu wrote a letter to the Government.

SHRI LAKSHMAN SETH (Tamluk): Sir, I want to raise a very important issue with regard to the privatisation of the nationalised banks. It is understood that the Government is going to introduce a Bill seeking the consent of the House for privatisation of all the nationalised banks.

As you know, Sir, the nationalised banks are playing a very important role in our economy. The funds which are being mobilised through the banks are being ploughed back for the development of agriculture, industry and infrastructure. If these banks are privatised, I think, the investment in important sectors like agriculture, infrastructure etc., will go down. We do not know as to why the Government is moving in the direction of privatisation of the nationalised banks.

Sir, I will give some statistics which will show that the nationalised banks have played a very important role.

MR. DEPUTY SPEAKER: Shri Seth, this is 'Zero Hour'.

SHRI LAKSHMAN SETH: Sir, I am just quoting some statistics.

MR. DEPUTY SPEAKER: What do you want the Central Government to do?

SHRI LAKSHMAN SETH: In 1969, the nationalised banks had 8,262 branches; now, they have 45,698 branches. Coming to the number of employees, in 1969, there were 2,20,000 employees; now, there are 9,65,077 employees.

MR. SPEAKER: Shri Lakshman Seth, this is 'Zero Hour'. You are a senior Member. You are now making a speech.

SHRI LAKSHMAN SETH: It is a very important point, Sir. In 1969, the total deposits were Rs. 4,665 crore.

MR. DEPUTY SPEAKER: What do you want the Central Government to do? You are reading all statistics now.

SHRI LAKSHMAN SETH: Now, the total deposits are Rs. 7,31,000 crore. Therefore, if the Government privatises the nationalised banks, our economy will be shattered. I seriously oppose this move; our nationalised banks should not be privatised. This is an important issue.
...(Interruptions)

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION TECHNOLOGY (SHRI PRAMOD MAHAJAN): The Government wants to tell the entire House, and through the House the nation, that we have no plans to privatise any nationalised bank...*(Interruptions)*

SHRI BASU DEB ACHARIA: Then, what is your plan? Why have you reduced the Government equity to 33 per cent? What is your plan?...*(Interruptions)*

SHRI PRAMOD MAHAJAN: That we will discuss when the Bill comes before the House. ...*(Interruptions)*

MR. DEPUTY SPEAKER: Shri Basu Deb Acharia, this is such an important subject that I do not think that 'Zero Hour' is sufficient to discuss about banks' nationalisation or denationalisation. You can give the notice in some other form for discussion. Definitely, the House is at liberty to discuss this issue.

SHRI BASU DEB ACHARIA: Sir, he is misleading the House. Why have they reduced the Government equity to 33 per cent?...*(Interruptions)*

SHRI PRIYA RANJAN DASMUNSI (Raiganj): It is such an important policy matter that I want to know from the hon. Minister whether he would assure the House that the equity has not been reduced to 33 per cent. Let the Minister say it in the House.

SHRI PRAMOD MAHAJAN: The banks will not be privatised. ...*(Interruptions)*

MR. DEPUTY SPEAKER: I am on my legs, please hear me for a minute. Shri Basu Deb Acharia, I am on my legs, will you please resume your seat?

...*(Interruptions)*

MR. DEPUTY SPEAKER: This is a serious matter and one cannot do justice to it by discussing it in zero hour. If you feel that the hon. Minister is misleading the House, you are at liberty to move a Privilege Motion against him.

SHRI TARIT BARAN TOPDAR (Barrackpore): Sir, you also, as a Member of the House, can understand...*(Interruptions)*

MR. DEPUTY SPEAKER: I have not finished yet. Will you please resume your seat?

A large number of Members who have not got a chance to raise their issues in the zero hour yesterday

and the day before are waiting for their chance today. If you take up issues this way, we will have to discontinue zero hour.

...*(Interruptions)*

MR. DEPUTY SPEAKER: You do not allow me also to speak in the House! What is this?

SHRI TARIT BARAN TOPDAR: Sir, even if it is zero hour, the Minister has no right to mislead the House.

MR. DEPUTY SPEAKER: An issue has been raised and the Minister has said what he wanted to say. If you feel that he has misled the House, give a notice to move a Privilege Motion against him. Do not disturb the proceedings like this.

SHRI TARIT BARAN TOPDAR: Sir, you must protect the House.

MR. DEPUTY SPEAKER: I am protecting the House.

SHRI TARIT BARAN TOPDAR: Sir, please allow the Minister to explain what he has said.

MR. DEPUTY SPEAKER: I cannot compel the Minister to explain what he has said. You are a very senior Member. You should understand the position.

Shrimati Renu Kumari is absent. I now call on Shri E. Ahamed to raise his issue.

SHRI E. AHAMED (Manjeri): Mr. Deputy Speaker, Sir, I would like to bring to the notice of the House the serious problems being faced by expatriate Indians living in other countries, particularly in the Gulf countries. There are about four million Indians living there. It is with their remittances that we have had the benefit of improving the foreign exchange reserves of the exchequer. They had saved the country from a financial crisis during 1989-92.

The Indians who are living in those countries are facing several problems to which, I am sorry to say, the Governments both at the Centre and the State are very much insensitive. They have not been given a fair treatment by any Government. It is because of that the Kerala State Muslim Youth League staged a demonstration before the Parliament on the 20th of this month and met the Prime Minister and other Ministers and submitted a representation.

Though people who come from Gulf countries to India travel a shorter distance than people who travel to any other country, they pay more than what others do. Every international airlines is giving cheaper tickets whereas Indian Airlines and Air India are exploiting our

own Indians. You must know that out of these four million people, a majority of them belong to the working class. They are earning their livelihood only to support their families. At airports like Calicut, from where 35 flights operate everyday to the Gulf countries, these people have to pay Rs. 500 as UAE fee. This is gross injustice. They have not been given a fair deal. They have not been issued ration cards. Their names have not been included in the voters' list. They have not been given any scheme. Is it not injustice on the part of the Government? It is a matter relating not only to these four million people but also to their families living in India.

I urge upon the Government of India to take into sympathetic consideration the representations made in this regard by the Kerala State Muslim Youth League and other organisations.

MR. DEPUTY SPEAKER: Shri Banatwalla, since your notice is on the same issue, you may simply associate yourself.

SHRI G.M. BANATWALLA (Ponnani): Sir, I associate myself with the submission.

SHRI N.N. KRISHNADAS (Palghat): Can we also associate with it, Sir?

MR. DEPUTY SPEAKER: Yes, you are all allowed to associate.

SHRI K. KARUNAKARAN (Mukundapuram): Sir, I associate myself with the submission.

SHRI N.N. KRISHNADAS: I associate myself with the submission.

[*Translation*]

SHRI RAVINDRA KUMAR PANDEY (Giridih): Mr. Deputy Speaker, Sir, I would like to draw attention of the Government towards pitiable condition of employees and workers of Hindustan Steel Construction Ltd. Bokaro. Approximately four thousand employees of this concern have not been paid their salary for the last 18 months. Even the employees who opted for VRS are not being given full pensionary benefits. They are being deprived of Gratuity, P.F. and other Pensionary benefits. I would like to urge the Government of India to ensure that they are paid their salary without any further delay and an economic package be given to HSCL. Simultaneously, some of the work entrusted to Bokaro Steel Plant may be allotted to employees of HSCL.

SHRI RAM TAHAL CHAUDHARY (Ranchi): Mr. Deputy Speaker, Sir, the farmers in Ranchi and entire Jharkhand region used to be provided Kerosene Oil separately. Now that arrangement has done away with and therefore the farmers are facing lot of difficulty. In open market Kerosene oil is being sold @ 15-16 rupees per litre. I would like to request Union Government to make arrangement for kerosene oil to the farmers for irrigation. Farmers have been provided Diesel pump on loan but it is lying idle for want of oil. I urge the Central Government to make separate arrangement of Kerosene oil to the farmers at fair price.

[*English*]

SHRI P.C. THOMAS (Muvattupuzha): Mr. Deputy Speaker, Sir, the technology of rubberisation of roads has been accepted by the Government of India after due research. This technology was developed in some other foreign countries. In France, it has been emphatically found that using natural rubber latex is the best way of rubberisation of roads, and this has been accepted.

Sir, lately I find that the Government of India has decided to rubberise 10 per cent of national highways. It is a good decision. Though it has been decided and the orders have been given by the Government of India as well as the State Government of Kerala to both private companies and international companies here, a multinational company in Delhi is not using natural rubber latex. It is causing a very serious problem as far as the rubber growers are concerned because imported rubber is coming from outside and the waste rubber is not being used by this company. Many of the officials are interested in giving orders to this particular company.

Sir, it is a very serious matter, and therefore, I would submit that the Government of India should intervene in the matter and save the interests of the rubber growers of this country...(*Interruptions*)

MR. DEPUTY SPEAKER: Shri Varkala Radhakrishnan, you can also associate yourself with what he has said.

...(*Interruptions*)

SHRI PRASANNA ACHARYA (Sambalpur): Sir, as we all know, out of 30 districts in Orissa, 24 districts are now reeling under the severe drought situation, particularly, eight districts of the western part of the State. There has been short fall of around 40 per cent rainfall this year which caused crop loss of around 70 per cent to 90 per cent. Paddy worth Rs. 750 crore has also been lost in the State.

Sir, now the poor farmers, the medium farmers and the landless labourers have started migrating to other States. At the Titlagarh and Kantabanji railway stations, everyday, it can be seen, thousands of poor labourers and farmers gathering to leave the State in search of work.

The irony is that in the few irrigated pockets where there has been good crop, distress sale is being reported.

Sir, on the one hand, people are on the verge of dying due to want of food, on the other hand even wherever there is a good crop, there is nobody to purchase. FCI is sitting tight. They are not acting. They are not responding to the situation.

Sir, the most tragic part is that in spite of the repeated reminders by the State Government of Orissa, the Central Government has not reacted so far. I am sorry to say here that in spite of the repeated requests from the State Government of Orissa, so far the Central Government has not sent a high level Central team to our State to assess the situation.

Therefore, I demand the Union Government to immediately send a high level Central team to study the drought situation of the State of Orissa. Three days back a serious report has come that one farmer has committed suicide there...*(Interruptions)*

MR. DEPUTY SPEAKER: Please conclude now.

SHRI PRASANNA ACHARYA: Sir, now the farmers have started committing suicide in Orissa. Therefore, I demand of the Union Government to immediately respond to the situation.

[Translation]

DR. RAGUVANSH PRASAD SINGH (Vaishali): Mr. Deputy Speaker, Sir, 4000 employees of famous Maruti Udyog are protesting with their children at Jantar-Mantar, Parliament Street. They say that Management of Maruti Udyog has resorted to oppressive tactics and they are compelling to sign us on blank paper arbitrarily and illegally. Consequently, employees have been barred from entering the factory. 83 employees have been terminated, dozens of employees have been suspended whereas Union Minister for Heavy Industries is not interfering at all. There is difference of opinion in NDA Government over this issue. Some are of the view that Maruti should be sold out to Suzkui whereas some want it to sell to a Multinational Company. Though half of the equity of this company is with the Government and half with the public, yet it is earning profit. A plot is being designed to sell out country's prestigious industry.

Mr. Deputy Speaker, Sir, through you, I would like to urge this House and the Government to interfere in it without any further delay since it has already gone in loss to the tune of Rs. Three Lakh crores. Hon'ble Minister for Parliamentary Affairs does not listen to us. Hon'ble Member Shri S. Jaipal Reddy is on his legs to provide some information so, please listen to him.

SHRI RAJIV PRATAP RUDY (Chhapra): MR. Deputy Speaker, Sir, I have also given a notice, but my name is not called out.

MR. DEPUTY SPEAKER: I will call you, please take your seat.

SHRI RAJO SINGH (Begusarai): Mr. Deputy Speaker, Sir, I rise to speak in support of Raghuvansh Babu.

[English]

MR. DEPUTY SPEAKER: Shri Rajo Singh, you are allowed only to associate yourself with what he has said.

...*(Interruptions)*

SHRI S. JAIPAL REDDY (Miryalguda): Mr. Deputy Speaker, Sir, I have a few additional submissions to make. The situation in the MUL is extraordinary...*(Interruptions)*

[Translation]

SHRI PRABHUNATH SINGH: Mr. Deputy Speaker, Sir, should I speak?

MR. DEPUTY SPEAKER: No, you will not speak. Your name is in the list, I will call you. Why are you disturbing every now and then.

SHRI PRABHUNATH SINGH: Mr. Deputy Speaker, Sir, I have an appointment and I have to go somewhere, therefore I am requesting.

MR. DEPUTY SPEAKER: I will call you, now you be seated.

SHRI NAWAL KISHORE RAI (Sitamarhi): Mr. Deputy Speaker, Sir, I am to speak on this issue.

MR. DEPUTY SPEAKER: I am here to call everyone of you, what else I have to do.

SHRI NAWAL KISHORE RAI: Mr. Deputy Speaker, Sir, I have given notice several time. Kindly give me a chance.

MR. DEPUTY SPEAKER: Mr. Rai, it is not good, if you pass insinuatary remarks that I have given more consideration to others.

SHRI NAWAL KISHORE RAI: Mr. Deputy Speaker, Sir, every day I give notice in your office but I am never given an opportunity, so whom should I tell.

MR. DEPUTY SPEAKER: Mr. Rai, complete list is placed before me.

SHRI NAWAL KISHORE RAI: Sir, whom to approach other than you.

MR. DEPUTY SPEAKER: That's why I am telling you to take your seat, you will be given an opportunity. You will be called on your turn.

[*English*]

I am going according to the list.

SHRI S. JAIPAL REDDY: Mr. Deputy Speaker, Sir, Maruti Udyog Limited is today facing an extraordinary situation. It is neither a strike nor a lockout. It is not a private company. It is still a company in which the Government has 50 per cent equity. The management of Maruti Udyog Limited has been taking recourse to grossly unfair labour practices. They are compelling every worker to sign a good conduct undertaking, which is not permitted at all under any law of the land. Many workers have been punished without any reasons or rhyme through suspensions and through dismissals. More than 3,000 people have been forcibly kept out of the gate.

Here is a Government, which has 50 per cent equity and this Government has been maintaining deafening silence on this situation. I want the hon. Minister of Parliamentary Affairs to intervene and clarify. Or, he should ask the Minister concerned to come and make a statement before the House...(*Interruptions*)

MR. DEPUTY SPEAKER: Shri Nawal Kishore Rai, you are allowed to associate with it.

...(*Interruptions*)

SHRI RAJIV PRATAP RUDY (Chhapra): Sir, I associate with it differently!

[*Translation*]

SHRI NAWAL KISHORE RAI: Sir, I want to add something new to it.

MR. DEPUTY SPEAKER: I have asked you to associate with that. You can associate with it now.

SHRI NAWAL KISHORE RAI: I support whatever Raghuvansh Babu has said. In addition, I want to urge that...(*Interruptions*)

MR. DEPUTY SPEAKER: Your issue is different than the issue raised by him.

SHRI NAWAL KISHORE RAI: It is same issue. Through you, I would like to urge the Government only this much that. ...(*Interruptions*)

MR. DEPUTY SPEAKER: Not like that. I have not yet allowed you to speak. When I call you, then only you speak.

Shri P.R. Khunte.

SHRI P.R. KHUNTE (Saragarh): Mr. Deputy Speaker, Sir, I like to draw attention of this House towards my parliamentary constituency which falls under newly formed Chhattisgarh State and is a scheduled castes, scheduled tribe and Backward classes dominated area. So far one hundred people have died of Malaria in Kashdolk assembly constituency under my parliamentary constituency. Hundreds of people are suffering from Malaria and there is no space in the Hospitals so that they could be admitted. That area is facing great drought and there is acute shortage of drinking water. The area is facing food shortage also. Government of newly formed Chhattisgarh has failed to contain this disease.

Therefore, I request the Government of India that a special health team from Centre should be sent there for undertaking relief work for the people of Harijan, tribal and poor communities who are dieing there due to malaria and family of the deceased should be given one lakh rupees as compensation. Apart from that, I would like to say that people of these poor communities live in Vananchal. Their family gets disintegrated after the death of the head of their families and their children are unable to get education. I would like to request the Government of India that the children of affected families should be provided free education. I thank you for providing me time to speak.

MR. DEPUTY SPEAKER: We have received the notice of Prabhunath Singh ji after 10 A.M. Your matter can be discussed in substansive motion only. I cannot allow at this moment as this is regarding Central Election Commission.

SHRI PRABHUNATH SINGH: Can't I speak in Zero Hour?

MR. DEPUTY SPEAKER: No.

SHRI PRABHUNATH SINGH: Then I will just express my view, you please listen to me, Election Commission can speak such a serious thing and abuse anybody...*(Interruptions)*

MR. DEPUTY SPEAKER: You can say that in substansive motion.

SHRI PRABHUNATH SINGH: That, I will do.

[English]

DR. MANDA JAGANNATH (Nagar Kurnool): Sir, thank you very much for giving me this opportunity.

You are aware that after the promulgation of the Insurance Regulatory and Development Authority Act, the headquarters of the Authority is to be set up to provide fillip to funding infrastructure and social sector, and also to develop insurance sector, to face global competition. We are keen that the headquarters of the proposed IRA be located at Hyderabad. We have already drawn up plans for developing a financial and insurance park at Hyderabad. Many insurance and financial companies are evincing keen interest in locating their activities at Hyderabad.

In the past, the headquarters of major institutions have been located in places like Mumbai, Calcutta and Chennai. So, it would be appropriate that the headquarters of the IRA be located at Hyderabad. In this regard, our Chief Minister also has written a letter to the Government of India, explaining his willingness to provide land and such other infrastructure necessary for establishing the headquarters at Hyderabad.

So, I request the Government of India to concede to this request.

[Translation]

SHRI NAWAL KISHORE RAI: Mr. Deputy Speaker, Sir, through you, I would like to support the matter raised by Hon. Members Dr. Raghuvansh Prasad Singh and Shri Jaipal Reddy and also like to express my surprise towards the matter of employees association of Maruti Udyog Ltd. which was raised by Hon. Dr. Raghuvansh Prasad Singh. Ever since I am in politics I have seen many movements but have not a single movement like this. Infact there is not any movement. Employees are being asked to sign an agreement on 7th September. The employees who are working there for last 15 to 20 years are compelled to sign a paper and afterwards

restricted by the police from entering the premises and they are not given work either. This a violation of fundamental rights.

Mr. Deputy Speaker, Sir, I would like to request you to kindly direct the authority to do the justice with employees keeping in view their such a long movement.

DR. RAGHUVANSH PRASAD SINGH: Mr. Deputy Speaker, Sir, Hon. Member is raising a very important issue regarding Ministry of Industries but neither the hon. Minister of Industries nor any other Minister related to this Ministry is present here. It is a matter of concern...*(Interruptions)*

SHRI DHARM RAJ SINGH PATEL (Phulpur): Mr. Deputy Speaker, Sir, by associating myself with the concern raised by Hon. Members in the House regarding the employees of Maruti Udyog. I would like to know that why the Minister of Heavy Industries and Public Enterprises, Shri Joshi ji had not taken any step so far though this movement is going on for last one and a half month? Influenced by the views of Shri Jagdish Khattar, M.D. Maruti Udyog, the management of Maruti Udyog is compelling its employees to come to the roads. Why the official information in this regard has not been provided to the House by Hon. Minister till date?

SHRI RAJIV PRATAP RUDY: Mr. Deputy Speaker, Sir, all the industries have become sick and if this process continues then the things will become worse. ...*(Interruptions)*

MR. DEPUTY SPEAKER: Shri Rajiv Pratap Rudyji, the names of all these people are included in the list. These people have submitted their name to speak.

SHRI RAJIV PRATAP RUDY: Mr. Deputy Speaker, Sir, if the problem is not resolved and this process continue like this then the condition of the country will become worse. Industries have become sick everywhere. ...*(Interruptions)*

MR. DEPUTY SPEAKER: Your name is not in the list therefore, you please sit down. I assure you, I will not let such process continue.

SHRI PRAMOD MAHAJAN: Mr. Deputy Speaker, Sir, Hon. Members including Shri Raghuvansh Prasad ji, Shri Jaipal ji, Shri Naval Kishore ji and Shri Basu Deb Acharia have raise the issue of the movement by the employees of Maruti Udyog. You are aware that it is not possible for me to reply this issue in Zero Hour because it is not my department. I would like to tell the hon. Members that I will personally convey the feeling and

seriousness of all the hon. Members about the matter to the hon. Minister and will also request him to take action in regard to the issue raised by the Members as early as possible and inform them accordingly.

[English]

SHRI SIMRANJIT SINGH MANN: What about the issue that I have raised?

SHRI PRAMOD MAHAJAN: I will write to the Home Minister about the issue which you have raised.

SHRI PRIYA RANJAN DASMUNSI (Raiganj): Mr. Deputy Speaker, Sir, in the last Session, we made two demands. One demand is regarding White Paper on Disinvestment. Second demand was of course addressed to the hon. Speaker by the LoP for constituting a Standing Committee for the Department of Disinvestment. There are no two opinions about that in any section of the House. Unfortunately, nothing has been responded to and on the eve of the Winter Session, news has been circulating in the electronic and print media, and outside the media that deliberate attempt has been made to under-value the existing asset of Air-India and to dispose it of in such a manner that the entire value goes down. The prime property of this country which carries the flag of this country—even the Prime Minister and President of India go by this carrier when they go abroad—is going to be disposed of in an under-valued manner. The House is kept entirely in the dark. Shri Sharad Yadav had demanded the Director (Commercial) to increase the sales. In spite of the fact that sales have gone up by more than Rs. 100 crore, and in spite of the fact that the Pilots demanded that they can manage this carrier better with more revenue, the entire House is kept in the dark. Nobody knows what would be the fate of Air India.

I demand from the Minister: (a) a White Paper on Disinvestment; and (b) the status of Air India should be openly disclosed to the House in a transparent manner. Without the consent of both the Houses, nothing should be done to dispose of the prime property of this nation by under-valuing and devaluing.

SHRI PRAMOD MAHAJAN: Sir, hon. Member, Shri Priya Ranjan Dasmunsi has raised two issues. One is about the Disinvestment Department coming under Parliamentary scrutiny through some Parliamentary Committee. You are aware that Government has no role in it. The Government does not even have the right to object to any Department coming under any Parliamentary Standing Committee, forget about having an opinion about it.

On the contrary, we are keen that all Departments should come under the scrutiny of one Standing Committee or the other. So, the Department of Disinvestment should also come under its scrutiny. I think it is the Speaker's prerogative to decide whether it should have a separate Standing Committee or it should be attached to one of the Standing Committees that is already existing. It is because every Department does not have a separate Standing Committee. In some cases you have one separate Standing Committee for one Department and in other cases you have four Departments coming under one Standing Committee. So in whatever manner. ...(*Interruptions*)

13.00 hrs.

SHRI PRIYA RANJAN DASMUNSI: It is the discretion of the Speaker but before the hon. Speaker has communicated it to the Leader of Opposition, how can the Minister of the Department of Disinvestment publicly say that he rejects it? He is not the spokesman or the custodian of the House.

SHRI PRAMOD MAHAJAN: As I said, I am not aware of it. So, I cannot comment. You may forget about 'a' or 'b' Minister, the entire Government has no right to say that no Department will come under Parliamentary scrutiny. Therefore, as I said, if some department has been newly created, which was not there when the Standing Committees were created.—17 Parliamentary Standing Committees are already there—naturally it has to come under one Standing Committee or another. Forget about rejecting it, Government is of the opinion that we must discuss it. After all, it is a parliamentary democracy. All departments must be subject to parliamentary scrutiny through Parliamentary Standing Committees. So, we have no objection in it. I am not very sure about it. But I think, the disinvestment issue has already been allotted to one of the Standing Committees...(*Interruptions*)

SHRI PRIYA RANJAN DASMUNSI: One of your Ministers has said in the CII forum that it has been rejected.

SHRI PRAMOD MAHAJAN: I cannot say anything about what somebody has said. I am responding to you on the floor of the House saying that we have no objection. It should be taken authoritatively. CII is one of the institutions. We are the Parliament. I am saying it on the floor of the House with responsibility.

Secondly, as far as disinvestment of Air India is also concerned, I would like to assure the hon. Member that in the coming Session, the Government is ready to discuss the disinvestment policy. ...(*Interruptions*)

SHRI PRIYA RANJAN DASMUNSI: The Government was to discuss it in this Session itself and not in the coming Session.

SHRI PRAMOD MAHAJAN: I am very sorry. I am born, brought up and educated in Marathi. So, my English is not that good. I correct myself. In this Session only, the Government is ready to discuss the disinvestment policy in general. If Members wish to discuss the disinvestment policy keeping in view a particular industry, we have no objection to that also. With the guidance of the Speaker, let us decide when and under what rule we should discuss it. We do not want to do anything at the back of the Parliament. We do not want to keep Parliament in dark. So, these allegations are entirely wrong. We are ready to discuss it.

[Translation]

SHRI RAJIV PRATAP RUDY: Mr. Deputy Speaker, Sir thank you. I have got the time after a long wait. You might be aware of the fact that after the division of Bihar and formation of new Jharkhand State, almost one third of land and the population of two crore of Bihar has gone to Jharkhand region. The rest of Bihar today has a population of seven crores. After the formation of this new State the revenue deficit of Bihar has come to almost rupees three thousand crores whereas Jharkhand has a surplus of more than rupees 1500 crore. Thus, the financial State of Bihar has come to this condition. The Union Government, has proposed in the bill that a special cell will be formed by Planning Commission after which grants will be given to Bihar. I want to know as to how this process will be finalised. Through you, I would like to tell concerned Hon. Minister, Minister of Home Affairs and Minister of Finance that rest of Bihar who's economic condition is worst will soon become another Somalia if the proper attention is not given to this State. Through you, I would like to request the Government that special attention should be given to Bihar.

SHRI J.S. BRAR (Faridkot): Mr. Deputy Speaker, Sir, I thank you for giving me opportunity to speak. Through you, I would like to draw the attention of this House and of this non working Government towards a very important issue. My colleague Shri Man Singh and some other colleagues have raised this issue. On Tuesday night, five unarmed hindustani sikhs were killed on Jammu Kashmir highway. They were asked to stand in a queue and were shot. Before shooting them they have taken all the valuables from them and the people of other communities were asked to leave the place. I treat this Government unsuitable because after the massacre of Chhattisinghpura the Government had promised to give protection to the

minority communities there. While these killings took place during the visit of President Bill Clinton. Besides this assurance was also given that lives of the Sikhs living in 136 villages and of those sikh drivers who daily drive on Jammu and Kashmir highway in thousands, for defending the frontiers, will be protected by taking firm steps in this regard. But the Government have not taken any step. It is a matter of great sorrow that no statement had been given by the Government regarding the massacre on Jammu and Kashmir highway involving the Members of microscopic minority community and I think that nothing can be more humiliating for and contrary to the interests of patriots and members of minority community. The Government should certainly issue a statement in this regard.

[English]

MR. DEPUTY SPEAKER: He has already reacted to Shri Mann on the same subject.

...(Interruptions)

SHRI S. JAIPAL REDDY: Sir, the Home Minister should make a statement...(Interruptions)

SHRI J.S. BRAR: No, Sir, there has been no reaction.

SHRI PRAMOD MAHAJAN: Sir, I have reacted to what I wanted to react. If the same subject comes up 50 times, I cannot react every time.

SHRI VARKALA RDHAKRISHNAN (Chirayinkil): Sir, I would like to raise an important issue regarding the rubber growers of Kerala. Now, in spite of repeated attempts the Central Government has not taken any effective steps to control the import of rubber goods. Sir, rubber goods are imported without any restriction.

Sir, natural rubber is grown in Kerala. We produce 90 per cent of the total production of rubber. So, Kerala is the most affected State in India. We are prepared to meet the entire requirement of rubber in India. In spite of repeated requests the Government have not taken any effective steps to remedy the situation. The rubber growers are facing serious crisis. They are more or less starving. There are about 22 lakh rubber growers in Kerala. They are small, very small, and medium rubber growers. They are not rich estate owners.

Therefore, I request the Central Government to intervene in the matter and impose a ban on the import of rubber goods to India. I would also request that encouragement must be given to the small rubber growers

of Kerala who produce till date 90 per cent of our rubber requirement. I once again appeal to the Central Government to impose restrictions on the import of rubber goods.

With these words, I conclude.

SHRI K. MALAISAMY (Ramanathapuram): Sir, this is the third day, I am trying to raise this issue. Hence I am inclined to thank you reluctantly for having given me chance to speak at last.

MR. DEPUTY SPEAKER: There are others also who want to speak. Even the senior Members like Shri Basudeb Acharia are still waiting to speak.

SHRI K. MALAISAMY: Sir, I am raising an issue which is having grave concern and great ramifications and repercussions endangering the integrity, interest, unity and even the sovereignty of the country. Consequent on the abduction and release of the famous Kannada film actor, Shri Raj Kumar who was released by the notorious criminal and forest brigand, Veerappan. Many people feel that the matter is over with the release of Shri Raj Kumar. But in reality it is not so. Lot of things are yet to be known. It has got a big history behind it...(*Interruptions*). Sir, they should not intervene. Let them listen...(*Interruptions*)

MR. DEPUTY SPEAKER: What do you want the Central Government to do? Please do not invite trouble.

...(*Interruptions*)

MR. DEPUTY SPEAKER: Shri Palanimanickam, I am asking him to confine to the subject.

...(*Interruptions*)

SHRI K. MALAISAMY: Sir, you kindly ask them to listen calmly...(*Interruptions*)

MR. DEPUTY SPEAKER: But you confine to the subject. What do you want the Central Government to do? You just draw the attention of the Central Government. Please do not provoke them and waste the time of the House.

I have already mentioned to him. Why are you interrupting him again?

...(*Interruptions*)

MR. DEPUTY SPEAKER: Do not talk about the State Government.

SHRI K. MALAISAMY: I am not at all talking about the State Government.

MR. DEPUTY SPEAKER: Come to the subject. There are two-three Members waiting for their turn to speak.

...(*Interruptions*)

SHRI K. MALAISAMY: Thanks to the inadequate and ineffective strategies adopted by the present DMK Govt., Veerappan is left free to consolidate himself and in that process TNLA and the TNRT which are the well known terrorist and extremist outfits, which are known for their notorious and treacherous activities like damaging and demolishing bridges, TV towers, raiding police stations and killing policemen have now joined Veerappan.

I am not talking without any authority. I was one of the persons who was handling this operation as a former Home Secretary of the then Tamil Nadu Government. So, I can talk with authority. Not only that, I am talking with authority with the evidence of two more important people-Shri Arakesh, who was the Superintendent of Police in S.T.F. Karnataka and who has just left a few months back has given a status report which is with me and that of Prof. Krishnaswamy who was once kidnapped by Veerappan and kept as a captive.

MR. DEPUTY SPEAKER: What do you want the Central Government to do?

...(*Interruptions*)

MR. DEPUTY SPEAKER: Do not conduct the House yourselves. I am conducting the House. Will you please resume your seats? Otherwise I have to name you. Please do not disturb.

SHRI THIRUNAVUKARASU (Pudukkottai): Already Dr. Rajkumar has been released. Why is he raising the issue now?...(*Interruptions*)

MR. DEPUTY SPEAKER: Please come to the point as to what you want the Central Government to do.

SHRI K. MALAISAMY: If I am given three more minutes, I will make my point.

MR. DEPUTY SPEAKER: No more time for you; you have already taken five minutes.

SHRI T.M. SELVAGANPATHI (Salem): The floor of this House is not meant for them alone. No allegation has been made against the State Government or the ruling party of the State. What he is speaking is the general opinion prevailing in the State...(*Interruptions*)

MR. DEPUTY SPEAKER: Shri Pandiyan, please control your Member. I have allowed him to talk. He has already gone on record with whatever he wanted to say. Now let him come to the operative part. I will not allow anybody to say anything here which is derogatory. If there is anything objectionable, I will expunge it.

SHRI P.H. PANDIYAN (Tirunelveli): He was the Home Secretary of Tamil Nadu at that time. He knows the facts. Why should they interrupt him? It is his privilege and his right as a Member to speak in this House...(Interruptions)

MR. DEPUTY SPEAKER: Please come to the operative part and ask what you want the Central Government to do.

SHRI P.H. PANDIYAN: When these people are getting up, I must convince you, Sir. This is an issue concerning both the States and the whole nation. ... (Interruptions)

MR. DEPUTY SPEAKER: Am I not a Member of this House? Do I not know that?

SHRI P.H. PANDIYAN: Why are they fighting shy? Are they related to Veerappan and his dubious activities?... (Interruptions)

MR. DEPUTY SPEAKER: Will you please resume your seats? Nothing will go on record except the submission of Shri K. Malaisamy. Please ask what the Central Government has to do. Come to the proper point.

SHRI K. MALAISAMY: With the notorious background as terrorists and extremists, and linkage with LTTE, TNLA and TNRT with Veerappan want to extend their activities beyond two States in Co-ordination with I.S.I..

MR. DEPUTY SPEAKER: What do you want the Central Government to do?

... (Interruptions)

SHRI K. MALAISAMY: Sir, unless I tell the background, how will they understand?... (Interruptions)

MR. DEPUTY SPEAKER: You have already given the entire background.

... (Interruptions)

MR. DEPUTY SPEAKER: Shri Adhi Shankar, please go to your seat. Shri Pandiyan, please take your seat

... (Interruptions)

SHRI P.H. PANDIYAN: Sir, they are interrupting him.

SHRI K. MALAISAMY: Sir, I would say about a small instance.

MR. DEPUTY SPEAKER: No instance may be mentioned in the 'Zero Hour'. You have already stated it. You may just say what you want the Central Government to do.

... (Interruptions)

SHRI K. MALAISAMY: Sir, they have been hoisting their own flag everyday and giving a salute to it in their camp hideout. They want to cut away from the State of Tamil Nadu and form a separate State. They want to cut away ever from the main nation itself. Is it not a secessionist movement? Is it not an objectionable ideology? In such a situation, they want to carry on with their activity. Secondly, huge money has been said to be exchanged in this deal for the release of Dr. Raj Kumar. Not only that the nexus of Veerappan gang with the political big wigs and CM, TN has enabled them to go scotfree... (Interruptions)

SHRI S.S. PALANIMANICKAM (Thanjavur): Mr. Deputy Speaker Sir, everything has been discussed in detail in Tamil Nadu Assembly. A detailed reply was given by the Chief Minister. Everything is mentioned in this book... (Interruptions)

MR. DEPUTY SPEAKER: What do you want the Central Government to do?

SHRI K. MALAISAMY: The Central Government should interfere and monitor and should not leave it to the State Government alone to deal with. On the other hand, the CBI, the RAW and the IB should be passed into service to go into all details as to what happened in the whole deal. This is what I want them to do. They have to thoroughly investigate into it and bring forth the truth of the shady deal occurred ... (Interruptions)

MR. DEPUTY SPEAKER: Shri Subodh Roy.

... (Interruptions)

MR. DEPUTY SPEAKER: Nothing will go on record.

... (Interruptions)*

MR. DEPUTY SPEAKER: Shri Adhi Shankar, you are a new Member. I have to name you then. Nothing will go on record.

... (Interruptions)*

MR. DEPUTY SPEAKER: Shri Subodh Roy may speak.

... (Interruptions)

MR. DEPUTY SPEAKER: Nothing will go on record.

... (Interruptions)*

[Translation]

SHRI SUBODH ROY (Bhagalpur): Mr. Deputy Speaker, Sir, an oil tanker plummeted into the river due to the collapsing of a bridge on the National Highway.

Not recorded.

No. 80. A vendor and a cyclist have also become victims of this accident. The traffic at Kahalgaon-Bhagalpur is completely paralysed. Lakhs of people are facing a lot of problem every day. The bridges on the same highway, especially those situated between Monghyr-Kahal villages are in a dilapidated condition at a dozen of places owing to the recent flood hence there is always a great possibility of a serious accident. Hence, I submit to the concerned Ministry of the Government of India to take up the repair of the damaged bridges and construction of the roads at war-footing.

[English]

SHRI J.S. BRAR: Sir, the Minister for Parliamentary Affairs is present. We want to know about the statement of the Home Minister...(Interruptions)

MR. DEPUTY SPEAKER: He has already reacted to your point.

SHRI J.S. BRAR: No, Sir. He has not said anything about it. ...(Interruptions)

SHRI P.H. PANDIYAN: Is it the way to interrupt?... (Interruptions)

MR. DEPUTY SPEAKER: Hereafter, it would be better if both the DMK and AIADMK Members from Tamil Nadu are not allowed in the 'Zero Hour'. That is the only way to escape from trouble.

...(Interruptions)

MR. DEPUTY SPEAKER: Shri Pandiyan, you had a chance to speak. Likewise, all other Members also should have a chance to speak. There are Members like Shri Chennithala who want to have a chance.

...(Interruptions)

SHRI P.H. PANDIYAN: As the Leader of the Party, I have the right to defend my Deputy Leader. He wanted to say that the DMK Government should be dismissed and they are not allowing him to say it...(Interruptions)

MR. DEPUTY SPEAKER: Shri Pandiyan, all Members are defended by the Chair and not by you. Shri Adhi Shankar, please take your seat.

...(Interruptions)

SHRI P.H. PANDIYAN: Have they got a right to interrupt in the 'Zero Hour'?...(Interruptions)

[Translation]

SHRI J.S. BRAR: Mr. Deputy Speaker, Sir, I would like to make a submission as no assurance was given...(Interruptions)

[English]

MR. DEPUTY SPEAKER: He has already reacted to your point. He has already responded to what Shri Mann has said.

...(Interruptions)

MR. DEPUTY SPEAKER: He is ready to respond to you.

...(Interruptions)

SHRI J.S. BRAR: Sir, we want to hear what the Minister wants to say on our point. We want to know as to when the Home Minister will make a statement...(Interruptions)

MR. DEPUTY SPEAKER: Please resume your seat when he is responding to it.

...(Interruptions)

SHRI P.H. PANDIYAN: Mr. Deputy Speaker, Sir, kindly allow him to conclude.

MR. DEPUTY SPEAKER: Shri Pandiyan, he has already concluded. Even Shri Subodh Roy has already done it.

...(Interruptions)

MR. DEPUTY SPEAKER: Shri Adhi Shankar, I have to take stern action against you. You are standing up every time. Please resume your seat now.

...(Interruptions)

MR. DEPUTY SPEAKER: What is this? You are a new Member. Who is the leader of your party?... (Interruptions)

MR. DEPUTY SPEAKER: Can you not take care of him? What is this?

SHRI S.S. PALANIMANICKAM (Thanjavur): Sir, I am controlling him. ...(Interruptions)

MR. DEPUTY SPEAKER: Shri Pandiyan, you are a senior Member. I am controlling the House. You are pouring oil to the fire. What is this?

...(Interruptions)

MR. DEPUTY SPEAKER: Shri Malaisamy, I have given the floor to the hon. Minister. Please sit down.

SHRI K. MALAISAMY: This is a most serious issue...(Interruptions)

MR. DEPUTY SPEAKER: He has already concluded. I will not allow him to speak.

...(Interruptions)*

SHRI PRAMOD MAHAJAN: The issue of Veerappan is not an overnight phenomenon. Everybody ruled Tamil Nadu and Veerappan is still there...(Interruptions) It is not an overnight phenomenon. He has not come yesterday or today...(Interruptions) What are you doing?...(Interruptions)

SHRI T.M. SELVAGANPATHI: You are a silent spectator.

SHRI P.H. PANDIYAN: Mr. Minister, are you supporting the Tamil Nadu Government?

SHRI PRAMOD MAHAJAN: Yes, I am supporting the Tamil Nadu Government. What is wrong in it?...(Interruptions) Sir, they do not listen to me...(Interruptions)

MR. DEPUTY SPEAKER: I decide that nothing will go on record.

...(Interruptions)*

MR. DEPUTY SPEAKER: Shri Pandiyan, you do not allow anybody to talk in the House. I have allowed him to conclude. He has concluded. You are raising the matter again and again. Please do not do that. This is not fair on your part. You are one of the Members on the Panel of Chairmen.

...(Interruptions)

MR. DEPUTY SPEAKER: He has already concluded. Again, you are raising the matter.

SHRI J.S. BRAR: Shri Pandiyan, a massacre has taken place. Let him give the reply...(Interruptions)

MR. DEPUTY SPEAKER: I have given the floor to the Parliamentary Affairs Minister. He is responding to it. You are again disturbing and interrupting him.

...(Interruptions)

SHRI J.S. BRAR: Shri Pandiyan, it is a massacre. Let him reply.

SHRI P.H. PANDIYAN: Shri Brar, we will support you...(Interruptions)

MR. DEPUTY SPEAKER: I have already called him.

SHRI K. MALAISAMY: Sir, if you permit me I will conclude in a minute.

MR. DEPUTY SPEAKER: I have allowed you. You have already concluded. That is all.

...(Interruptions)

SHRI K. MALAISAMY: Sir, you have never allowed me to conclude...(Interruptions)

SHRI P.H. PANDIYAN: If lung power alone can play the role and if muscle power alone can stop a Member from speaking, then nobody is this House can speak...(Interruptions)

MR. DEPUTY SPEAKER: That is not the order of this House. I have allowed him to speak. You can see the record. If you want to see the record, I can show it to you. Please do not say like that.

...(Interruptions)

SHRI P.H. PANDIYAN: He did not react to it...(Interruptions) He is making his submission. Please allow him to conclude.

MR. DEPUTY SPEAKER: I have asked him time and again what he wants the Central Government to do in the matter. Again, he is going from the North to the South.

...(Interruptions)

MR. DEPUTY SPEAKER: This will not go on record.

...(Interruptions)*

* Not recorded.

* Not recorded.

13.24 hrs.

At this stage, Shri V. Vetrivelan and some other hon. Members came and stood on the floor near the Table.

MR. DEPUTY SPEAKER: Please go back to your seats. This is not going on record.

...(Interruptions)

MR. DEPUTY SPEAKER: I have asked him to conclude. He is going to the issue of the State Government.

...(Interruptions)

MR. DEPUTY SPEAKER: You are doing it deliberately.

...(Interruptions)

SHRI P.H. PANDIYAN: It is unparliamentary? There should be transparency in the working of Parliament. He has a right to speak. Can anybody object to it? When he says that the Tamil Nadu Government should be dismissed, is it unparliamentary?...(Interruptions)

SHRI THIRUNAVUKARASU (Pudukkottai): Yes, it is unparliamentary. How can he say that Veerappan has got nexus with the Government?...(Interruptions)

MR. DEPUTY SPEAKER: Is it parliamentary that the Presiding Officer is to order you to sit down when you stand up? Do you see the rule? This is the rule. Please resume your seat.

13.25 hrs.

At this stage, Shri V. Vetrivelan and some other hon. Members went back to their seats.

MR. DEPUTY SPEAKER: Is this the rule? Shri Malaisamy, please resume your seat.

...(Interruptions)

MR. DEPUTY SPEAKER: Nothing will go on record.

...(Interruptions)*

MR. DEPUTY SPEAKER: Now, Mr. Minister.

...(Interruptions)

SHRI PRAMOD MAHAJAN: React to whom, Sir?...(Interruptions)

MR. DEPUTY SPEAKER: Shri Palanimanickam, please resume your seat.

...(Interruptions)

SHRI P.H. PANDIYAN (Tirunelveli): In the Zero hour, an hon. Member has the right to speak. ...(Interruptions) Nobody can interrupt the hon. Member. ...(Interruptions) He was stopped. If we adopt that method, nobody can speak. ...(Interruptions)

MR. DEPUTY SPEAKER: Shri Pandiyan, you are not allowing the Minister to reply.

...(Interruptions)

MR. DEPUTY SPEAKER: I have given the floor to the Minister.

...(Interruptions)

SHRI P.H. PANDIYAN: If we are not allowed to speak, we will also not allow them to speak. Then, the House will not function... (Interruptions)

MR. DEPUTY SPEAKER: What are you doing now, otherwise! Will you please resume your seat? Shri Pandiyan, I have given enough time to him. He has expressed it. You can see the records.

SHRI PRAMOD MAHAJAN: In the Zero Hour, when an hon. Member is allowed to speak, all the other hon. Members have the right to keep quiet?

SHRI P.H. PANDIYAN: Yes.

MR. DEPUTY SPEAKER: Hon. Minister, please respond. I want to adjourn the House for lunch.

SHRI PRAMOD MAHAJAN: The issue raised by the hon. Member, Shri Simranjit Singh Mann and other Members today is a very serious issue. It is not a party issue. The Government is concerned about that. I would personally—I have said this in the morning—communicate

* Not recorded.

to the hon. Home Minister the emotions and feelings expressed by the hon. Members and see that some action is taken on that. I have said this in the morning also and I would like to repeat the same again. *...(Interruptions)*

SHRI T.M. SELVAGANPATHI: What is the response of the Government to the plea which we have made? They are not responding to that. *...(Interruptions)*

MR. DEPUTY SPEAKER: I cannot compel the Minister to respond.

SHRI T.M. SELVAGANPATHI: Hon. Minister is not responding.

MR. DEPUTY SPEAKER: Nothing will go on record.

*...(Interruptions)**

MR. DEPUTY SPEAKER: Shri Ramesh Chennithala.

...(Interruptions)

MR. DEPUTY SPEAKER: You have raised the matter and you do not allow other Members to raise the matter.

...(Interruptions)

SHRI P.H. PANDIYAN: I would like to remind the hon. Deputy Speaker that in the Speakers' Conference we have taken a decision...*(Interruptions)*

MR. DEPUTY SPEAKER: Shri Pandiyan, you are a senior Member, you were the Speaker of the Tamil Nadu Assembly and you know that in the Zero Hour, the Chair cannot direct or compel the Minister to respond. You know this. Even after knowing that, you have been asking the Minister respond. Please do not disrupt.

...(Interruptions)

SHRI P.H. PANDIYAN: That was till last month. At the U.N. General Assembly, all the Speakers have taken a decision to compel the Minister to answer. We have taken a decision. *...(Interruptions)*

SHRI S.S. PALANIMANICKAM: You cannot compel the Chair. *...(Interruptions)*

SHRI P.H. PANDIYAN: The Chair can give a ruling in this direction to the Minister...*(Interruptions)*

MR. DEPUTY SPEAKER: Shri Pandiyan, I have called Shri Ramesh Chennithala, he is a senior Member of the House. He is raising a matter in which I am also interested.

...(Interruptions)

SHRI P.H. PANDIYAN: I am also interested to hear him. *...(Interruptions)*

MR. DEPUTY SPEAKER: You hear him.

...(Interruptions)

SHRI RAMESH CHENNITHALA (Mavelikara): Sir, I would like to raise an issue concerning all the Southern States of the country. In the last Session of this august House, where all the hon. Members of Parliament, irrespective of party affiliations, have raised the issue of coconut growers.

MR. DEPUTY SPEAKER: My constituency is also dependent on them.

SHRI RAMESH CHENNITHALA: All the Southern States are affected. The steep fall in the coconut price has created a very serious situation almost in all the Southern States. Unfortunately, yesterday, the response of the Agriculture Minister, has created a lot of misunderstanding among the people. Sir, the copra procurement, based on the instructions of the Central Government, has not taken place properly.

Now, the procurement of copra is not at all taking place in our State and other southern States. Due to lower import duty on edible oil, an indiscriminate import is taking place in the country. Because of that, the price of coconut has gone down. The import of coconut nuts from Sri Lanka and other places has created a very serious situation. Now, in Bangalore and other places, we are getting a coconut nuts for a rupee. Because of that, the coconut growers in the southern parts of the country have been seriously affected. I would, therefore, request the Central Government, through you, that there should, at least, be 300 per cent import duty on edible oil, for example, palm oil, sub-standard Palmolin has been imported from Malaysia and other countries. It has been reported in the newspapers that the palm oil, which has been imported, is also affecting the health of the people in our country because of its lower quality. There should be a ban on import of coconut nuts because that is affecting the interests of coconut growers adversely.

The support price of ball copra and other copras should be enhanced. When it was fixed last year the

* Not recorded.

State Governments of Kerala, Karnataka and Andhra Pradesh also raised their objections on this. So, my request to the Government is to review the support price which was declared in the last year.

The Government should give directions to NAFED and other agencies to procure more quantities of copra.

MR. DEPUTY SPEAKER: NAFED also.

SHRI RAMESH CHENNITHALA: Only then, the situation would improve.

Now, in Kerala, especially in the northern parts of Kerala, a mass movement has already been started against 'Coca Cola' and other soft drinks. There is a mass movement entering across party line. The large number of people are also coming out.

MR. DEPUTY SPEAKER: I am also affected.

SHRI RAMESH CHENNITHALA: I would like to remind the Government that if the situation continues, it will become a law and order problem and nobody can stop this. So, I request the hon. Minister of Parliamentary Affairs to respond to this and also request the Minister of Agriculture to give some kind of protection to the coconut farmers in the southern parts of the country...(*Interruptions*)

MR. DEPUTY SPEAKER: Our lifeline depends on that.

...(*Interruptions*)

MR. DEPUTY SPEAKER: I allow all the Members who are from the coconut growing areas, that is, Karnataka, Tamil Nadu, Andhra Pradesh and Lakshadweep as well.

...(*Interruptions*)

MR. DEPUTY SPEAKER: Now, you are not interested.

SHRI PRAMOD MAHAJAN: Sir, I appreciate the feelings expressed by the Members from the different States which produce coconut and more especially by you because you, being Deputy Speaker, hardly get a chance to express the problems of your constituency. So, this is the only way one can do it. I can only say that we really appreciate the problems. He has raised many issues which I cannot respond in a Zero Hour - not being concerned Minister. But I think, the issues concern with about three Ministries, that is, Agriculture, Finance and Commerce. I will write to these three

Ministers about whatever has been told by all the Members here.

MR. DEPUTY SPEAKER: Why do you not ask the MPs from coconut-growing States to call a meeting?

SHRI PRAMOD MAHAJAN: I will ask the Minister of Agriculture to call a meeting.

SHRI RAMESH CHENNITHALA: I think, the Minister of Parliamentary Affairs can call a meeting. He can invite the other Ministers.

MR. DEPUTY SPEAKER: No, no.

SHRI PRAMOD MAHAJAN: No, no. Why should we double the efforts? I would ask the Minister of Agriculture. ...(*Interruptions*)

SHRI P.H. PANDIYAN: Sir, we have discussed it already. The Minister of Agriculture called a meeting in Mr. Speaker's Chamber. We all attended it.

SHRI RAMESH CHENNITHALA: The Minister of Commerce could also be invited.

SHRI PRAMOD MAHAJAN: It is as good as an order for us. So, I will ask the Minister of Agriculture in this session, that is, at the earliest, that he should call a meeting of the MPs from the coconut-growing constituencies and listen to their grievances, and try to sort out problems...(*Interruptions*)

MR. DEPUTY SPEAKER: Andamans is a coconut growing area.

...(*Interruptions*)

MR. DEPUTY SPEAKER: The other concerned Ministers can also come.

SHRI BASU DEB ACHARIA (Bankura): Sir, more than six lakh coal workers had been on strike for three days, which ended yesterday. The strike was total in the four subsidiaries, ECL, BCCL, CCL and SECL and partially successful in other subsidiaries.

The demand of the six lakh coal workers is that the wage agreement, which was finalised and signed by all unions, except CITU on 13th September, be scrapped as the majority of the coal workers are not benefited because of this wage agreement. After the implementation of this agreement, majority of coal workers will get less wages than what they are getting now.

In the case of officers in the coal industry, the increase is to the extent of 120 per cent. But in the case of workmen, it is only 12 per cent. That is why majority of the coal workers have rejected it and they have proved it by making the strike a success. The strike was called by only one union, that is, CITU. So, I demand that the wage agreement, which was signed on 13th September, should be scrapped and Coal India should start a fresh wage agreement with the unions immediately.

There is another demand of the workers. A Bill has been introduced in Rajya Sabha in the last session to denationalise coal industry. All the workers and unions are against denationalisation of coal industry. Sir, the coal industry was nationalised in 1972-73. Now, there is a move to denationalise coal industry. So, I demand that the Bill, which has been introduced in Rajya Sabha to denationalise the coal industry, should be withdrawn.

MR. DEPUTY SPEAKER: The House stands adjourned to meet again at 2.05 p.m.

13.37 hrs.

The Lok Sabha then adjourned till five minutes past Fourteen of the Clock.

14.09 hrs.

The Lok Sabha re-assembled at Nine Minutes past Fourteen of the Clock.

[SHRIMATI MARGARET ALVA *in the Chair*]

MATTERS UNDER RULE 377

- (i) **Need to provide adequate funds to Government of Rajasthan for providing relief to the people affected by drought particularly in Churu district.**

[*Translation*]

SHRI RAM SINGH KASWAN (Churu): Mr. Chairman, Sir, the villagers of Rajasthan have become quite despondent in anticipation of further natural calamity after reeling under the fury of famine for three years continuously. Most of their livestock was lost last year. This year also they have left their cattle at the mercy of God and are migrating to neighbouring States to work. Purchasing power of the farmers has declined. The farmers are facing an acute shortage of foodgrains to feed themselves, fodder to feed their cattle along with drinking water. The ponds and rivers have dried up due

to lack of rain. The water level of wells has gone down. The water supply has become irregular in the villages where the responsibility rests with water supply department due to shortage of power. In such a situation the farmers are struggling to get food and fodder for their cattle and there is no ray of hope. It does not seem probable that Rajasthan Government could be able to solve this serious problem as it has neither the will nor the resources to do so. The payment for famine relief works which was due to be paid last year is still to be paid.

I would like to request the Union Government to send a study group to Rajasthan, particularly to Churu district to take stock of the prevailing drought situation and to provide maximum assistance.

- (ii) **Need to provide funds to Government of Bihar for renovation of sun temples.**

DR. SANJAY PASWAN (Nawada): Bihar State is famous for worshipping Sun where lakhs of devotees worship lord Surya by offering 'Ardhya' on the occasion of 'Chaath festival'. Ancient Sun temples are situated at Ular in Patna district, Dev in Aurangabad district and Kargaon in Nalanda district, Hadiya in Ogari Navada district and at 'Suryakund' in district Gaya. These temples are in dilapidated condition. Some of these Sun temples are even older than the world famous Konark Sun temple. Hence I would like to request the Union Government to renovate these sun temples and develop this region as 'sun temple circuit' so that the devotees from the country and abroad could come here. Besides there is also an urgent need to properly utilise the proposed assistance package to be provided by the Italian Government for renovation of these temples and developing the proposed sun temple circuits. State Government should also be provided adequate funds for the same.

- (iii) **Need to look into the working of Enron Company engaged in oil exploration at Bombay High with ONGC and Reliance company.**

SHRI BRIJ BHUSHAN SHARAN SINGH (Gonda): The audit of Enron company engaged in oil exploration at Bombay High in joint venture with ONGC and Reliance company has been jointly conducted by Director General Hydrocarbons and Internal Audit Department of Petroleum Ministry etc. for the audit year 1998-99. The audit was not found satisfactory so that audit work was handed over to M/s. KPMG. Through the House I would like to know from the Government as to why this Audit work was handed over to the private audit company M/s. KPMG when the internal audit department was itself capable of carrying out the same and what irregularities have been pointed out by the said private company in its Audit report.

(iv) Need to ensure LTC benefits to the employees of Bharat Cocking Coal Ltd.

SHRI RAVINDRA KUMAR PANDEY (Giridih): The workers and employees of Bharat Cocking Coal Ltd. are given LTC. (Leave Travel Concession) to tour India but they are being deprived of this facility for the past many years. Cash payment is made to them in lieu of LTC and LLTC but it is also not being paid to them for the last so many years.

I have raised this issue in Lok Sabha also but neither any action has been taken nor any reply has been submitted in this regard by Bharat Cocking Coal Ltd. and Government of India.

Hence I would like to request the Government to issue directive for immediate payment of outstanding amount of LTC and LLTC to the labourers and employees of Bharat Cocking Coal Ltd. and those officers who do not comply with these directives should be punished.

(v) Need to upgrade Indian Cardamom Research Institute, Donigal, Karnataka

[English]

SHRI G. PUTTA SWAMY GOWDA (Hassan): The Indian Cardamom Research Institute, Donigal, has been set up with the sole objective of encouraging research and development activities of the cardamom in Hassan and its neighbouring districts. This Institute is functioning satisfactorily. The cardamom growers of Karnataka, particularly of Hassan constituency had submitted a memorandum to the then hon. Minister for Commerce on 27.7.1998 requesting him to upgrade Donigal.

Unfortunately, at present there is a calculated move by some persons with vested interest to close down this Institute. They want that the office of ICRI to be shifted from the Ministry of Commerce to the Ministry of Agriculture. This move is much against the interest of cardamom growers of Karnataka.

Hassan District Planters Association and also cardamom growers of Hassan district have vehemently opposed this move.

I, therefore, urge upon the hon. Minister of Commerce to retain this Institute in the Ministry of Commerce and to immediately upgrade it by providing scientists, mandate to work on important spice crops, development and marketing facilities.

(vi) Need to take steps to safeguard interest of coconut growers

SHRI T. GOVINDAN (Kasargod): Sir, today the price of coconut is reduced to half than the previous year. Coconut is the main source of income of the common people of Kerala. The reasons for reduction in its price is import of edible oil and seeds like palm oil. The Union Government has reduced its import duty to 16 per cent causing large-scale import by industrialists making huge profits. The disease affecting coconut plantation, increase in the price of fertilizers and cost of production are the other factors affecting its producers.

As per the agreement of the World Trade Organization, any individual has the right to import or export items. So, the Government should come to the rescue of our agricultural farmers such as coconut growers so that they get remunerative price for their produce. The import has increased whereas export has not. This is not in the best interest of the country. Out of 41 lakh ton edible oil, the share of palm oil only is 24 lakh tonnes and it will surely increase in the coming years because the price in the international market is very low and the import duty has been reduced. The usage of palm oil in the soap industry etc., has affected the coconut growers. The price of copra is further declining day by day. It is high time that the Government should act for protecting the coconut growers. The Central Government can act in the same way when they had reacted at the time of loss suffered by the rice cultivators in Punjab recently by granting financial assistance.

In view of the serious situation prevailing in the Southern States, especially in Kerala, I request the Government to control import of palm oil and declare some economic package or incentives for the coconut growers as they have very much suffered loss due to fall in price of coconut.

MR. CHAIRMAN: Shri D. Venugopal.

SHRI D. VENUGOPAL (Tiruppattur): Sir, ...(*Interruptions*)

MR. CHAIRMAN: Just a minute, Shri Venugopal. There is no Interpreter there for Tamil. Have you given notice in advance?

SHRI D. VENUGOPAL: Yes.

MR. CHAIRMAN: Please take your seat for a minute. We shall find an Interpreter and then call you at the end.

SHRI PRAMOD MAHAJAN: Or he can do one thing. Let him complete and then he can lay it on the Table. We shall get it translated.

MR. CHAIRMAN: You can lay it on the Table.

(vii) Need to take up the project to link peninsular rivers for better water management.

SHRI D. VENUGOPAL (Tiruppattur): No, I shall read it.

[Translation]

*Madam Chairperson, several action plans pertaining to river water resources of the country ensuring optimum utilisation have not been taken up for many years now. On one side, we have wasteful flow of rivers into the sea. On the other side, we have disputes that cause hurdles to river water sharing between States. On another side, we have the problem of not being able to bring more land under irrigation. Problems grow abound. Setting in a second Green Revolution is the need of the hour. Scientific water management must develop in our country which has agriculture as the basis of its economy. Hence, we must take up certain urgent measures till the completion of linking Ganga and Cauvery rivers. As early as in 1977, technical feasibility of linking peninsular rivers has been identified. Rivers of the West, East and the South must be linked with one another. This would help improving irrigation, increasing agricultural production and boosting economy. Thereupon it might provide a fillip to the feasibility of linking Ganga with Cauvery after providing for a high power pumping station in the Vindhyas. Hence, I urge upon the Government to be farsighted to take up immediately the project to link peninsular rivers.

(viii) Need to provide financial assistance to Government of Bihar for providing relief to the people affected by floods in Monghyr Parliamentary Constituency.

SHRI BRAHMA NAND MANDAL (Monghyr): Madam Chairperson, three districts namely Monghyr, Lakhisarai and Jamui constitute Monghyr Parliamentary Constituency. The above mentioned districts have suffered extensive damage to life and property on 21st September due to heavy rainfall and floods. Hundreds of villages of Khargpur, Wariyapur, Jamalpur and Tarapur divisions in Monghyr district have been devastated. As per the information given by District Magistrate, Monghyr, 50 people and 900 cattle have perished. Besides 50 thousand mud houses have also been decimated. Roads, schools, community centre, and other rural resources have been damaged. The crop and property worth approximately

*Translation of the speech originally delivered in Tamil.

Rs. 137 crore has been devastated. More than 50 villages in Jamui district division, Khaira division and Lakmipur have been completely destroyed. According to District Magistrate the loss is of Rs. 47 crore. Similarly the villages of Lakhisarai division of Lakhisarai district, Suryagrah division and the villages Gopalpur, Reura etc. of the Chanan area have been totally devastated. A loss to the tune of Rs. 40 crore have been estimated in these villages. Similarly the losses to the tune of Rs. 224 crore have taken place in Monghyr, Lakhisarai and Jamui.

Hence I request the Government of India to immediately provide financial assistance to Government of Bihar for constructing the houses, schools building and community centre etc.

[English]

(ix) Need to safeguard the interests of the people engaged in poultry in Namakkal Parliamentary Constituency in Tamil Nadu.

DR. V. SAROJA (Rasipuram): Namakkal in my constituency in Tamil Nadu is the second largest poultry centre in the country, second only to Hyderabad. From here, eggs are transported to various parts of the country. Lakhs of families are engaged in poultry here.

I urge upon the Government to:—

- (i) assure remunerative prices to persons engaged in it;
- (ii) set up cold storage facilities;
- (iii) create facilities for export of eggs to various countries; and
- (iv) provide adequate credit facilities to persons engaged in poultry.

These measures will not only facilitate economic development of the backward district but also help the lakhs of poor families involved in poultry.

(x) Need to declare support price of paddy in time.

SHRI BHAN SINGH BHAURA (Bhatinda): Madam, the recent distress sale of paddy by the farmers in Punjab has not only resulted in thousands of peasants in Punjab to undergo untold sufferings and misery but even some of them had to resort to suicide to escape the vagaries of the prevailing situations.

All this happened due to non-declaration of the support price by the Central Government in time. And

even after the declaration of the support price and a monetary help package for the State, the various Government agencies could not come into the market for proper procurement of paddy.

Therefore, I urge upon the Government to find the reasons of these types of delay and adopt foolproof mechanism so that in future these types of happenings do not take place. Thank you.

- (xi) **Need to provide Financial Assistance to Government of U.P. for construction of a Bridge on river Ghagra at Dewara in Mau District.**

[*Translation*]

SHRI BAL KRISHNA CHAUHAN (Ghosi): Madam Chairperson, through you I would like to draw the attention of the Government towards the very backward region of Madhuban Tehsil in Ghosi Parliamentary Constituency in Mau district in U.P. Most of the areas in tehsil Madhuban are devoid of the basic transportation facilities. The region called Dewara is very far away from the main National Highway. The river Ghagra flows through Dewara region and Barhaj Market of Deoria district is situated on the other side of the river. The villagers of hundreds of villages of Dewara region and the students go to market Barhaj for buying the articles of daily need and for higher education by crossing river Ghagra by boats. But the journey through the boats is extremely dangerous and uncomfortable. The construction of a pantoon bridge on river Ghagra is a long pending demand alongwith the demand of converting Suggichori-Persia road into a all weather road.

Due to the lack of pantoon bridge on the river, the people of district Mau for going to Deoria have to cover an additional 150 kilometres which will be cut short to 25 kilometres if the bridge is constructed. The construction of the bridge is extremely necessary from public welfare point of view.

Hence, through you, I request the Government for providing adequate financial assistance to the U.P. Government for opening up the path of developing infrastructure facilities like metalling of Suggichri-Persia road linking Mau and Deoria districts and constructing a pantoon bridge on river Ghagra.

14.28 hrs.

[*English*]

PROTECTION OF HUMAN RIGHTS (AMENDMENT) BILL

MR. CHAIRMAN: We will now go on to the Legislative Business—Protection of Human Rights (Amendment) Bill, 2000. I wish to tell the House that we have one hour allotted for this by the Business Advisory Committee.

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI CH. VIDYASAGAR RAO): Madam, on behalf of Shri L.K. Advani, I beg to move:

"That the Bill further to amend the Protection of Human Rights Act, 1993, be taken into consideration."

Madam Chairperson, this amendment is for a very very limited purpose, only to amend Section 40 of the Protection of Human Rights Act to make the staff and employees of the Human Rights Commission to avail the benefit of the Report of the Fifth Pay Commission and to give retrospective effect to them because there is no provision as such in the Act. Therefore, this amendment is sought.

MR. CHAIRMAN: It is nothing to do with human rights but it is only concerning the pay and salaries of the employees.

SHRI CH. VIDYASAGAR RAO: Madam, it is about the employees' rights.

Hon. Members are aware that the Protection of Human Rights Act, 1993 was enacted with a view to provide for the constitution of National Human Rights Commission, States' Human Rights Commission in the States and human rights courts for the better protection of human rights and for matters concerned thereto or incidental therewith. Section 41 of the Act provides that the Central Government may, by notification, make rules to carry out the provisions of this Act.

For implementing the recommendations of the Fifth Pay Commission it has become necessary to make applicable the Central Civil Services (Revised Pay) Rules, 1997 to the officers and staff of the National Human Rights Commission with retrospective effect, that is with effect from 1.1.1996. As there is no provision in the Protection of Human Rights Act, 1993 to give retrospective effect, it has become necessary to make an amendment to this Act to this effect.

[Shri C.H. Vidyasagar Rao]

Accordingly, the Protection of Human Rights (Amendment) Bill, 2000 was introduced in the Lok Sabha on 7.8.2000 for providing an enabling provision to make rules with retrospective effect.

Madam, with these words, I commend the Protection of Human Rights (Amendment) Bill, 2000 to this august House for consideration and passing.

MR. CHAIRMAN: Motion moved:

"That the Bill further to amend the Protection of Human Rights Act, 1993, be taken into consideration."

SHRI PRIYA RANJAN DASMUNSI (Raiganj): Madam, this piece of legislation is a very simple one and the object of it has been explained once again by the hon. Minister. We are fully supporting this Bill.

This is a Bill seeking to amend a piece of legislation which the Congress Government in 1993 brought in this House, possibly at an appropriate hour for the country, when throughout the world concern for the human rights had been voiced right from the floor of the United Nations to that of the respective national Parliaments. Madam, the Congress Party in power at that time under the leadership of Shri P.V. Narsimha Rao, consulting various political parties, considered it fit that Indian Parliament should also provide a legislation, namely, Protection of Human Rights Act and it was so passed in 1993. It is true that the Minister has found some anomalies in respect of protection of the interest of the staff in terms of the recommendations of the Fifth Pay Commission. We have nothing to say about that. We all share the concern of the hon. Minister.

But in respect of the scope of this legislation, I would only like to highlight a few points before the hon. Minister and, through you, before the entire House. In India, the National Human Rights Commission at the national level and the State Human Rights Commissions at the level of the respective States are functioning. Most of the top functionaries are retired judges of the Supreme Court or the High Courts. But I feel that a time has come when the Minister may kindly consider, at an appropriate hour, to augment the strength of the statute itself, having enough enabling provisions for the State Human Rights Commissions and the National Human Rights Commission, involving the State Governments, to see whether this is enough to ensure and protect the human rights.

Madam, I give you a few examples which the hon. Minister may share. Go to any State, and you will find that the first casualty today is the dignity of the women. In the entire country, there is considerable harassment of

women, both in terms of human rights as well as their dignity. Terrible cases are coming to notice. Even cases are not registered by the police due to influence of the influential people in the city or in the village if they are related to the dignity of women and their rights.

I referred a matter to the State Human Rights Commission of any State. It was pertaining to a place called Bhutani in the district of Malda on the banks of the Ganges. There is a *char*, a part of land covered by water. Could you believe in civilised India of today the existence of pirates who come and rob the women of fishermen who are the Scheduled Castes and the Scheduled Tribes, every year? In the last seven years, nine incidents have taken place. Everything was burnt. There was a police station nearby. The pirates' influence on the police was so high that they did not nab them. I gave the details of some cases in this House.

A woman became a victim of a protest in her locality. She was first molested and then raped by the influential people. She cried for help, but nobody came to her help. Some enthusiastic young workers of a social organisation brought her to the police station to lodge an FIR, but the police refused to register the case. The matter was referred to the Human Rights Commission.

I would request the hon. Minister to consider—it will enhance the prestige of the NDA Government and will also carry the real spirit of the human rights—to have one lady Sub-Inspector in every police station of India. There should be at least one lady Sub-Inspector. The kind of treatment given to the women in the police custody is terrible.

After 12 o'clock in the night, I cannot explain how the constables behave and the language they use because I treat women as mothers and sisters; for that matter, they are mothers and sisters to everybody. In Independent India, when we are talking about women—we may have differences on the Women's Reservation Bill. It is a different matter whether it is opposed by Shri Mulayam Singh's Party or by some other party—consider the dignity and the kind of treatment that the women get in police custody. When they go to a police station to lodge a complaint, why should it not be looked after by a woman Sub-Inspector? In every police station, throughout the country, we should have one woman Sub-Inspector, be she a Muslim, a Scheduled Caste, or a Scheduled Tribe woman, and I am not going to question their caste.

The women, especially in the villages, are afraid to go to a police station for two reasons. One of their fears is that they might be harassed. Secondly, when they come back after lodging the complaint, they fear that they might have to earn the wrath of the villagers. This is the plight of the women, especially the women

belonging to the Scheduled Castes, the Scheduled Tribes and the minorities, throughout the length and breadth of the country, whether there is Congress Chief Minister or B.J.P. Chief Minister or anyone. Therefore, please consider this issue.

My next point is, 'human rights' is a very nice word in parliamentary parlance or in seminars, symposiums or in international forums. What about the human rights of a bonded labour? We are discussing about abolishing the practice of bonded labour. We are talking about that group whose human rights have been suppressed in bondage. We are discussing as to how to release them. What kind of legislation, mechanism or planning could we evolve for these people? Let the NDA Government come out with a paper or a proposal before the entire House, and we, cutting across the party lines, shall declare that there should be no bonded labour in the new millennium.

I respect Swami Agnivesh very much. He is not a supporter of the Congress. He has been fighting, right from the beginning, for the dignity and human rights of the bonded labour.

Now, I come to the third point which is about the undertrial prisoners. How many States' figures have you got, Mr. Minister? If it is not the time to give the reply, then you can get the figures from your own agencies. Due to the influence of the influential persons, there are cases where the accused has not been taken to the court, as per the law of the land, within twenty-four hours. There are hundreds and thousands of cases in every State where the undertrials have not been brought before the court in time. What about their human rights?

If I am a citizen of India and if I am accused, then I should be produced before the court, and the trial should take place in time. There are cases where a detenu, Madam, was in jail when his child was born. The delay in the trial is such that a prisoner's children might have grown up, got married, and yet, the prisoner's trial has not begun. Cutting across the party lines, we should address this issue and show what we really mean when we talk about human rights.

A person may oppose the views of a political party, be it the Congress, the B.J.P. or any other party. Suppose, if he takes up any issue in public to defend the interest of the people, there are authorities in the country who harass him till the end of his life. If he is fighting against corruption, then pressure would be brought to book him under various means and to pressurise him to keep out of the movement. Ruchika's case is one example. There are several such cases. How will the

Parliament address those issues? I know people who fought against corruption. What has happened to them at the end of the day? One of the glaring examples is that of Khairnar in Mumbai.

Shri Khairnar has come back now but is being threatened by Dawood's men for his very positive action against the promoters of illegal construction. The very human right of an honest officer is being questioned. There is no human right for a bonded labour. A bonded labour does not know whether India is free or is still under the British rule. He only knows that this is what his forefathers have been doing for generations and so he also is doing it. You can criticise the Congress Party saying that Congress ruled this country for over 40 years. I do not mind that. But have you been able to address this issue in the larger context?

Take the case of the politicians. I am not talking of those politicians who are involved in some scam. Take any politician of 'A' Party or 'B' Party who was involved in exposing some kind of a corruption. The authorities in the office treat their very deserving children in such a manner as if their fathers or sisters, whosoever was in public life, had committed a crime by being a public figure. I would not like to give more examples because the time is short and we also have agreed for one hour discussion on this Bill. My point is that the entire gamut of human rights in India has to be addressed in a different manner.

Madam, I am talking of the Kashmiri *pandits*. There is unilateral cease-fire now in Kashmir. We all support the initiative of the hon. Prime Minister to bring peace in Kashmir. We are all with him so far as the issue of Kashmir is concerned. We want the end of terrorism in Kashmir and restoration of peace in the Valley. We do not want to score any political points on this. But the fact remains that the Kashmiri *pandits* who are out of the valley and are rotting here and there, the prospects of their children, the future of their families and households, their cultivation have been totally shattered.

Madam, the Constitution guarantees so many things to the citizens. The law of the country provides for so many things to its citizens. But we think that they are the victims of terrorism and we only sympathise with them. But we are not considering the issue or violation of human rights in their case. They also have the right to live peacefully and with authority. I agree that the Government cannot protect everybody. I have raised this issue of the Kashmiri *pandits* deliberately. I met a Kashmiri young man. He told me that his dream was to become an engineer and his sister aspired to become a computer engineer but they had to run from pillar to post for their survival itself. They did not know whether their lives would

[Shri Priya Ranjan Dasmunsi]

be protected or not. They came to Delhi and stayed in their relative's place for some time. Now, they are aged about 26 and 27 years and all their dreams have got grounded. I, being a public man, could not give them any answer as to what has gone wrong with our system and why we could not help them.

Madam, problems are often there—be it in the North-East or be it in Kashmir. One day a Naga girl, along with her father, met me. She said that because they opposed terrorism and extremism in Nagaland and because they wanted to stay in the mainstream, they were threatened that if the girl tried to go to any school or college, then she would be shot. No school or college in the region gave her admission because they took a position of this nature. The girl sought my help and asked if I could help her to get her a seat in some college either in Calcutta or Siliguri or in Delhi. They wanted to stay in India but they were in such a position where nobody was ready to give any guarantee for their lives. I met Shri Murlī Manohar Joshi. I explained and argued her case. I am grateful to him that he responded to me and arranged for her education.

Madam, but the question is this. How many Priya Ranjan Dasmunsi, how many Somanth Chatterjees, how many Pramod Mahajans and how many Vidyasagar Raos will individually deal with such cases? It is not possible. Our approach to the entire issue of human rights should be such that anyone who is a victim has the right, as a citizen, to flourish and grow in the system. There should be an umbrella an in-built system where everybody could be protected so that the aspirations of the people could be fulfilled, otherwise, it would remain as a mere piece of legislation. Of course, the scope of this Bill is very limited. But I took advantage of this Bill to say all these things because there would be staff who would be working in the Human Rights Commission handling these papers. They could respond to these matters. Therefore, I would like to request the hon. Minister to take up these issues. I have also told these things to Shri Advani.

It would be the richest tribute paid by your Government to the women of the country. You take the credit for it. After consulting the State Government—since it is a State subject—if you can enforce deployment of one lady Sub-Inspector in each police station, women in the country would have confidence in the system. They would have the confidence that when they are harassed, there is somebody to attend to them. Please do this. This is one of my appeals to you.

With these views and suggestions I support the legislation. I also request the Minister to take this up in the Cabinet and come out with a comprehensive approach on the entire gamut of human rights.

[*Translation*]

SHRI CHINMAYANANDA SWAMI (Jaunpur): The Amendment Bill has been brought to make provisions for the salaries and allowances of the employees of the Human Rights Commission which was lacking in the earlier Bill enacted in 1993. The Members of this House and the people outside it can certainly associate themselves with the views impressed by hon. Munshiji in this regard.

The sphere of Human Rights is very comprehensive and it can not be mainstay of discussion under this Bill for the sphere of this Bill is quite well defined and deals with the salaries and allowances of the employees. I feel that alongwith the rights to women and children the protection of economic and social rights of the people should also be included within the ambit of Human Rights in this era of globalisation. I am aware that yesterday an exhaustive discussion had taken place over the condition of the farmers in the context of globalisation. Though the hon. Minister has mentioned about the bonded labourers but he did not make any mention about the condition of landless labourers working in unorganised sector and fields. They met with unjust treatment at the hands of big landlords. We call the people working in factories and shops bonded labour, but a lot of persons also work in the houses and over the last few years their number has grown manifold. It becomes evident only when we pay attention towards this thing. The majority of such labourers are minors. They are very young children and are devoid of the right of education. No attention is also paid towards their health.

Many cases of child abuse were reported in newspapers during the past several days. For example it was reported that a child working as a domestic servant was mercilessly thrown away resulting in fractures in his hands and legs. These kinds of incidents is a regular affair and they occur in large number. Till date no Government and commission have taken any step to take care of the interest of such child labourers who are very young and deserve the right to get education, to play but instead, are forced to work in houses, shops, fields etc. to earn their livelihood in the prime of their childhood. There is a need to further strengthen the Human Rights Commission so that it may function in an efficacious manner. Perhaps, such is the intention of the Government also, therefore it has brought this Amendment Bill to increase their efficiency.

Madam, through you, I would like to request the Government that a platform for the protection of human right should be provided to those labourers who do not fall under organised sector so that they may be able to raise their voice for the protection of their interests.

Madam, Chairperson, apart from this I would like to make some more points. Whether it is the issue of displaced people of Narmada Dam or the people displaced by the construction of Tehri Dam, who will protect the interest of these displaced people whose agricultural lands, shops, industries and even their place of worship are going to be submerged? The implementing authority of the projects claims that the alternative agricultural fields, shops and dwelling places have been allotted to the displaced. However, my submission is that they have been parted from their village culture and heritage and their traditional occupations have been robbed from them. I feel that the Government should pay attention to protect their rights.

Hon'ble Dasmunsi ji has raised the issue of Kashmiri Pandits. Recently I visited from States. Presently the situation is such that it is not only the common people who are worried about becoming the part of the mainstream, rather the people involved in trading, industrial activities and labourers have no protection against the extortions by insurgents. The police or administration there is not capable of providing them protection or help. In this situation some special arrangement should be made for those States. I am not aware whether the Human Right Commission has been set up in those commission has been set up in those States or not? If it is not so then the Human Right Commission should be set up there and the rights of the labourers, shopkeepers working there should be protected who have honestly contributed towards the progress of those States. If it is so happens, then the people will come in the mainstream of the nation and their rights will be protected.

Hon'ble Dasmunsi ji has raised the issue of rights of women. Presently the situation in rural areas is such that nobody is there to listen to the misery of women. If they desire to lodge any complaint, it is not registered. There is a reason behind this. I would like to submit to the Government that the Police Act of 1961-62 is 150 year old and it has been properly amended according to the necessity of the time. At that time police force was raised to protect the interest of the Britishers and not to protect the Indians. That was not created to protect the right of the Indian citizens. That Act was not amended. Even by taking recourse to that Act it will be difficult to ignore the police atrocities. Frequently we find that instead of getting protection from the police many people die due to the police atrocities and the persons who want to lodge complaint about their plight are not entertained. If we resolve to consider this Act then the ambit of the Human rights may be widened. I support the amendment and appeal to the Government that it will be appropriate to take initiative to widen the ambit of human rights.

[*English*]

SHRI G.M. BANATWALLA (Ponnani): Madam, Chairperson, the Bill seeks to protect the interests of the employees. While supporting the Bill, I rise to make only a few points and observations.

I have to draw the attention of the House and the Government to the Constitution (Forty-fourth Amendment) Act. It was passed in 1978. The primary object of the Constitution (Forty-fourth Amendment) Act was to check the misery of the abuse of emergency powers and also to put right to life and liberty on more secure ground.

There is section 3 of this Constitution (Forty-fourth Amendment) Act, which deals with an important aspect of human rights. It deals with the question of right of life and liberty of the individual. It deals with the question of valuable safeguards to persons detained under the preventive laws. It is unfortunate that this section of the Constitution Amendment Act of 1978 has not yet been brought into force. I will not take the time of the House by giving the valuable safeguards with respect to preventive detention that are contained in this very important section. But till today, 22 years after the passing of this Constitution Amendment Act, this section has not been brought into force. In 1980, even Shri Atal Bihari Vajpayee, the present Prime Minister, had criticised the then Government very severely for failure to enforce this particular section of the Constitution Amendment Act.

In 1982, the Supreme Court observed that there were no practical difficulties in bringing this valuable amendment into force. The Court observed:

"It is not open to the Central Government to sit in judgement over the wisdom of the Parliament (to amend Article 22)."

So, this House passes the Bill and the Bill becomes a law. But the notification is not issued by the Government to bring even such a valuable human right into force. I would appeal to the Government to see that the amendment is brought into force, as the Supreme Court has said, without any further delay.

We have a National Human Rights Commission. This Commission has suggested several important amendments. But the action from the Government for acceding to these suggestions through the amendment of the Act has not yet come forward. Let the Government be more responsive to the suggestions of the National Human Rights Commission.

The areas that need attention are three in number. First, the statute should define the National Human Rights

[Shri G.M. Banatwalla]

Commission's role covering all fields of human rights with other Commissions including the State-level Commission. Secondly, the National Human Rights Commission needs to have jurisdiction over the abuse of human rights by the Armed Forces.

15.00 hrs.

The then Chairman of the Human Rights Commission, Justice Verma has said:

"Increasing complaints of violence by armed forces including paramilitary forces require of these complaints."

But then, as well as know, as per Section 19 of the Protection of Human Rights Act, the Commission cannot directly investigate allegations of human rights abuse by the armed forces. It only acts as a post box. This is a very unsatisfactory situation. The Commission is faced even with this situation that the military authorities can even disregard the recommendations of the Commission. It is necessary that the Commission must have some prosecuting wing to be able to punish the guilty officials. However, the point is the extension of power of the Commission to look into effectively the question of human rights by armed forces.

The third area is concerning the United Nations Convention against torture and other cruel, inhuman and degrading treatment or punishment, held in 1984. So, there is this United Nations Convention against torture. On the recommendation of the National Human Rights Commission, the Government was kind enough to give a positive response. I thank the Government for the positive response. As a result of the positive response, our Permanent Representative in the United Nations signed the Convention, I believe, on the 14th of October 1997. I give this date as 14th October 1997, subject to correction. But around that date, he signed it. But after the signature, the Convention has not yet been ratified. The National Human Rights Commission is asking for the ratification of the signing of this UN Convention against torture by the Government and by this House, I hope, it would receive due attention.

Before I conclude, I must say that the National Human Rights Commission was established way back in 1993, particularly when the police earned notoriety for brutal excesses. It became very notorious at that point of time for its brutal excesses. But the situation still continues today. The National Human Rights Commission says that the police are wanting in observing the directions and the guidelines given by the National Human Rights

Commission with respect to the police actions from time to time.

Even the Supreme Court of India in a recent case has given directions on interrogations and the custody of suspects. These must be observed meticulously. The Commission has emphasised proper training of police on human rights, scientific interrogation, accountability for barbaric actions by the police, judicial monitoring of conditions in lock ups and jails, enforcement of the recommendations of the National Police Commission, the mandatory impartial inquiry in cases of excessive violence, death, and rape in judicial custody and so on.

Madam, Chairperson, last but not least, the Commission itself has to become a little more active. It must take cognizance of the findings of the various reports of the judicial commissions. Whenever a report of the judicial commission comes out and if there are mentions of gross abuse of human rights by the law-enforcing agencies, then the Commission must take *sou motu* cognizance of the same and proceed in this matter. I need not emphasise question of implementation of Srikrishna Commission Report and the role of the law-enforcing agencies, the police etc. I may not refer to the judicial reports and the reports of the CID, the Intelligence Bureau etc. with respect to the violence in Malliana and Hashimpura in Meerut. I may not refer only to the question of Bhagalpur Report and the report of the judicial commission over there. But then they are all lying and gathering dust.

I make a forceful plea that the Government should take up the matter with the National Human Rights Commission. Let the Human Rights Commission by itself take notice of all instances of violation of human rights and see to it that justice is granted.

There is also a question of State Human Rights Commission. Today the position is that some of them do not have the necessary infrastructure. The State Human Rights Commission do not even come out with Annual Reports. These are matters that have to be taken into consideration. Some of the States are not even prepared to set up Human Rights Commission. Let the Government take up these matters and move in this direction.

With these few observations, I support the move to protect the rights of the employees.

SHRI A.P. ABDULLAKUTTY (Cannanore): Respected Chairperson, I rise to support this Bill. The present amendment is only for a limited purpose, namely to give retrospective effect to the wage increase. I support this move. At the same time I am of the view that

Commission's functions should be made more effective. It appears that their orders are only advisory in nature. The *dalits* and weaker sections suffer much. The Human Rights Commission will have to take up the matter seriously. The staff strength is very less. Hence the delay in taking prompt actions. Recently, there have been violations of human rights in the nature of sexual harassment against a woman. This could not be effectively remedied by the Commission. The Commission's powers have to be enlarged. Many of the decisions of the Commission could not be implemented for want of authority. Harassment against weaker sections is also on the increase. Effective steps have to be taken by the Commission. The power of the Commission should be increased. The State Government will have to take action on the recommendations of the Commission. It is a time consuming affair.

Madam, I therefore, strongly plead that in the present condition the power of the Commission requires change. With these words, I support the Bill.

SHRI P.H. PANDIYAN (Tirunelveli): Madam Chairperson, I support the Bill but at the same time I would like to express my views on human rights.

Human Rights are inalienable. Article 21 of the Constitution of India clearly spells out that no person shall be deprived of his life and liberty except according to the procedure established by law. Is this procedure being followed by the Government? In 1973, the Indian Penal Code (Amendment) Bill was passed in Rajya Sabha but it lapsed with the dissolution of Lok Sabha. Since then, that Bill has not been introduced in this House. What was that Bill about? That was to rationalise the discretion in the hands of the judicial officers to impose sentence. Under what circumstances they can exercise this discretion has been spelt out in the Indian Penal Code (Amendment) Bill, 1973. By introducing that Bill, the Government of India will be streamlining, rationalising and at the same time limiting the judicial discretion of certain individual judicial officers.

I would like to stress on another point. Death penalty is irrevocable. The Minister knows it. India is a party to the United Nations Covenant on the abolition of death penalty. The Government has signed a treaty but till now it has not been removed from the statute book of Indian Penal Code. In 1982, the Supreme Court Justice P.N. Bhagwati, in a dissenting judgement had struck down section 302 as unconstitutional saying that imposition of death penalty is illegal, *ultravires*, inhuman, irrational and irrevocable. But while passing that judgement he had cited an instance where the Human Right violation was evident. The Judge had said in Page 1357, 1982, Bachchan Singh vs the State of Punjab.

"Three persons, Harbans Singh, Chita Singh and Kashmira Singh were charged for murder and were convicted by the Punjab and Haryana High Court and sentenced to death. They filed an appeal before the Supreme Court. In general, first three appeals were dismissed. Later, an appeal filed by one of the detainees was heard by one bench and it was admitted to the limit of sentence and consequently death sentence was reduced to life sentence."

The same thing happened in another case. Another accused moved the Supreme Court for the same relief and he was given that relief. But while calling for the records in respect of other accused, three were charged for the same murder, he was executed. Justice Bhagwati had said that it is a judicial vagary. So, inaction on part of the Central Government to introduce that Bill in the Lok Sabha has claimed a number of lives till today. There is no guideline to exercise the discretion. So, in the judgement Justice Bhagwati had asked for supply of guidance by this Parliament. We have to supply those guidelines at least in this year.

Now, I want to cite another example wherein human rights are invariably violated. Suppose a person is charged, convicted and confirmed by the High Court. After that he moves the Supreme Court. The Supreme Court insists on the production of a surrender certificate for bail. Suppose the person is sentenced for 15 days. If he wants a bail, he would have to serve the whole sentence. He has to go to jail and then apply for bail. So, before the final hearing, he would serve the whole sentence. So, a legislation should be brought out by the Union Government to dispense with the condition of producing surrender certificate. I would say that the Government has to act quickly on these two aspects so that the human rights can be safeguarded.

I would say that the right to life includes the right to live, right to shelter, right to food, and right to clothing. These are the basic rights of mankind. Magna Carta has given these rights to us. The United Nations Charter has given these rights. These rights are inalienable. So, I rise on this occasion to caution the Government to safeguard the basic rights of all the human beings in the whole country. You supply food to them, you give them shelter, and you do not evict them except through due process of law. It appeared in all newspapers that the Delhi Municipal Corporation has sealed all the polluting units in Delhi.

[Shri P.H. Pandiyan]

I would like to add that in the case of life sentence, it takes about 5-6 years in the High Court to hear an appeal. Suppose a person is denied a bail, he has to be in jail for years. If he is acquitted after the final hearing, he cannot be compensated. The damage done cannot be undone. On that score, there are a number of human rights violations. Only at this point of time, we can raise this issue. You provide shelter, provide clothing, provide a place for business, and given them occupation. These are the basic rights which the Government must give instead of creating the National Human Rights Commission to look after these *lathi* charges and all that.

I would say that there should be an enactment to ban the third-degree method under the Criminal Procedure Code. The Criminal Procedure Code says that a minimum force can be exercised by a policemen. What is the minimum force? It is not defined in the Criminal Procedure Code. So, I would say that you must supply all these guidelines in a new legislation. Thank you very much.

[Translation]

DR. RAGHUVANSH PRASAD SINGH (Vaishali): Madam Chairperson, the Human Right Protection (Amendment) Bill, 2000 is being discussed in the House. From the objectives and reasons of the Bill, it seems that the rules of the Bill, which was prepared in 1993 are being formulated in the year 2000. It took seven year to formulate the rules while its notification was issued earlier.

15.19 hrs.

[SHRI P.H. PANDIYAN *in the Chair*]

When it was decided to implement the report of the fifth pay commission regarding the pay and allowances of the Officers and employees with effect from 1996, the department felt that there is no rule to implement it with retrospective effect. They are seeking permission to formulate the rules to implement it from the retrospective effect and subsequently this amendment has been brought. I would like to submit what will happen with the Human Rights? The rules could be formulated in seven years after 1993 and even the the retrospective effect was not incorporated in the rules and they have brought this amendment to incorporate it in the rules. What will happen to the Human Rights in the country where such mistakes and omissions take place in course of formulation of the rules?

I was not sure when the amendment in Human Rights Protection will be brought. Now it has been introduced but it is of only one line.

[English]

"The Prime Minister Mr. Vajpayee on Friday said, his Government would enact a legislation to strengthen the legal frame work of the protection of human rights."

[Translation]

This statement of the Prime Minister is six months old. The Prime Minister stated that he would strengthen the legal framework of the human rights. However, the Bill is of one line and it has been brought to hide the shortcomings and laxities. But what will happen to, the statement that has been given by the Prime Minister? What is the position of Human Rights in the country? Though there is National Human Right Commission but in many States it has not been set up and nobody knows when it will be set up. As per the report of the last three years 1143 persons had died in custody. Such things are happening everywhere. At same place there are atrocity by the police and somewhere by the oppressors. The labourers are being oppressed. The people take labourers from Bihar to North-East, Sikkim etc. They take labour from there and when they get unhealthy and are not fit to work, these labourers are deserted. What will happen to their human rights? The issue of human rights came into limelight when the people became civilised and it was said that the people should have some rights and their rights should be protected. We should ensure that nobody should be subjected to inhuman behaviour. But we find that minorities, children, women and Dalits are being ill-treated.

SHRI THAWAR CHAND GEHLOT (Shajapur): Your Government remained in power for one and a half year, what did you do?

[English]

MR. CHAIRMAN: Please resume your seat.

SHRI THAWAR CHAND GEHLOT: He has agreed.

MR. CHAIRMAN: He cannot agree. I should agree. It is not between you two. You have to advise the Chair. When you get your turn you speak.

[Translation]

SHRI THAWAR CHAND GEHLOT: I request you to allow me to remind their mistakes. So please give me one minute. When did they not amend the Act.

[*English*]

MR. CHAIRMAN: You may please address the Chair.

[*Translation*]

DR. RAGHUVANSH PRASAD SINGH: They intervene to make my speech more emphatic so that I may expose their true face.

SHRI THAWAR CHAND GEHLOT: You got the opportunity and you did not do anything.

[*English*]

MR. CHAIRMAN: Kindly resume your seat. You cannot speak like that. No Member can address another Member directly. It is improper.

[*Translation*]

SHRI THAWAR CHAND GEHLOT: The recommendations of the Fifth Pay Commission were implemented by his Government.

DR. RAGHUVANSH PRASAD SINGH: What happened to the statement that was given by the Hon. Prime Minister some six months back? When will it be implemented? That was a false statement. That is why when we become offensive they start crying.

SHRI THAWAR CHAND GEHLOT: You did not pay any attention, you were napping.

[*English*]

MR. CHAIRMAN: It is not according to the parliamentary procedure. You must hear a Member. When you get your turn, you may speak or another Member of your party can speak.

[*Translation*]

DR. RAGHUVANSH PRASAD SINGH: Mr. Chairman, Sir, I feel that there is a danger to human rights and the fundamental rights in this regime. Today itself thousands of employees of Maruti Udyog along with their families are demonstrating at Jantar Mantar. They are staging dharna and demonstrations for last one and a half month. They are asked to give in writing that they will not demonstrate or agitate. Is it not the violation of human rights and fundamental rights? Maruti Udyog has suffered loss of thousands of crores of rupees on account of this.

Some Minister says that the Govt. favour the sell out of MUL, the other one says the opposite. Someone says that a compromise will be reached in this regard

while the other denies any such move. It threatens the rights of labourers and workers. The interests of these people are being thwarted. This bill regarding rules only contains one line.

The legislation enacted today will be implemented with retrospective effect. It is always dubious to do so. The legislation is being framed presently while it will be implemented with retrospective effect. It is dangerous to do so.

The report of National Human Rights Commission is presented regularly and it kees on taking up various matters and in some cases there is punishment or penalty involved, I am of the view that the people should be made aware about the Human Rights Commission and the people belonging to weaker, oppressed and exploited sections of the society should get the protection of the Human Rights Commission. However, I would like to stress that the misuse of Human Rights Commission is taking place in several instances. Sometimes even a culprit files a petition in the Human Rights Commission for demanding safeguards and becoming immune from the grip of law enforcing authorities and the killers of innocent persons succeed in getting the protection of the Commission. Hence I would like to caution the Government that the misuse of the Commission should not be allowed while extending protection to the innocent persons, those belonging to oppossed section of the society, workers, women and children, child widows and child labour etc. A criminal and oppressor should not be allowed to go scotfree. Hence I would like to warn the Government to properly implement the framed legislation. The Government should also pay attention towards the Human Rights of thousands of people sitting on dharna and interests of their children.

SHRI MULAYAM SINGH YADAV (*Sambhal*): Mr. Chairman, Sir, I feel that the views expressed by the leaders and our friends are not in consonance with the subject of discussion. The debate is going on regarding the objects and reasons of service rules. It is related to service rules regarding National Human Rights Commission. That is the report by M.D. Saheb. The debate which our friends are doing is quite meaningless. It will be nice if anybody conveys the true purpose and subject of the debate which is related to the role of National Human Rights Commission in checking the violation of fundamental rights and also the protection of human rights provided to us by the Constitution during the time when Parliament is not in session or is unable to take up such matters. The objective of Human Rights Commission is to safeguard the rights of the people belonging to weaker, backward sections of the society, minorities and women and also of those who, though, belonging to higher

[Shri Mulayam Singh Yadav]

castes, are not enjoying privileges, but what was the need to introduce service rules? If the move has been made just to empower the National Human Rights Commission, then it could have been achieved by simply granting the authority of formulating service rules to the Commission. At that time it was being felt that the right was being delegated to the Commission. There was no need to hold any debate in Lok Sabha over it. The Commission could have been vested with this power simply by passing a Resolution in Lok Sabha to this effect. But now there is Minorities Commission, National Commission for Women, National Commission for SC/ST as well.

It is leading to a great confusion. On one hand we approach National Human Rights Commission for resolving our problem, though the other Commission are already keeping the issue under its purview. There is no way in between to resolve the conflict. Hence the hon. Minister of Parliamentary Affairs should bring a separate amendment for empowering the National Human Rights Commission, so that its power and prestige could remain intact. I would like to cite an example. It is the provision that the Chief Justice of the Supreme Court acts as the Chairman of NHRC. I have approached the Commission at least a dozen times but not a single matter has been settled. I would like to assure the House that one can move the NHRC only if the allegations carry some weight, otherwise it is useless to approach it. I would like to apprise the House that people from many parties, after evolving a consensus, had moved the Commission regarding a dozen of matters involving the question of humanity or fundamental human rights. The case was forwarded through a Member of the Human Rights Commission but no action takes place on the report. Leave alone the collector and S.P., not even the sub inspector and Tehsildar and even Lokpal did not bother to take action on it. It is my demand that an amendment should separately be brought in this regard. There are several instances where wrong and fabricated charges are levelled against people in public life and are sent to the NHRC just for the sake of settling scores. Several instances of atrocities against women are occurring daily. Now the atrocities are being committed not only against the people belonging to weaker section of the society but also against the people belonging to higher castes.

Sir, you have given me three minutes time, hence I would like to say that at least you should bring this amendment. I don't find it appropriate under these circumstances. I would like to apprise the House that there are 22043 complaints throughout the country as per the position in 1998-99 and instructions should be issued to take action in regard thereto. I am not talking

about U.P. alone, same is the case with Bihar besides all others States. But the truth is that no action has been taken even in a single matter so far. Hence I demand that a separate amendment should be brought to make NHRC more powerful. The leaders should not allow themselves to be entangled into the service rules. I want the commission to be constituted in an effective and cohesive manner. Hon. Chief Justice is the Chairman of the Commission and I have full faith in him and I am confident that he will be able to do justice and the Government should take action in this regard.

With these words, I conclude.

[English]

SHRI RAMESH CHENNITHALA (Mavelikara): Mr. Chairman, Sir, I also want to speak on this Bill. Kindly allow me.

MR. CHAIRMAN: The time allotted for this Bill was one hour and it is over now.

The Minister has started.

...(Interruptions)

MR. CHAIRMAN: The time allotted by the Business Advisory Committee is only one hour.

...(Interruptions)

SHRI RAMESH CHENNITHALA: Sir, only one or two speakers are there.

MR. CHAIRMAN: We have exhausted one hour.

SHRI RAMESH CHENNITHALA: It can be extended.

MR. CHAIRMAN: You have the freedom of speech, subject to the Rules of Procedure.

CH. VIDYASAGAR RAO: Mr. Chairman, Sir, I am thankful to hon. Members, Shri Priya Ranjan Dasmunsi, Shri Chinmayanand Swami, Shri G.M. Banatwalla, Shri A.P. Abdullakutty, Dr. Flaghuvansh Prasad Singh and yourself. The hon. Members have supported the Bill. I am thankful to them. I am also thankful to the other hon. Members. Though they have not participated, I am sure that they are going to extend their support.

In these speeches, I fully agree with Shri Dasmunsi and all other hon. Members who have highlighted the rights of the human beings. It mostly pertained to women, child labour, agricultural labour and also the land oustees of the Narmada Project. Many suggestions have been given. They had highlighted the cases where human rights were infringed upon.

Besides that, certain constitutional provisions have been cited by you and Shri Banatwalla. A number of decisions of various Commissions have also been cited. The Government have taken note of all the suggestions. These will be kept in mind while deciding the various issues. ...(*Interruptions*)

MR. CHAIRMAN: No, no; you cannot put a question.

SHRI RAMESH CHENNITHALA: I can ask a question. What is this?

SHRI CH. VIDYASAGAR RAO: I am coming to the subject.

MR. CHAIRMAN: He is giving the reply.

SHRI RAMESH CHENNITHALA: You were also asking the questions when you were sitting here. It is very bad.

MR. CHAIRMAN: Do not say like that.

...(*Interruptions*)

MR. CHAIRMAN: The Minister is replying.

SHRI CH. VIDYASAGAR RAO: I have not completed it. So far as the Human Rights Commission and various Commissions to be set up in the States are concerned, as the hon. Members are well aware, it is a subject of the State Governments. As per the Seventh Schedule of the Constitution of India, we will be advising the State Governments at various levels. ...(*Interruptions*)

[*Translation*]

SHRI MULAYAM SINGH YADAV: Mr. Chairman, Sir, if he has introduced it on the pretext of the State Government then why he has introduced it here...(*Interruptions*)

SHRI CH. VIDYASAGAR RAO: It is with the Government...(*Interruptions*)

SHRI MULAYAM SINGH YADAV: If you say that it is with the Government then does it make any sense?...(*Interruptions*) You have always indulged in putting forth excuses. If you speak the truth, it will help in improving the image of the Government and if you do not say straight forward things, then it will tarnish the image of the Government. Hence you must speak the truth.

[*English*]

SHRI CH. VIDYASAGAR RAO: So far as infringement of the human rights is concerned, there have been a

number of police cases. Though the complaints were given but allegedly no action had been taken by the Police. The women police are to be deployed in certain police stations. These are the suggestions. This definitely is a matter concerned with the State Governments. I wanted to say it only to that extent.

So far as the Bill is concerned, after the Fifth Pay Commission, the Government wanted to apply this to the employees of the Human Rights Commission by way of a Notification. But when we tried to solve this problem by a Notification, the Ministry of Law had said that there was no provision. Unless Section 40 is amended, it cannot be carried out. Therefore, this Amendment has been brought forward before the House. As Dr. Reghuvansh Prasad Singh has said, it is not that the salaries are not being paid up till now. It is not so. So far, they are not availing of the benefits of the Fifth Pay Commission.

[*Translation*]

That is only for one year. A]I have been drawing salary since 1996. The issue is only for one year.

[*English*]

Only for one year, the retrospective effect is being given. It is not that the Department is continuously sleeping over the subject.

So far as the setting up of State Human Rights Commission by the respective State Governments are concerned, ten State Governments have set up State Human Rights Commissions and other States are also considering setting up of the State Human Rights Commissions. The Government of India is continuously pursuing it with the respective State Governments.

So far as Bihar is concerned, we have been continuously writing to the Bihar Government to set up the State Human Rights Commission, but they are not setting it up. If Shri Raghuvansh Prasad Singh takes the initiative, it will be helpful to most of the people of Bihar also as their human rights cannot be infringed upon then.

Regarding the United Nations Convention against Torture, definitely we are a signatory to it. ...(*Interruptions*)

[*Translation*]

SHRI RAMJILAL SUMAN (*Firozabad*): What is the Union Government doing in this regard? Please tell us.

[English]

MR. CHAIRMAN: Let the hon. Minister finish his reply.

SHRI CH. VIDYASAGAR RAO: Sir, the Government is considering for the ratification of this convention. As hon. Shri Mulayam Singhji has rightly put it, this Bill is confined only with regard to the extension of this facility to the employees. All the Members have already supported it. So far as the suggestions are concerned, these will be taken up by the Government at the appropriate level.

With this, I request the hon. Members to pass the Bill.

[Translation]

DR. RAGHUVANSH PRASAD SINGH: Mr. Chairman, Sir, he said that no Human Rights Commission is constituted in Bihar, See Question No. 1919.

[English]

"As per the available information, the State Governments of Assam, Himachal Pradesh, Jammu & Kashmir, Kerala, Madhya Pradesh, Manipur, Punjab, Rajasthan, Tamil Nadu, West Bengal and Bihar have set up State Human Rights Commission."

[Translation]

How did you say that there is no Human Rights Commission. Which of your replies is right? Whether he is right or you are right. You should at least do justice with Bihar.

[English]

MR. CHAIRMAN: Right.

SHRI CH. VIDYASAGAR RAO: Sir, as per the information received by me, subject to correction, I am submitting it...*(Interruptions)*

MR. CHAIRMAN: The hon. Minister has said that it is subject to correction.

Motion moved:

"That the Bill further to amend the Protection of Human Rights Act, 1993, be taken into consideration."

The motion was adopted.

MR. CHAIRMAN: The House shall now take up clause by clause consideration of the Bill.

The question is:

"That Clause 2 stand part of the Bill."

The motion was adopted.

Clause 2 was added to the Bill.

Clause 1, Enacting Formula and the Title were added to the Bill.

SHRI CH. VIDYASAGAR RAO: I beg to move:

"That the Bill be passed."

MR. CHAIRMAN: The question is:

"That the Bill be passed."

The motion was adopted.

15.44 hrs.

PUNJAB MUNICIPAL CORPORATION LAW (EXTENSION TO CHANDIGARH) AMENDMENT BILL

MR. CHAIRMAN: We shall now take up Item No. 8

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI CH. VIDYASAGAR RAO): Mr. Chairman Sir, I beg to move:

"That the Bill to amend the Punjab Municipal Corporation Law (Extension to Chandigarh) Act, 1994, be taken into consideration."

The Bill seeks to provide for the representation of the Member of the House of the People representing the Union Territory of Chandigarh in the Municipal Corporation, Chandigarh with a right to vote.

It is only a simple amendment. The Punjab Municipal Corporation Act of 1976, as amended by the State Government in May 1994, was extended to the Union Territory of Chandigarh by Punjab Municipal Corporation (Extension to the Chandigarh) Act of 1994.

The Punjab Act does not provide for the representation of the Member of the House of the People in the Municipal Corporation and, accordingly, no provision

was made in the Act of 1994 for the representation of the Member of the House of the People representing the Union territory of Chandigarh in the Municipal Corporation of Chandigarh.

Article 243R of the Constitution, *inter alia*, provides that the Legislature of the State may, by law, provide for the representation in a Municipality of the Member of the House of the People and the Members of the Legislative Assembly of the State representing constituencies which comprise wholly or partly the municipal area.

Sir, the matter about the representation of the local Member of Parliament in the Municipal Corporation, Chandigarh, was raised in various meetings of the Department-related Parliamentary Standing Committee on Ministry of Home Affairs during consideration of the Demands for Grants of the Ministry. The Committee in its 37th Report had recommended that:

"...it is hoped that the situation will be rectified and the area Member of Parliament will be deemed as a member of the Municipal Corporation, Chandigarh, as per the provisions of the 73rd Amendment of the Constitution."

The matter was further taken up by the Committee in the meetings held on 23rd and 24th March, 1999 while examining the Demands for Grants (1999-2000) of the Ministry of Home Affairs and the Committee again recommended that:

"The Committee notes the reply furnished by the Ministry and hopes that an early decision on the proposals of the Ministry would be taken by the Government to ensure representation of the local Member of Parliament in the Municipal Corporation of Chandigarh. The Committee also urges upon the Ministry to make the progress of case known to it from time to time."

It is in pursuance of the above recommendations of the Committee that the Government have moved to provide for the representation of the Member of Parliament from Chandigarh in the Municipal Corporation of Chandigarh with a right to vote. Accordingly, the Punjab Municipal Corporation Law (Extension to Chandigarh) Act, 1994 is being amended.

With these words, Sir, I commend this Bill to this august House for approval.

It is so simple. It is only to provide the opportunity to the local Member of Parliament as a Member of the Municipal Corporation with a right to vote.

MR. CHAIRMAN: Motion moved:

"That the Bill to amend the Punjab Municipal Corporation Law (Extension to Chandigarh) Act, 1994, be taken into consideration."

SHRI PAWAN KUMAR BANSAL (Chandigarh): Mr. Chairman, Sir, local self-government institutions are a potent medium for the successful working of democracy at the grass root level and to meet the genuine aspirations, hopes and expectations of the people. When the 74th Constitutional Amendment was before the Parliamentary Committee in 1994, there was an effort to see that the provisions thereof were not extended to the Union Territories. Fortunately, because of the pressure of the Members of parliament, those provisions were extended to the Union Territories. We then expected that because of the peculiar situation that the Union Territories enjoy or have to suffer in the country, new specific pieces of legislation would be enacted to translate into action the spirit of the Constitutional Amendment for the benefit of the people of those Union Territories. Somehow, maybe, in haste, it was the Punjab Municipal Corporation Act which was picked up and extended to the Union Territory of Chandigarh with certain modifications which were then considered necessary.

Sir, today when we have an experience of four years of the working of those provisions in Chandigarh, one expected that the Government, taking note of the various shortcomings which have been noticed over the years, would come out with a comprehensive piece of legislation to either replace that enactment or to incorporate in the main Act those essential provisions which are needed for an effective working of the Municipal Corporation in the city. All that we have today before us is this. Bill and the only person, perhaps, who is going to be the beneficiary of that provision is me. But somehow, let me have the permission to say that I am not able to really appreciate this amendment. This was discussed at length, as the Minister has pointed out, and it was left to the Legislatures of the States to decide whether they wanted the Members of Parliament to be members of the respective Corporations, Panchayats, etc., or not.

[Shri Pawan Kumar Bansal]

I am of the firm opinion that the Members of Parliament have a different plank to function. And it is not really necessary for them to become members of the Panchayats, Zilla Parishads and Municipal Corporations. But today I do not rise to oppose this particular amendment. Maybe, the Government has given a thought to it, maybe certain people wanted it and as I said, I am going to be the beneficiary of it unintendedly. Perhaps it was differently intended by the Government when it initiated the move. But I want to seek this opportunity to bring to the notice of the hon. Minister certain shortcomings which the people have noticed over the years and to which I would certainly expect the hon. Minister to give a serious thought and bring those amendments in the relevant law.

As I began with by saying, we have to experience the working of democracy at the grass-root level through local-self Government institutions and if we were to really see that democracy succeeds in our society, if we want to inculcate a spirit of democracy or a democratic temper it is the local-self Government institutions which can play a vital role in that direction. But what I find is that the spirit which prevailed upon us to bring about certain amendments in the Constitution of a far-reaching character has not really been followed up in our actions.

I would only confine to a few observations. I would not like to take a long time on this. But I do have a feeling of dismay when I say that the rights, duties and the functions which were supposed to be conferred upon the Municipal Corporation have not been so done. You pass a piece of legislation, but by executive directions, and by executive memoranda you take away all those from the Municipal Corporation. If we were to take the example of Chandigarh, there is utter confusion about the working of the Corporation. The important functions which were supposed to be transferred to the Corporation under the Schedule to the Constitution have not been so done. The Municipal Corporation has not been given the right which should have been conferred on the Municipal Corporation and there is utter confusion about its working.

The main functions have been retained by the Chandigarh Union Territory Administration and it is only the peripheral functions which have been transferred to the Municipal Corporation. And the result is that the interaction of the people with the authorities is not hassle free.

DR. NITISH SENGUPTA (Contai): Can I put a question to the hon. Member? Is he paying house tax?

MR. CHAIRMAN: No, you cannot put a question to the Member.

SHRI PAWAN KUMAR BANSAL: I would like to come to that also. An unwary citizen approaches an office, we talk of single window system, provision of all facilities through an single window. He is made to shuttle from one window to another, not just from one window to another, from one office to another, from one sector to another and there is no end to his woes.

Then, the Constitution and the Act provide for the setting up of a Finance Commission. The Finance Commission has been set up, but not once, not even once has that Finance Commission set up for Chandigarh, met to apportion funds of the Union Territory between the Administration and the Corporation. And the result is, the Corporation is starved of funds.

Here I would like to come to that answer. For 40 years Chandigarh—to be precise for 34 years—has been a Union Territory. There has been no shortage of funds as far as Chandigarh is concerned. The Centre did come forward to provide funds in abundance to the Chandigarh Union Territory and today also shortage of funds is not really the problem. It is the intention of the people who happen to control the reins of authority and their mindset. People are willing to pay I would like to make it clear that the people are willing to pay, provided the Government runs the service commensurate to what it takes from them. It is our experience that Chandigarh people have not been really treated the way they were promised, when they were, in fact, asked or appealed to by the erstwhile, the then Chief Minister of the Punjab to come and settle in Chandigarh.

Those assurances have not been honoured over the years. The question is not that the people do not want to pay house tax. The question is what is your approach to the needs of the people. If we find that the services are not commensurate, that the services are not up to the mark, that the services do not justify the grants extended by the Centre, we would certainly object to levy of any new taxes. What have the people gained by that?

Today, we were dealing with the petroleum products. Twenty per cent tax is being levied on the people of Chandigarh whereas in the adjoining towns of Panchkula and Mohali, on the two sides of Chandigarh, and in two different States, people are paying much less than those in Chandigarh. The rates of petroleum products, which the people of Chandigarh have to pay, are much more than those two States.

Then, along with that what we really expected when this piece of legislation was passed six years back was that the planning would come into the hands of the

people. This is our feeling and this is everybody's feeling and I am sure they all share that opinion with me that the gentleman sitting in the air-conditioned rooms of the Yojna Bhawan cannot know where a small village or a tiny hamlet of any particular State lies and what are its peculiar problems. For that there is a salutary provision regarding Committees for district planning and metropolitan planning. Nothing of the sort has been done. These are the things which I would want the hon. Minister to take care of and see that something substantial is done so that our talk, its spirit are translated into action.

Now, I come to staff. When the Municipal Corporation was formed, a large chunk of the staff, the employees of the Union Territory of Chandigarh were transferred to the Corporation. Those people have been agitating right from that day because the future of their career today is in jeopardy. They have been treated as second class citizens, different from others. So, it is imperative that those people should have been given their due. Today, their demand is that they should be treated to be on deemed deputation. It is a very valid demand. I hope the hon. Minister is noting down my points.

I even learnt that some time back there was some assurance from the Government side to that effect. I would only wish that the hon. Minister gives us an assurance here that this particular thing would be attended to at the earliest, that all the employees who have come over from the Administration to the Municipal Corporation are treated on deputation so that their future is not put into some sort of jeopardy. The Corporation should be at liberty to recruit new staff under the Act, but definite attention should be paid to their needs.

Sir, Ward Committees have been provided for under the Act. For four years, such Ward Committees have not been set up. I want that a mandatory provision is made that action would be taken against the Municipal Corporation for not doing that. I have always emphasised upon the point that if you really want to have a vibrant and dynamic democracy, then you must ensure that Residents' Welfare Associations are associated with such Ward Committees. Nothing of the sort has been done.

As the things stand today, the Municipal Corporation of Chandigarh has 20 elected members and there are nine nominated members. Let me make it abundantly clear that I am in favour of having nominated members. The members who were nominated in Chandigarh have done a commendable job. But I am on a different point. The proportion is not a very healthy one. I would take this opportunity to emphasise upon the hon. Minister and to request him to urgently make this amendment before the next elections which are due in a year's time to raise

the number of the elected members from 20 to 30. Sir, one could feel that if 30 people are elected by the citizens of the city and there are nine nominated members along with the MP or 31 elected members, nine nominated members and the MP, making a total of 41, that would constitute a good House to look after the affairs.

Finally, I would like to say something about the system of working of the Corporation. Such institutions would look good only on paper unless you really vest some powers in them. The Municipal Corporation today has no powers and authority. I would suggest that the minimum you can do is to introduce a system called Mayor-in-Council.

16.00 hrs.

Please look into it. Give some authority to the Corporation so that they are really answerable to the people and they are in a position to meet the promises which they hold out to the people.

I know, the present Corporation has failed to really live up to the expectations of the people. The reasons are many and I would not really like to discuss those here. One of those, I feel, is certainly the lack of will to work. They have not shown the will. People are disenchanted with the working of the Corporation. But as regards some of the observations which I have made, it is because of certain lacunae, certain shortcomings in the Act. The other thing is for the people to decide. In this House, I have to only make a request to the hon. Minister to immediately look into the various aspects. I am sure, he must have been receiving many representations from the Municipal Corporation and from the general public about the shortcomings that have been noticed over the years and I would only request him to take immediate action in meeting those demands and to make this Act really an embodiment of people's aspirations through which they can really say, well, here is a symbol, an example of excellent functioning of local self-Government institutions.

Thank you very much, Sir.

[Translation]

16.02 hrs.

[DR. LAXMINARAYAN PANDEYA *in the Chair*]

PROF. RASA SINGH RAWAT (Ajmer): Mr Chairman, Sir, I rise to strongly support the Punjab Municipal Corporation Law (Extension to Chandigarh) Amendment Bill, 2000. Today, Chandigarh is a Union Territory. Panchayats, Municipal Councils or Municipal Corporations are the foundation stones as well as the primary units of democracy. Democracy has a direct relation with this. If

[Prof. Rasa Singh Rawat]

the basic structure is more powerful, it will strengthen our democracy. According to the process of democracy each and every Member of Parliament or Member of Legislative Assembly should be a member of Municipal Corporation or the Municipal Council of the city or town the member hails from. This Bill has been brought to provide this democratic right to people and I strongly support this Bill.

Mr. Chairman, Sir, as you are aware right now Chandigarh is a capital of three States. Firstly, it is a capital of Punjab secondly, it is capital of Haryana and lastly Chandigarh being a Union territory is also a capital in itself. Therefore, from this point of view, whether they are M.P.s and M.L.As. or the member of municipal block in a Union Territory of certain constituency from where they have been elected should compulsorily be made the member of local Municipal Corporation so that they represent their constituencies properly.

Mr. Chairman, Sir, I represent the Ajmer city of Rajasthan State in Parliament. There is a Municipal Council in Ajmer. I am also a member of that Council. At the time of the meeting of the council on one hand where councillor present their problems, as a Member of Parliament I also present the problem of the city as a whole before Municipal Council and thus get the opportunity of resolving the problems. Therefore, I think that this amendment was very necessary. The earlier law of Punjab which was enforced on the then Municipal Corporation of Punjab in 1994 don't basically have the provisions which has been enforced in Chandigarh. Therefore, this law has been brought after six years. However it should have been brought earlier by the then Governments. The then Governments unnecessarily delayed it and consequently the representatives were not provided the opportunity to present their views.

Hon. Chairman, Sir, the way Bansal Saheb was expressing his views shows that some other party will rule over the Municipal Corporation of Chandigarh. Therefore, he is talking in such a way. I think, that we should welcome Amendment bill with open hands which is moved to make the elected representatives of the Parliamentary Constituencies, member of Chandigarh Municipal Corporation for participating in meetings and expressing their views there. But, may be there are certain political reasons which can make maximum people. ...*(Interruptions)*

SHRI PAWAN KUMAR BANSAL: You are saying this because you want to say something. ...*(Interruptions)*

PROF. RASA SINGH RAWAT: There is nothing to say. ...*(Interruptions)* I am saying this only because the situation of Chandigarh is something special. From that

point of view, I would like to welcome this amendment bill. Through you, I would like to invite the attention of Union Government towards the fact that the local bodies should be strengthened. Even after the 73rd and 74th amendment of the Constitution, many a times some State Governments according to their convenience provide voting rights to the Members of Lok Sabha or the Members of Legislative Assembly and sometimes withdraw it on the eleventh hour for it might disturb their majority due to certain votes. In such a situation the basic objective behind the 73rd and 74th amendment has not been fulfilled. Thus, through you I would also like to request that for protecting the dignity of Constitution after the formation of a statutory body their rights should not be withdrawn.

I would like to conclude with these words that Municipal Corporation should be strengthened, system should be improved and the number of wards should be increased. The population of Chandigarh is also increasing like other cities but its environment, natural beauty and its special condition should be protected. With these words I would like to thank you.

DR. RAGHUVANSH PRASAD SINGH (Vaishali): Mr. Chairman, Sir, on Punjab Municipal Corporation Law (Extension to Chandigarh) Amendment Bill, 2000 is being discussed here. This bill has brought after six years that is after 1994. Prof. Rasa Singh Rawatji was talking about the previous Governments. I would like to say that out of these six years this Government was in power for three years, then why this bill was not moved before? Members of Parliament are being neglected. Local Members of Parliament are not being included in Municipalities. What kind of bill is this and how it is formulated? The bill was moved by this Government after the completion of three years in power. I would like to say that Members of Parliament have been neglected in each and every field. The 73rd and 74th amendment of Constitution have been passed. At that time the objective behind enforcing it was to strengthen the local self Government, Panchayati Raj, Municipal Corporation, Municipal units etc. along with providing representation and conducting elections in every five years. The amendment was enacted to provide representation and reservation to women, harijan, Scheduled Tribe, Schedule Caste etc. in them. ...*(Interruptions)*

SHRI RAMESH CHENNITHALA (Mavelikara): The elections have not taken place in Bihar for last seventeen years. ...*(Interruptions)*

DR. RAGHUVANSH PRASAD SINGH: Whether the elections have not taken place in Bihar? Nobody knows who is responsible for not conducting elections.

...(Interruptions) Have elections not taken place in Bihar? The Constitution have the provision for providing reservations to adivasi, scheduled caste, scheduled tribe, women and says that there is not hinderence if a State Government wants to provide reservation to the people of backward classes as well. The State Government of Bihar provided reservation to the backward class in their panchayat laws. This decision of Bihar Government was challenged in High Court. High Court said that, the decision taken was against the Constitution. After that it said, that the post of Mukhiya is single post. The posts of block Mukhiya district Mukhiya etc. too are single posts therefore no reservation can be given against them whereas the Constitution says, that reservation should be given to adivasi, scheduled caste, scheduled tribe, women etc. and it is applicable to all posts. High Court said that reservation cannot be applicable on single post i.e. on the post of Mukhiya. Now the people who say that State Government have not conducted the elections then I would like to tell them that due to the enmity the Central Government has not released rupees 500 crores to the State Government. Now, according to High Court, elections can take place only when the post of Mukhiya is not made a reserved post. But then we will termed as anti-Constitution. Reservation is provided to everybody for the post of Mukhiya in all States in the country whereas in Bihar it is not provided to anybody either they are adiwasii scheduled caste or backward classes. On one hand if we go according to the rulings of High Court we will be termed as anti-constitution and on the other if we go by the provisions of Constitution it will be treated as contempt of court. Then this case will be registered against us. Thus, a constitutional crisis has developed in before the State Government, therefore, elections cannot take place. We have appealed, the case is with Supreme Court. We have asked the Supreme Court whether we should conduct elections according to the ruling of High Court or act according to the provisions of Constitution. If we don't act according to High Court there is a danger of contempt of court.

SHRI RAJIV PRATAP RUDY (Chhapra): No lawyer of the State Government goes there.

DR. RAGHUVANSH PRASAD SINGH: These people speak, without a second thought. They are making hue and cry at the reference of Bihar. These people are the enemies of 10 crore population of Bihar. They treat them like enemy. The people of the State have send us here to raise their issues. You stand here to support the improper policies. You never raise the issues of people in this august institutions.

Now, I would like to talk about Chandigarh, Rasa Singh ji said it rightly that after the division of Punjab,

Chandigarh became the capital of Haryana and Punjab both, along with that, being a Union Territory itself it is also the capital of Union Territory of Chandigarh. An Act in this regard was enacted. But the local Member of Parliament was not allowed to represent there, because there was no law about it. Now this amendment has come after a long delay. The local Member of Parliament Shri P.K. Bansal is a very learned person also a law expert. I support the questions raised by him alongwith this bill. The Central Government should not ignore the Member of Parliament. Last time the Minister of Finance while replying to the supplementary budget, had stated that Members of Parliament are ignored while allocating the fund to States for various schemes such as Indira Awas Yojana, Swaran Jayanti Yojana etc. Members had also raised questions in this regard. At that time Hon'ble Speaker was requested to convene a meeting and find out that what role the Members can play in this scheme. We have also written a letter in this regard that the decision taken should be implemented. The way Members of Parliament are ignored by the Government of India is not tolerable. Though, I support this amendment but I would like that those laws should also be amended which have certain loopholes. The role of Members of Parliament should be ensured by amending the laws so that we can raise the voice of people. Only the members of legislative assembly represent there and they start lobbying thus, and we people are sidelined. Therefore, I request the hon. Minister to kindly amend such laws also.

[English]

PROF. UMMAREDDY VENKATESWARLU (Tenali): Mr. Chairman, Sir, I am thankful to you for giving me this opportunity.

Sir, I rise to support the Punjab Municipal Corporation Law (Extension to Chandigarh) Amendment Bill. I take this opportunity just to make one suggestion that as the local M.L.A., and M.P. are proposed to become the members in the Municipal Corporation automatically, a situation may arise, as it is happening in several other States, where the Rajya Sabha Member of that particular area or State may opt to be a member in a particular Corporation. I think, a clarification need to be given in this particular Bill itself about Rajya Sabha Members who want to be co-opted in a Corporation.

SHRI PAWAN KUMAR BANSAL: May I just clarify one thing? Chandigarh is a very small Union Territory. As far as Chandigarh is concerned, we do not have any M.L.A., or a Member of the Rajya Sabha.

PROF. UMMAREDDY VENKATESWARLU: That may be the situation today. But this is my thinking, and it

[Prof. Ummareddy Venkateswarlu]
needs to be clarified either in a positive way or otherwise
in this Bill itself.

Secondly, if the local M.L.A. is there, then the
interests of the Corporation can be protected in the
Legislative Assembly. If the local Member of Parliament
is there, then he will be in a better position to coordinate
it with the Central issues. It is a good Amendment Bill,
and we do support it.

In this respect, I also suggest for the consideration
of the Ministry as to why we should not bring about a
uniform Amendment Bill for all the Corporations in different
States. As we have brought about the Seventy-third
Amendment Bill and the Seventy-fourth Amendment Bill
to strengthen the local bodies, why should we not bring
in a uniform Amendment Bill for all the Corporations in
different States so that we can have uniform provisions?

Thank you very much for the opportunity given to
me.

CH. VIDYASAGAR RAO: Sir, I am thankful to the
hon. Members for supporting this Bill. The purpose of
this Bill is very, very limited. It is only to enable the
Member of Parliament from Chandigarh to become a
member of the Municipal Corporation with a voting right.

Sir, the hon. Member was pleased to make a
suggestion regarding transfer of the staff of the
municipality, and also the ratio between the nominated
and elected members of the Municipal Corporation. All
these points will be taken care of, and I have noted
down these points. A decision will be taken at the
appropriate level.

SHRI PAWAN KUMAR BANSAL: What more
appropriate a level can be than that of the Minister?

SHRI CH. VIDYASAGAR RAO: The subject is
confined only to one or two sentences, that is, to enable
the Member of Parliament to become a member of the
Municipal Corporation with a voting right. There is nothing
more than that, so far as this Bill is concerned.

So many good suggestions have been given, and
they will be taken care of. Regarding the suggestion made
by Prof. Ummareddy Venkateswarlu garu, which is about
the Rajya Sabha Members, article 243R provides only
for the representation of the Members of the Lok Sabha
and not of the Rajya Sabha. So, it is a different subject.
However, I have taken note of that, and at an appropriate
time, it can be taken into consideration.

Now, I request the hon. Members to pass the Bill.

PROF. UMMAREDDY VENKATESWARLU: Do you
propose a uniform Bill?

SHRI CH. VIDYASAGAR RAO: I have already take
note of it, but I cannot give an assurance at this stage.

MR. CHAIRMAN: The question is:

"That the Bill to amend the Punjab Municipal
Corporation Law (Extension to Chandigarh) Act, 1994,
be taken into consideration."

The motion was adopted.

MR. CHAIRMAN: The House will now take up clause-
by-clause consideration of the Bill.

MR. CHAIRMAN: The question is:

"That clause 2 stand part of the Bill."

The motion was adopted.

Clause 2 was added to the Bill.

*Clause 1, the Enacting Formula and the long Title
were added to the Bill.*

SHRI CH. VIDYASAGAR RAO: Sir, I beg to move:

"That the Bill be passed."

MR. CHAIRMAN: The question is:

"That the Bill be passed."

The motion was adopted.

16.20 hrs.

AIRCRAFT (AMENDMENT) BILL

MR. CHAIRMAN: Time for this Bill has not yet been
allotted.

SHRI RAMESH CHENNITHALA (Mavelikara): Sir, time
should be one and a half hours for this Bill.

MR. CHAIRMAN: No. The House agrees that the
time allotted for this Bill is one hour.

[Translation]

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (PROF. CHAMAN LAL GUPTA): Mr. Chairman, Sir, I propose to lay—“that the Bill further to amend the Aircraft Act, 1934 be taken into consideration.” Sir, a very small amount of cargo was used to be transported through aircraft, now this is gradually increasing. Now, the position is such that people want to transport their cargo to any part of the world within a day. According to this Act. The cargo agents have to handle the cargo as per the directions of Bureau of Civil Aviation. Here we consider the safety of our cargo from three angles. Its process was that either we used to check it through X-ray or the cargo was loaded on the aircraft after keeping the cargo at one place for 24 hours. In this process it was quite natural that any cargo which is kept for 24 hours was tend to be delayed. Earlier, according to the Act a fine of one thousand rupees and imprisonment of six months was imposed according to the directions of Bureau of Civil Aviation. Now a days the entire aircraft is being used for moving cargo and everybody wants their cargo to be moved in no time. Therefore, the old system has been changed a little and non-shippers are proposed to offer work and they too have to work according to the directions of Bureau of Civil Aviation and instead of the fine of rupees one thousand the fine of Rs. ten lakhs is proposed but the duration of imprisonment is same *i.e.* six months. Only this much amendment has been brought through this bill. The amendment is also being brought by keeping this in view that cargo should be moved with complete responsibility otherwise along with deterrent punishment the court will impose fine of Rs. 10 lakh instead of Rs. one thousand.

I am sure that considering the fact that the cargo movement is speeding up in the country, Hon. Members will extend their support to this amendment and will pass it without any discussion.

[English]

MR. CHAIRMAN: Motion moved:

“That the Bill further to amend the Aircraft Act, 1934, be taken into consideration.”

[Translation]

SHRI RAJO SINGH (Begusarai): Mr. Chairman, Sir, the present Aircraft (Amendment) Bill, 2000 which is layed here appears to be simple but has several implication.

“Our present Minister of State was a Professor earlier and probably their lecture in class lasts for 45 minutes. In this bill of 1934 he has presented the amendment of one line only. I don't know where he has been for the last three years. Here in this amendment they have mentioned a word—“any sthora in India” You kindly tell us whether anybody will understand the word sthora in India. Just now in his speech he was saying “that after continuous efforts he could not find the word cargo. The word sthora is given. You kindly explain this to the House whether you work under officers or the officers work under you. If you had written cargo in bracket beside sthora then it would have been worthwhile and easier for the people to understand. You were a Professor and I don't know whether you are still working or you are on leave. We people were wondering that. What is this word sthora mean. If you amend this in the House then our security commissioner will just issue a notification and will impose the fine upto Rs. five lakh.

You have not specified, that who will be responsible for the movement of cargo whether it is any raw material, or banana or apples. You are giving such a big power to the security commissioner that he can involve anybody at his will. If he has enmity with anybody in his business then he can fix the responsibility on that person and impose the fine of Rs. five lakh on him. If you want to give facility to the consumers then you should have made specific arrangements that the following persons have the power to fix responsibility and impose fine of rupees five lakh. This is what you have not clarified in your amendment.

Sir, all the members of this House know that today an aeroplane is no better than a bullockcart. You too would have got the opportunity to travel by air. When we enquire from the authority that whether the flight is on time they reply that it is on time but when you reach at the airport, nobody tells you that how late is your flight. You are enacting a law for cargo movement. People sit there for long hours and thereafter it is said that you please go from here and also take your breakfast alongwith you. They are not told that the aircraft would take off in three hours or four hours. Some reforms took place during the tenure of Shri Anant Kumar ji. We extend our thanks to him and congratulate him. But despite this, the department was taken away from him. Infact, departments are snatched away from persons who perform their work very well. So no one, in the Cabinet, should do good work. I am saying this to all hon. Ministers sitting here that please don't work well otherwise your portfolio will be changed. Our hon. Member of the Cabinet Shri Yadav was coming with us in the plane. He has

[Shri Rajo Singh]

given a statement in the press that he would convert this road into highway. I told him that his portfolio had been changed and he has become the Minister of Civil Aviation. My dear friend Shri Shahnawaz Hussain said that one sports stadium would be constructed in every district of Bihar. During our air journey, I said how will you make a stadium now as you are going to work under hon. Murlu Manohar Joshi ji. Actually, I want to appeal to all the hon. Ministers present here, not to perform well, otherwise their portfolios would be changed.

I want to tell the Minister of State that I live in Patna, the capital of Bihar. Some people from Bihar start cursing their own son. You have not provided any direct flight from Patna to Delhi in the morning, so that if we start from there in the morning, we could reach here to attend the Question Hour from 11.00 A.M. in Parliament. Have you ever thought that Bihar is also a State in the country and its capital is Patna. I want to submit that you have made no efforts to link Patna. Every person cannot become Mamata Banerjee or Chandrababu Naidu. But is it not your duty to watch the interests of one and all in the country. If the people are not aware about their rights then also their interests should be looked after by the Government. We have given vote to the Minister from Bihar. He was a refugee. He did not get a place in Madhya Pradesh and so we accommodated him in Bihar. Today he has been given the portfolio of Civil Aviation. There is a flight in the evening and sometimes it reaches Patna and sometimes not. Flight reaches Patna at 10.00 o'clock in the night and by that time the Patna Air-port is closed. So ultimately we again come back to Delhi. MPs who wish to reach their constituency in the evening, catch the evening flight but there is no guarantee as to when they will reach Patna or even if they reach there, it might be said that there is no light. So we are sending you back to Delhi. You are taking us lightly. You say that whosoever will not safely transport the luggage properly, would be fined with 5 lakh rupees. Is human life not important? You are creating hurdles in discharging our duties. If we do not come before 11.00 A.M. in the Parliament, we would not be able to attend the Question Hour from 11.00 a.m. to 12.00 p.m. Then what is the meaning of our being representative of the people? Under such circumstances, you should ponder over this aspect and I would appeal to the hon. Minister that when you will go among the common people, they will ask you that even hon. Mamata Banerjee was M.P. She was the Chairman of the Railway Standing Committee. She continuously struggled that this work has to be accomplished by the railways and when the opportunity

came, she became the Minister of Railways, thereby usurping the portfolio from Shri Nitish Kumar.

She demanded a package for Bengal. She asks for funds for the flood. Whether funds for this purpose have been released? Sharad Yadav ji is also elected from Bihar and is now a Minister. He is an M.P. from there. He may imitate her. Patna is the capital of Bihar. It should be directly connected. Please make some arrangements so that we may reach Delhi before 10.00 O'clock in the morning. Guptaji, you are a Professor. It is a point to be pondered over. Sharad Yadav ji handed over the baton to you and left the field. He knew that Members from Bihar would express their grievances. But he did not feel like listening to us. All of these comments of mine have no relation with the Bill. You are going to make amendment in the Bill of 1934. An earthquake had come in Bihar in 1934. Rajendra Babu and Pandit Jawaharlal Nehru visited Monghyr at that time. Dr. Rajendra Prasad was the first President of India. Today Bihar is being neglected in every matter. If Raghuvansh Babu speaks, people sitting on the other side get annoyed. Whether the Union Government has made some separate arrangements for you? Rudy ji you please tell me whether we would be provided a direct flight or not? We are also entitled for it. We are also amongst the decision makers here and are members of this House. Please provide for direct flight for the people of Bihar. You have not even made arrangement for cargo in Bihar. ...*(Interruptions)*

SHRI PRIYA RANJAN DASMUNSI (Raiganj): I urge that Member, whose names are listed for today, may be given a chance to speak, so that all members may put forth their views properly. Please don't take up the company Bill.

[English]

MR. CHAIRMAN: He has already taken 14 minutes. That is why I asked him to conclude.

SHRI PRIYA RANJAN DASMUNSI: I am not saying anything about that. I was just saying that all of us should be allowed to participate in the debate. ...*(Interruptions)*

SHRI RAMESH CHENNITHALA: We were not allowed to speak on the Protection of Human Rights (Amendment) Bill. We should be allowed to speak at least on this. ...*(Interruptions)*

[Translation]

SHRI RAJO SINGH: Mr. Chairman, Sir, I have not spoken much. I have taken the allotted time. I am expressing my problem. You have made security arrangements at the Airports. Our luggage is checked at the Airports. Even after boarding the aircrafts, our luggage is opened and checked. Is a member of Parliament a biggest criminal? Perhaps you do not know how people are humiliated. Our hon. lady Member also faces the same problem. It is better if our luggage is checked only at the airport. It is not proper to get it checked repeatedly. I don't understand this way of checking. Then again there is checking at the gate while entering the plane. Whom do you trust? You ask the airport officials to directly check our cards. Do you catch hold of thieves and criminals through repeated checks?

Air crashes have become a regular phenomenon. You are recruiting inexperienced personnel or your own men in this. Due to which accidents are taking place. You are operating aged air crafts and playing with the life and property of the people. You are also not giving concessional coupons. You are treating us very lightly in this regard. Please atleast have mercy on us. If you have got a mandate, then we also have a mandate to criticise you, or to make complaint, or even to highlight your weakness. You have posted Industrial Security Force at all the airports, but these people are humiliating one and all. They get even our personal suitcases opened. MPs are humiliated with this. Even if the constable is told that so and so is an M.P. even then he checks the luggage. Even if we have ours having kit in the suitcase, we have to show it to them. So it is quite insulting. So you please pay some attention in this direction and sort out the issue. Please answer to all my queries while giving reply. If you wish, you can change rupees five lakh as penalty from the guilty persons, we would definitely support it. Our party gives its consent for this provided that the MPs should not be insulted like this.

[English]

SHRI V.P. SINGH BADNORE (Bhilwara): Sir, I rise to support the Aircraft Amendment Bill, 2000. This Bill has a very limited role and purpose. Most of the countries in the world have already okayed this Bill. This is for faster movement of the cargo. As was very rightly put forth by the Minister, who is piloting it, today it is very important that whatever cargo is sent goes in time. Everybody is in a hurry and with globalisation, all the countries want their goods to reach in time; and this Bill is basically for that.

I am supporting the Bill totally, but what we are worried about is this. In the age of terrorism, is it right that you are giving the known shippers the work which was being done by the security? They are going to be responsible for that. We know what happened to the Kanishka aircraft. A bomb was kept inside the cargo. Today there is a mix. There are passengers as well as cargo that go in the aircraft. You see the COMBI 747 aircraft today. Passenger traffic is not as profitable and viable as the cargo and that is why, every aircraft in the world and all the airlines are making more money on the cargo front than on the passenger side.

Now, you are giving this responsibility to the known shippers. What is going to happen with the Indian business mind? Our business people have the unknown shippers or the small times; they would go to the known shippers and say that this is an important cargo. It will be monopolised by these few shippers that you are going to recognise. So, I just want to request you to have spot checks, as for security. Moreover, the unknown shippers are going to do the piggy riding on the big shippers and that monopoly should be broken in some way or the other. So, you have to be careful about that.

Lastly, I will also say that the penalty of Rs. 10 lakh is okay. But when the passengers are also travelling in the same aircraft along with cargo, is that amount good enough? You have to think about that aspect also. If it is going to be only cargo that will go in the aircraft, it is okay. But when both are going in the same aircraft, you have to look into the security aspect, especially in the age of terrorism.

We have a lot of enemies; we have a lot of countries which are enemies of our country. So, you have to be more cautious and put some checks in it. Thank you very much.

[Translation]

SHRI SAMIK LAHIRI (Diamond Harbour): Mr. Chairman, Sir, Aeroplane (Amendment) Bill, 2000 has been introduced in the House. The hon'ble Minister has stated its objectives and reasons. It is an excellent Bill. If we are to glance through it, we would know that the people involved in Cargo handling will be penalised in case of any error on their part or any other unlawful activity. But a keen look at the Bill makes it clear that there is something hidden behind its objectives.

Some other Members have stated before the House that the Bill has been brought to speed up the cargo

[Shri Samik Lahiri]

handling work. It will be determined by the companies which are going to be created after a few days of introduction of the Bill by the Government. Through the process of disinvestment, everything will be handed over to them. That is my question.

[English]

Who will decide these 'known shippers'? Who is the competent authority to give the proper credential to the cargo handlers? That is the main question before us. It is because a lot of corruption is taking place. We cannot deny that. Even the Minister cannot deny that. I can cite many examples. Who is the competent authority to give the fit certificate to the 'known shippers'? Who can guarantee? It is okay that you are imposing penalty. The other hon. Member very correctly and very genuinely referred to the terrorist threat to our country. Outside forces are trying to destabilise our country. We should have a proper monitoring system and proper checking system. How can we give clean chit and how can we give every power to a particular authority, especially when we are not sure that that particular dealing authority is corruption-free?

Here I would like to bring to our kind notice about a case published in the *Indian Express*. A serious allegation has been made against the Managing Director of Air-India. Through one completely illegal circular, this Managing Director, manipulated the formula of commission payment and thereby caused Rs. 3 crore loss to Air India. That sort of allegations are coming. *..(Interruptions)* Highest officials are involved in it. *..(Interruptions)* If only some people are made eligible, how can we be sure that they would be free from corruption? If the highest officials are involved in this sort of corruption, how can we give a clean chit and how can we rely on some particular persons who will handle the entire cargo and who will give the fit certificate to the 'known shippers'? So, that has to be ensured, particularly when the Government has decided to disinvest Air India and the Indian Airlines. There will be no controlling authority and no monitoring authority. So, what sort of security measures have been taken, particularly while drafting the Bill? That should also be taken care of because you cannot check crime by imposing penalty. You cannot check the terrorist forces and other forces who are trying to destabilise our country by increasing the penalty. That is why my specific question to the Minister is this: What is your scheme called 'known shippers'? That has to be spelt out before this House. I thought that before bringing this particular

legislation before the House, the Minister should clarify as to what this particular scheme, 'known shippers' is.

Who is the authority to decide? Who is the authority to issue the certificate? What are the parameters? Who will be considered while giving certificate to the Known Shippers? How to make it corruption free? How to keep the safety and security of the passengers and the aircraft? How the Government is trying to take care of all these aspects? The Government has to first spell this out. Only then the Minister will be able to bring this Bill before the House. I am otherwise not opposed to this particular idea of increasing the penalty but the Government has to first spell out about the Known Shippers scheme. Without spelling it out before the Parliament, I think it will not be proper for the Government to come forward with the Bill. The Government wishes to govern the country in a transparent way. It is obvious that people will not accept it. This Government has made a number of non-transparent moves. I hope the Minister in this particular case will be more transparent in spelling out the Known Shippers scheme. With these words, I thank you for giving me this opportunity.

SHRI RAMESH CHENNITHALA (Mavelikara): Mr. Chairman, Sir, this piece of legislation has a limited purpose. The Indian Aircraft Act was enacted by this Parliament in 1934. Since then this has been amended nine times and this is the tenth amendment which is discussing here. In the changed scenario, I think there is a need to have it a fresh look. A comprehensive Act is needed which will be in tune with the changed circumstance world over. This piece of legislation is not going to help us since we are passing through the phase of globalisation and liberalisation. The world over, a lot of change has taken place. So, a comprehensive Bill is very much needed.

Of course, we are following the open sky policy. A lot of private investment is coming up in this field. We are allowing a number of private institutions to come and operate here. So, in this changed scenario this Act, which was passed in 1934, will not help us. I, therefore, request the Govt. to undertake complete overhauling of the Indian Aircraft Act. This Act is for the limited purpose. It talks about the speedy movement of cargo. We welcome it because we are living in a society which is changing very fast. World over we see that airlines are more interested in cargo movement than in the passengers' movement. Same is the case with other modes of transport. The movement of cargo is benefiting every mode of transport. But unfortunately if you see the movement of cargo by the Indian Airlines or Air India, it

is very very low. So, we have to give more attention to the movement of cargo. Indian Airlines or Air India is not earning much on account of cargo movement.

Sir, this is a welcome step. One of our Hon'ble friends have made a mention about Known Shippers. The question is that who is going to give the certificate. Who will identify the Known Shippers and who will give the certificate? There is an apprehension that unknown shippers would take benefit in the name of Known Shippers. Sir, you know we are living in a changed situation. The menace of terrorism is growing like anything. The drug mafia is now concentrating in the Indian territory. They are using India as a passage for drug trafficking. Sir, in view of all these aspects, we must be very careful in identifying the Known Shippers. So, I would like to know from the hon. Minister whether there is any kind of mechanism for identifying Known Shippers. There is every possibility of misutilising this facility which is being given through this Act by the unknown shippers. I think, these apprehensions are valid. So, we would like to know from the hon. Minister how they will identify them and how would they ensure that this facility is used by the Known Shippers only. Sir, as you know, the terrorists are trying to use every avenue to achieve their goals. So, this must be careful and there should be a serious thought about the entire aspects.

Sir, speedy movement of the cargo is the main thrust of this piece of legislation. I agree with that. I want to mention one or two incidents. Male is a friendly country to India. Most of the items including vegetables are going to Male from Trivandrum. But unfortunately there is not enough cargo space for that. They have to depend on mainland, namely, Kerala. But there is not enough cargo space. We have taken up this matter with the Central Government. Till now, enough space has not been allotted for easy movement of the cargo. This is one of the main issues. I am a member of the Consultative Committee of the Ministry of Civil Aviation. I have raised this matter in the Consultative Committee meeting also. A promise had been given that in due course this matter will be settled. But unfortunately, so far this issue has not been attended to. We, the Members of Parliament from Kerala, have received several representations in this regard. Now, we are not in a position to even answer them. This callous attitude of the Department in not allotting enough cargo space has hampered the business activities also. So, I would request the hon. Minister to deal with this matter seriously and do the needful immediately.

Sir, a lot of complaints have been received of harassment of those persons who wanted to book cargo

at the hands of officials. The newspapers have also published a lot of complaints in this regard. In spite of all these complaints, the Ministry has not taken any steps to redress the grievances of the people.

17.00 hrs.

Identifying non-shippers is only one part of this. The Government has to facilitate a lot of other things also for the easy cargo movement. Easy cargo movement will only help the Government earn more profit. The Ministry has to give more and more attention to this aspect.

One or two Members who spoke before me also mentioned about the growing number of accidents. Indian Airlines and Air India are our national carriers. We have formed a company called Alliance Air. But people are too scared to travel in the aged aircraft of Alliance Air. I do not know the logic in having a separate company like Alliance Air. They have no new aircraft. All the aircraft are aged ones and nobody is willing to travel in it.

Recently I went to Patna and found that only two-three passengers were travelling in the aircraft. After the recent accident at Patna nobody is travelling in the Alliance Air. In order to curtail expenditure, the Government has to take a serious view of dismantling or scrapping this company called Alliance Air. In any case you are not providing them with any new aircraft. All the aged aircraft are sent to the Alliance Air. Just to save some of the pilots who had gone to private airways and wanted to come back, you formed the Alliance Air. But, after four-five years of its creation, now the Government has to take a very serious view of this whole issue. They have no proper facilities to offer to the passengers. Even then regular recruitment is going on in the Alliance Air without any valid reasons.

A number of complaints about corruption has come about the Alliance Air. Who is going to reply to these charges? What is the use of keeping such a company going? You have already got two companies—Indian Airlines and Air India—which are a burden to you. The Maharaja is bowing down to the multinational companies and not to the passengers. He is scolding the passengers.

MR. CHAIRMAN: Please conclude.

SHRI RAMESH CHENNITHALA: I have just started Sir. This is a very important subject concerning you also. I am only making valid points.

The situation is very bad. I think that both Indian Airlines and Air India are already in loss. Huge losses

[Shri Ramesh Chennithala]

are accumulating. But, you have formed another company called Alliance Air. I am told that even this company also is in loss. There have been so many complaints about the functioning of Indian Airlines and Air India for a number of years. I do not want to go into the detail of them. But the callous attitude of the Minister concerned and the Government has aggravated the problem.

To find out whether a human error caused the Patna accident, a Committee has been appointed. Many Committees have been appointed since Independence. After every accident we find one Committee being appointed and that Committee submits a report. The moot point is whether the report of a Committee is taken seriously and whether effective measures are taken to rectify the mistakes as per the findings of a Committee.

SHRI SONTOSH MOHAN DEV (Silchar): He is making me scared. I can go to my constituency only in an Alliance aircraft!

SHRI E. AHAMED (Manjeri): He is only informing the House about the general apprehension in respect of Alliance Air. It is the duty of the Government to assure the people that they are in safe hands.

SHRI RAMESH CHENNITHALA: Reports of various committees are available. But the point is whether the Government has taken any serious view of the accidents.

About the facilities in the airports, I would submit that the failure of the facilities contribute to a great extent. Today, the most modern equipment are available. Why are we not taking advantage of them? Why are we not modernising our airport at least in the Capital city of India? Why are we not modernising the airport at the commercial Capital of India, Mumbai and the very important airports in the metropolitan cities at least? We are not seriously implementing these reports.

Recently, I was travelling with Shri Ananth Kumar. He was very happy to modernise the Bangalore Airport. I appreciate the fact that every Minister is interested in developing his own area. So, I feel it should be given on a rotational basis so that the airports will be made more modern. *..(Interruptions)*

To cite an example, the Kochi Airport is operational because of our own efforts. The NRIs from Kerala contributed to its development. Not a single *paisa* has been spent from the exchequer. The State Government has contributed to it. The NRIs have contributed to it. It is the first of its kind in the nation. We must be proud

of that. *..(Interruptions)* The point is that the situation has changed. *..(Interruptions)*

SHRI VARKALA RADHAKRISHNAN (Chirayinkil): The Thiruvananthapuram Airport was developed by the NRIs. It was declared as an International Airport long ago. It was completely neglected by the Central Government. The NRI people developed it. That is the difference between the people's cooperation and the Government's cooperation. When one is in catastrophe, something else is being done. *..(Interruptions)*

SHRI RAMESH CHENNITHALA: When we are talking about the cargo facilities and the easy movement of the cargo, we should think about the condition of our airports also. We have to think about the modernisation of the airports. We have to avoid more accidents. There should be a serious thought given to this issue.

I was mentioning about the reports. Only after every accident we are thinking about modernisation, the new aircraft, phasing out of the aged-aircraft etc. Why do we not have a proper planning of these things? The easy movement of cargo cannot materialise only by identifying some shippers. Therefore, a comprehensive legislation is needed. *..(Interruptions)*

MR. CHAIRMAN: Please conclude now.

SHRI PRIYA RANJAN DASMUNSI: Sir, I just make a submission. This Bill has been allotted one hour's time. Many hon. Members have given their names to speak on the subject. The next item is the Companies (Second Amendment) Bill. I think the Companies (Second Amendment) Bill is such an important Bill that it deserves the whole attention of this House in whatever manner it may be. The debate should do justice to this Bill. So, those Members who are intending to speak on the Bill should be allowed to speak. We have to complete the discussion today. They have to make their contributions to it. Even you may extend the sitting of the House by half-an-hour or one hour more than the allotted time till the speeches are over. I would request you not to rush through it hurriedly and bring again something else. *..(Interruptions)*

SHRI SONTOSH MOHAN DEV: After Shri Ramesh Chennithala, I want to speak. I will speak my mind on it. I will ask my Chief Whip to send my name. Please give me an opportunity to speak. *..(Interruptions)*

SHRI RAMESH CHENNITHALA: The last point that I want to make is about the security measures in the

airports. Whenever we go to the airports, the policemen, who are engaged in the security job, are making a search with their hands. Why are we not providing them with sophisticated instruments? They are not provided with sophisticated instruments. *...(Interruptions)* This is the kind of harassment which all the passengers undergo. So, the Government should give proper instruments to the police people who are engaged in the security job. They should not harass the people. Nowadays, a lot of passengers are complaining about this harassment.

Sir, I agree that we should maintain security, but in a modern, civilised society we should avoid harassment in the name of security. So, finally, I would request the hon. Minister, through you, to bring a comprehensive legislation before this august House.

[Translation]

DR. RAGHUVANSH PRASAD SINGH (Vaishali): Mr. Chairman, Sir, I would express my views before the House very briefly.

Firstly, as the hon'ble Minister said, instead of the penalty of Rs. one thousand, a penalty of Rs. 10 lakhs have been provided for. He issued instructions to impose penalty from Rs. one to Rs. 10 lakhs. It means that the penalty can be anything - it may be Rs. one, Rs. 50, Rs. 1000 or Rs. 10000. Law is never so flexible. It ought to have provided for the minimum and the maximum penalty.

Secondly, as far as the security measures are concerned, it has been said that monetary penalty is being increased and it will be implemented strictly. It has also been said that only Known-shippers will be assigned. I want to ask, how the Known-shippers are to be appointed. One hon'ble Member was saying that it smells of corruption. Though corruption is there, but it will also lead to security hazard. I want to know how much time is to be imposed and from where the Known shippers are to be brought.

Thirdly, in the answer to the question relating to the security aspect, it was stated that the frisking is done at three points. But the Minister or the Members of his staff are not frisked. Everywhere frisking is done by the machines. Frisking is done very thoroughly. People do not speak about it due to shame and thus the humiliation is frequently perpetrated. On the other hand, when the Minister go with the terrorists, the terrorists are treated with respect while hon'ble Members are not treated well. Humiliation is experienced daily. The other day, I was at

the air port and I saw that on the one hand, there was this humiliating situation and on the other hand, they were saying 'thank you'. I request you to bring about some improvements in this situation. When this is the treatment meted out to one of the Members, we can very well imagine what would happen with the other members.

[English]

THE MINISTER OF RAILWAYS (KUMARI MAMATA BANERJEE): Mr. Chairman, Sir, I go just like a common passenger. So, they check me also.

[Translation]

DR. RAGHUVANSH PRASAD SINGH: Both air and railway facilities are available. But we don't use the aeroplane, and use the railway.

17.15 hrs.

[MR. SPEAKER in the Chair]

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): We treat you honourably during the journey. *...(Interruptions)*

DR. RAGHUVANSH PRASAD SINGH: Sir, hon'ble Members are being humiliated during aeroplane journey. *...(Interruptions)* Frisking is thoroughly done in the aeroplane and we are constantly being humiliated.

Shri Rajo Babu raised the issue of Bihar, about what happened to the air cargo in Bihar. It was decided to start the air cargo operation in the country. The fruits and vegetables produced there are sent abroad through air-cargo. Why it is not being started there. Aeroplanes are not being provided for the movement of people. What happened to the air cargo? If the air cargo facility was in Patna, the goods could have been sent within the country and outside the country. Under the WTO, goods are being brought from outside, and in the country, there is no arrangements for air cargo.

Sir, finally I would like to say that there is an airport in Muzaffarpur. Near that air port, Bhagwan Mahavir was born in Vaishali. Country is celebrating his 2600th birth anniversary. I have corresponded with the hon'ble Minister to name the Muzaffarpur port after the name of Bhagwan Mahavir and make a announcement in this regard. I have received the reply that the matter is being looked into.

[Shri Raghuvansh Prasad Singh]

Sir, rumours are being spread that the Air India, India Airlines are being sold for a few crore rupees. This is highly improper that a few people are contemplating its sale. Rumours are ripe that these are being sold for consideration of crores of rupees. Our national carrier used to fly to all the corners and the Government wants to sell it now. Therefore, I want to caution that no attempt should be made to sell the Air India, the Indian Airlines or the farmers of the country. Otherwise the consequences would be disastrous.

[English]

MR. SPEAKER: Already one hour is over.

..(Interruptions)

MR. SPEAKER: You see the contents of the Bill. It is a small Bill.

SHRI E. AHAMED: I will take only five minutes.

MR. SPEAKER: You can speak for two minutes only.

SHRI E. AHAMED: Sir, in the Statement of Objects and Reasons of this Bill, the Minister says:

"..a notification will be issued by the Commissioner of Security (Civil Aviation) under section 5A of the Aircraft Act, 1934, in consultation with the Central Government."

I would like to bring it to the notice of the hon. Minister as to how he has been misled by the Ministry of Law and other people because section 5A clearly says that there is absolutely no provision for consultation with the Central Government.

I just quote it from the objects and reasons here because it is a matter of legislation. Section 5A of Principal Act says that the Director-General of Civil Aviation or any other officer, specifically empowered in this behalf by the Central Government, may, from time to time, by an order, issue directions consistent with the provisions of this Act. There is absolutely no word 'consultation'. Then, why does the Minister come and say about consultation with Central Government in the Statement of Objects and Reasons? Whatever be the notification, it should be issued in consultation with the Government of India. So, whatever direction or notification will be issued, of course, it is mentioned here that it will be by the Commissioner of Security (Civil Aviation). He

may be the officer authorised in that behalf. But he need not come to the Government. So, whatever instructions or directions he would issue, the Central Government will be quite unaware of it. There is darkness on the part of the Government of India. Whosoever be the officer, either Director General of Civil Aviation or the officer authorised in that behalf, the Government has nothing to do with it. That is the most important problem here.

You have mentioned in the amending provision that the amount of Rs. 1,000 has been increased to Rs. 10 lakh.

The imprisonment is for six months. How can there be a provision of, say, six months' imprisonment and a fine of Rs. 10 lakh. That means, if a man who violates the norms, and if he gives the money, it will be all right. This is a security norm. He is violating the norm. If he violates the security, you will be satisfied by giving him only six months' imprisonment or if he pays Rs. 10 lakh as fine.

Sir, this act which come into force in 1934 itself is redundant now. There is no definition in respect of the goods? The hon. Minister has not defined so many things here. The word "consignment" has not been defined. Have they defined the 'goods' here? No. He has only defined the tariff. Here there is absolutely no other provision what authorities are changing and amending that he is only making change in the punishment. But the imprisonment has not increased. That means, only the fine is increased to Rs. 10 lakh. And Minister wants to bring a legislation for that only? There are many of the provisions, which the hon. Members have already pointed out.

What is the security? There is a mention about "Known Shippers." Who are these "Known Shippers?" Known Shippers are known only to the Department. They are not known to anybody. Who are a Known Shippers? What are their qualifications and how do you select them? What is their category? Where will they be put? Nothing has been mentioned about them. It may be in the rules. But in the rules what are they doing. They are giving a blanket power to their bureaucrats. It is not to be discussed by anybody. It is not to be scrutinised by anybody and whatever the norms they are putting, nobody knows about them. Is it the law?

I know, even Shri Jaitley will think perfect law cannot be made but shall it be such an imperfect law. How can you have six months' imprisonment and Rs. 10 lakh as fine. You have also to increase it. Even if Known Shippers will bear all these goods in the aircraft, what other things they are doing. Is it not being delayed? Is it being delayed only because they are giving the signal to Known Shippers

only for the security to be cleared and that it will be taken up? No. They do not have any other material in this provision also.

In the Principal Act there are several other provisions with respect to operation of aircraft. I may bring it to the notice of this House that in the original Act they say about passenger, mail and goods and they are not making anything about the passengers travelling with the goods or if the goods are sent by cargo. Cargo has also not been defined. Nobody will be able to know what is cargo that is meant here. If an explosive material is sent, will they be able to take it as cargo. If this is a weaponry or armaments, will it be taken as cargo? What does he mean by cargo? Whether it is commercial cargo or is it related to Defence material? This has to be referred.

Again about aircraft, there cannot be aircraft, as has been mentioned by the hon. Member. What about Airbus 300? Is it not threatening to everybody who flies in that? Has there any Airbus 300 flown without any snag? It has been 22 years since then. Why do you not just change? At least change it to be cargo. Then cargo and aircraft. Why are you just creating this much of threat perception to every passenger in this country?

I do not want to take much of the valuable time of the House because the hon. Speaker has already given a hint to me to conclude.

MR. SPEAKER: You have already taken too much time of the House.

SHRI E. AHAMED: Only because of that I am not mentioning all these things. But the hon. Minister should give us a reply.

There is a mention of an officer of Air India. If one is asked to name, names of many officers have to be mentioned here and not only one officer's name. Who is responsible for that? A former MD of Air India has given an account Balance sheet. It was a clear jugglery. At that time, it was said that Air India was making profit, but there was no profit.

Another hon. Member mentioned about an officer present M.D. I do not want to name any officer, but if there is any officer who is responsible for that, it should be taken into account, taken up seriously and it should be looked into.

Therefore, I would request you, Sir, to direct the hon. Minister to make an amendment again or let him

rectify the mistake or let him come to the House and explain all these things to the hon. Members.

[Translation]

SHRI RAJIV PRATAP RUDY (Chhapra): Mr. Speaker, Sir, I rise to speak in support of Aircraft Amendment Act. Presently the cargo that is exported is cleared after conducting X-ray and physical check up. Now it is proposed that the Cargo should be cleared after getting it examined by known Shipper's by appointing them for the purpose or by those who are already appointed. The known shippers have bigger cargo Aircraft. There is no big cargo company in India. They are all foreigners. Foreign Companies have bigger cargo aircrafts to carry cargo. Presently when the process of disinvestment is going on and the private sector is being promoted, it is felt that some concession should be given to the cargo planes to promote export. If any known shipper is allowed to export cargo through the planes of Indian Airlines or Air India and a fine of ten lakh rupees is proposed to be imposed and as Shri Raghuvansh ji, has stated that if the authority to send the cargo by air after checking and sealing it is granted or provision is made to send the cargo by small aircrafts in view of threat from terrorists I feel that it will not be appreciable to impose fine of Rs. 10 lakh in such circumstances. I feel that you must have studied it from the point of view of terrorism and custom for passing the Bill. There might be some lacunae in the system. The people are exporting goods and you feel that there are some lacunae that are required to be removed.

You are asking the private companies and the known shippers to check the goods on their own without any interference of the Government agencies and are allowing them to send it by air.

When it came to the question of the national security, you deployed C.I.S.F. throughout the country. I am sure that there was a threat to the nation and this step was taken after the Kandhar incident. Since several public undertakings were being closed down, so the CISF had very little work to do. You deployed them at Air ports. The place where we sit is the most sterile area of the country. There is no other area which is more sterile than this in the world. A letter is given to us by you in the House. You and I have this proof of identity. We are compelled to produce this identity card at a specific occasion. The identity card has Ashok Pillar. We want to produce this identity card to prove our identity but it has become an object of ridicule in the airports all over the country. The MPs have to visit all over the country. Every

[Shri Rajiv Pratap Rudy]

second day, they have to visit Delhi. Sometimes we arrive late at the airport and want to enter the airport without any further delay. Under such circumstances we have to show our identity card. A list is produced before us and we are told that these categories of people are exempted from this formality. We are told that we do not fall under that category which is exempted. Whether Mr. Speaker, Mamata Banerjee, Digvijay Singh and Sonia Gandhiji do not have their identity cards? Whether Governor, Chief Minister and Minister do not have identity cards? They are permitted to go. The persons who have identity cards are detained and are told that their identity is not valid. The Committee of Secretaries had thrice. *...(Interruptions)*

[English]

SHRI PRIYA RANJAN DASMUNSI: Sir, I support it. There is a problem. We had been to the United Nations recently. What he says is absolutely correct. In the United Nations, when we were all there, one of the Members of Parliament was serious and he was asking as to what is your identity as a Member of Parliament outside India. He said, 'There is a card. It is a Railway Pass. It is not an Identity Card. It is the Railway Pass and the Railway Pass is for the Railways. What is the identity for a Member of Parliament?'

What is your Card? Similar thing was stated in North Block once by some CRPF *jawan*. He did not know the meaning. He simply stated in his own language.

[Translation]

It is a railway pass that is meant for entry into the train.

[English]

So, I think some review is required about the proper identity card of the MPs also. It is the Railway Pass and nothing beyond that.

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION TECHNOLOGY (SHRI PRAMOD MAHAJAN): (a) It is written as "Identity-cum-Railway Pass."

SHR RAJIV PRATAP RUDY (Chhapra): As long as it is issued from your Secretariat, it holds that Ashok Stthumb on it. It is the highest Constitutional Emblem in the country today.

[Translation]

Mr. Speaker, Sir, I would like to draw your attention towards this matter.

[English]

The proposal has been given to you. You have suggested to the Government. But the Committee of Secretaries has rejected thrice that the Members of Parliament would be exempted from frisking. I would like to ask the Government that in what situation the Bureau of Civil Aviation Safety Officers cross there. When the DG of CISF crosses, would he not be searched? We are not against searching but we, at least, expect some respect at that point. We expect respect to common passengers also. We want to travel incognito. But there are times when they do not even think of saying, 'Sir, I am saluting back to you'. I think it is a very important thing. If a solution is not found, a person like me would love to surrender this identity card back to the Lok Sabha Secretariat because the people here are much better. They recognise us. If this identity card does not have value in the country today, it is the demolition of the whole institution. We, as Members of Parliament, deserve this privilege on account of certain situations.

MR. SPEAKER: How is it related to the present Bill? How does it relate to the present Bill?

...(Interruptions)

[Translation]

SHRI RAJIV PRATAP RUDY: I would like to know from the hon'ble Minister that

[English]

I just want to reflect a few points.

[Translation]

SHRI RASHID ALVI (Amroha): Are you supporting the Bill?

SHRI RAJIV PRATAP RUDY: I would like to tell the hon'ble Minister that he should also take into account the minor points while amending the Aircraft Bill. Especially it should be reviewed from the point of view of custom and security and known shippers should be identified. I extend my support for this amendment and would like to request the hon'ble Minister to take into account the situation that arises especially after displaying the identity cards by MPs and find out the solution to it.

[*English*]

SHRI M.V.V.S MURTHI (*Visakhapatnam*): Though I have given my name, it is very unfortunate. You are not allowing us to express the views of our Party.

MR. SPEAKER: You take only two minutes. More than one hour is already over. It is a small Bill.

..(*interruptions*)

MR. SPEAKER: You can speak on another important Bill. What is there?

..(*Interruptions*)

SHRI E.M. SUDARSANA NATCHIAPPAN (*Sivaganga*): I will take only two minutes.

17.32 hrs.

SHRI M.V.V.S. MURTHI: Sir, before the start of the Bill, since the afternoon I am waiting to say something on this Bill because it has a significance. Though the relevant amendment may not be having much significance, this Aircraft (*Amendment*) Bill has a significance. The way the aircraft is being run today, the hon. Speaker is also sometimes not reaching his place in time.

SHRI PRIYA RANJAN DASMUNSI: Yes, Sir.

SHRI M.V.V.S. MURTHI: Your time is very valuable in this House. You have missed many times. Many times the aircraft is being kept in waiting for want of pilots to come. I think the hon. Minister cannot deny these facts.

I rise to support this Bill basically because this particular amendment Bill will create some fear in the mind of the exporters that if they cannot declare their goods correctly and according to the specification, heavy penalty may be imposed. It will serve only to this extent. But it will not guarantee any safety. Besides, this penalty from Rs. 1000 to Rs. 10 lakh may lead to a situation where the concerned officers will have apathy, and may think that every care has been taken by imposing very heavy penalty and so they need not take sufficient care. Care has to be taken. The utmost care is more important rather than penalty. Our system should improve. Our system of checking should improve.

Our system should improve for speedy movement of the cargo. Most of our cargo from India cannot go particularly, flouriculture. It cannot be exported to the

countries in time. Most of the goods are perishing. They are lying in the godowns, not for checking or for anything but for not having a timely despatch. The need of the hour is timely despatch. That, the hon. Minister should ensure that our cargo should be timely despatched to the countries where they are destined. Otherwise our national carriers will lose their importance and this business will be taken over by the private aircraft. That is one of the reasons I wanted to mention.

And also, there is one more thing I would like to bring to the notice of the hon'ble Minister. That is, instead of saying "Known Shippers" it should be defined. What is meant by "Known Shippers". Nowhere has it been defined. Is it those who are having an infrastructure that is a "Known Shipper"? It should be a "Registered Shipper". Then it will be more relevant. After verifying their infrastructure, their credentials, their background, their integrity and their business reputation, then they should be registered. It should be a "Registered Shipper." I hope that the hon. Minister will take care to amend the Act in such a way that the relevant man is also a registered shipper. Otherwise, it will lead to corruption. Because, everybody those who is known to them is a known shipper and a very reputed man in the market will be told, "No, no, you are not a known shipper". He can be thrown out of the business. That is an important factor. I would like to bring it to the kind notice of the hon. Minister.

The other thing is, may be, I may not get an opportunity again to speak on this aircraft issue. The CISF are over-reacting. They are not really acting. They are overacting. The other day the hon. Minister of Home Affairs was travelling with me. He was also detained and almost everything was checked knowing that he was the Minister of Home Affairs.

SHRI PRIYA RANJAN DASMUNSI: There is nothing wrong in that.

SHRI M.V.V.S. MURTHI: There is nothing wrong. But the important thing is the time. Why should they waste their time? That is a time-bound programme for us. Why should our aircraft wait?

MR. SPEAKER: This Bill is about cargo, not the passengers. The Bill relates to the screening of the cargo.

SHRI M.V.V.S. MURTHI: Checking is required for safety measures. It is not for delays. There can be a way to check up these delays. Otherwise, the national aircraft get the cargo, or the premier aircraft, whether

[Shri M.V.V.S. Murthi]

they are privatised whether they are in the national sector or with the Government whichever may be, they are having a long history, Air India, Indian Airlines, they should have the prime business of this cargo movement. So, I hope that the hon. Minister will take care of this process. I support this Bill.

SHRI E.M. SUDARSANA NATCHIAPPAN: (Sivaganga): Sir, I want to concentrate upon the Clause which is going to be amended. It will have far-reaching consequences.

On regarding section 5(a), certain clauses are there. I am just reading the clause along and the rules made thereunder:

"With respect to any of the matters specified in clauses (b), (c), (e), (f), (g), (h) and (m) of sub-section (2) of the sub-section (5)."

That means, all the sub-clauses will be covered for this particular punishment. This is not going to be only for shipment. It is going to be for even aircraft carrier, manufacturing, aircraft inspection, conditions of the aircraft and also air routes operation, manufacture and repairs and maintenance of the aircraft. Everything will be covered.

For, this particular amendment then it is not going to be confined to the purpose of national "Known Shippers" scheme. It is going to cover the entire clause read with 5. That is the amendment which is brought out now. Therefore, the entire thing, punishment will also be covered and the fine also will be covered. Whether that is the intention of the Government has to be made clear in the Statement of Objects and Reasons. Otherwise, it may have to meet the consequences before a court. That is my submission.

[Translation]

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (PROF. CHAMAN LAL GUPTA): Mr. Speaker, Sir, first of all I would like to thank all those hon'ble Members who participated in this discussion. The Members not only participated in the discussion and supported it but have also pointed out the short comings in the civil aviation sector. Presently, I can assure only this that I will try my best to remove these short comings and improve the system with the help of my staff and officers.

Mr. Speaker, Sir, especially two-three issues have been raised at the time of discussion on this Bill. This

first issue relates to known shippers as to who will be known shippers and who will decide on them. I would like to inform the House that introduction of open sky policy, privatisation and allowing new airlines to operate in the aviation field do not mean that there will be no Government control over the civil aviation. I would like to inform that our D.G.C.A. controls all of them. It is not possible that any airlines may start its services in the country. They have to get themselves registered and seek permission as per the rules. D.G.C.A. ensures whether the airline is fit for this or not. When it is ensured that everything is upto the mark, then the permission is given for the operation of the service.

Mr. Speaker, Sir, next issue relates to the security aspect. It is controlled by the Bureau of Civil Aviation. As far as the known shippers are concerned, they are required to seek permission from our Civil Aviation as per the rule. We will decide whether that person is fit for this or not. That is approved by our B.C.A.

[English]

BCAS will approve the appointment of "Known Shippers" only to those who fulfil the basic requirements, manpower training, proper premises and equipment and security.

[Translation]

As long as we are not fully satisfied, we will not recognise any one as "Known Shippers" I can assure you about this.

Second thing that has been pointed out is that the word "Known Shippers" is not appropriate. ...*(Interruptions)*

[English]

Under the provisions, "Known Shippers" term is replaced by the term "Regulated Agents". We have used this term of 'Regulated Agents' in the notification. He will be regulated by the BCAS to confirm to the security norms.

[Translation]

We will not allow them till they meet the security norms. ...*(Interruptions)*

[English]

SHRI PAWAN KUMAR BANSAL: The Statement of Objects and Reasons talks of the term "Known Shippers",

a term, which admittedly is not defined anywhere in the main Act. Now, the hon. Minister tells us here that in the notification, they are replacing it with the word "Regulatory Agents". How does it match?...*(Interruptions)*

[Translation]

PROF. CHAMAN LAL GUPTA: Mr. Speaker, Sir, in the notification regulatory agent has been mentioned every where in bracket after "Known shippers"...*(Interruptions)*

SHRI PRIYA RANJAN DASMUNSI: It should also be mentioned in the legislation. It is mentioned nowhere in the legislation. ...*(Interruptions)*

[English]

SHRI SAMIK LAHIRI: Sir, I want to make one point here. If you go to paragraph three in the Statement of Objects and Reasons, it is categorically stated that the implementation of the scheme will be subject to satisfactory observance of security norms by the "Known Shippers". In order to enforce the scheme., it means it has a scheme.

Here it is 'Known Shipper' scheme and in the Notification it is something different...*(Interruptions)*

SHRI PAWAN KUMAR BANSAL: Sir, how can the Government of India function in this casual manner?

SHRI SAMIK LAHIRI: The Minister has referred to the Notification. ...*(Interruptions)*

[Translation]

SHRI RAJIV PRATAP RUDY: But the notification has not yet come. ...*(Interruptions)*

[English]

MR. SPEAKER: Let him reply, please.

...*(Interruptions)*

PROF. CHAMAN LAL GUPTA: Sir, 'Known Shipper' is a popularly understood term, whereas 'Regulated Agent' is a legal term...*(Interruptions)*

SHRI SAMIK LAHIRI: How can this be defined in the statement? What is this?...*(Interruptions)* According to the rules, this Bill is incomplete. ...*(Interruptions)* Sir, the Law Minister is here. Let him explain to the House.

SHRI PAWAN KUMAR BANSAL: Why explain? He need not explain; they should put it in black and white. ...*(Interruptions)*

MR. SPEAKER: Shri Dasmunsi, the Law Minister will clarify the position.

SHRI PAWAN KUMAR BANSAL: Sir, you should ask the Minister to come with the corrected version. Otherwise it will be an anomaly. ...*(Interruptions)*

MR. SPEAKER: How can all the Members speak at a time? The Law Minister is verifying it. Please try to understand.

...*(Interruptions)*

SHRI PAWAN KUMAR BANSAL: Sir, verification by the Law Minister will not be enough; it has to be in black and white.

SHRI SAMIK LAHIRI: Sir, it is better for him to go back and come with a proper thing. Is it the way of bringing a Bill to the House? They are not giving proper importance to the Parliament. All these incomplete legislative business they are bringing on the floor of the House. ...*(Interruptions)*

SHRI PRIYA RANJAN DASMUNSI: Sir, they should take it back, consult the Law Minister, correct it and then come back to the House. We are here to support them. ...*(Interruptions)*

MR. SPEAKER: Shri Dasmunsi, let the Minister answer what he has to say.

...*(Interruptions)*

SHRI PAWAN KUMAR BANSAL: Sir, this is a very casual approach towards a legislation...*(Interruptions)*

MR. SPEAKER: Mr. Minister, the Members have raised some important issues.

...*(Interruptions)*

MR. SPEAKER: Let us hear what the Minister's reply is.

SHRI PRIYA RANJAN DASMUNSI: Sir, you yourself have been in legal profession. No law can be passed by this House where this statutory provision is absent. Here it is absent in the statute. You say

[Shri Priya Ranjan Dasmunsi]

[Translation]

It is accepted 'Acceptance'

[English]

is different and statute is different. Better they should get it examined by the law ministry.

SHRI RASHID ALVI (Amroha): This is very unfortunate, Sir. ...*(Interruptions)*

[Translation]

SHRI PAWAN KUMAR BANSAL: Mr. Speaker, Sir, my humble submission is that today there should be no further discussion on this Bill. ...*(Interruptions)*

[English]

SHRI RAMESH CHENNITHALA: Sir, please direct the Government to go back and come to the House with the correct thing...*(Interruptions)*

DR. BIKRAM SARKAR (Panskura): Sir, it appears that there is some deficiency in it and it needs some clarification. For that purpose, I would suggest that they should go back and come prepared with this. That is number one. ...*(Interruptions)*

[Translation]

PROF. CHAMAN LAL GUPTA: What is this?...*(Interruptions)*

[English]

SHRI PRIYA RANJAN DASMUNSI: Sir, he has been a Joint Secretary in the Ministry of Home Affairs. He was a competent senior civil servant. His advice should be honoured.

MR. SPEAKER: Let us hear what the Minister says.

SHRI PRIYA RANJAN DASMUNSI: Sir, Shri Sarkar was one of the senior civil servants. He knows the nitty-gritty of...*(Interruptions)*

MR. SPEAKER: Shri Bansal, you have expressed an important point. So, now please hear what the Minister says.

DR. BIKRAM SARKAR (Panskura): Secondly, Sir...*(Interruptions)*

MR. SPEAKER: What is this? Everybody wants to raise a point.

...*(Interruptions)*

[Translation]

SHRI PRAMOD MAHAJAN: Mr. Speaker, Sir, my submission is that at least you should peacefully listen to what the hon'ble Minister wants to say even if there is some problem. ...*(Interruptions)*

[English]

If you do not agree we can think about it as to what you could do. We are not going to pass a faulty legislation. But let us listen to him first. ...*(Interruptions)*

[Translation]

PROF. CHAMAN LAL GUPTA: As far as the Act is concerned, we are enhancing only penalty. The term "known shippers" or "regulated agent" is used for the person who is assigned the task. I have already told you earlier that the regulated agent

[English]

is the legal term, "Known Shippers" is a popular word. ...*(Interruptions)*

SHRI PRIYA RANJAN DASMUNSI: How can you decide it? It is not the fact. ...*(Interruptions)*

SHRI PAWAN KUMAR BANSAL: This is not correct. ...*(Interruptions)*

SHRI RUPCHAND PAL (Hoogly): Sir, let them verify and come back before this House. ...*(Interruptions)*

SHRI PRAMOD MAHAJAN: Sir, please permit the Minister to complete.

MR. SPEAKER: I request the hon. Members to let the hon. Minister complete his reply. We are not going to pass the Bill hurriedly.

...*(Interruptions)*

SHRI RAJIV PRATAP RUDY: What is the amendment? What are they looking at the moment? The amendment says. ...*(Interruptions)*

SHRI PAWAN KUMAR BANSAL: "Known Shippers" is different.

SHRI RAJIV PRATAP RUDY: The word "Known Shippers" is not in the amendment. ...*(Interruptions)* The amendment only says that the words "with fine which

may extend to one thousand rupees" are being substituted with "with fine which may extend to ten lakh rupees." Where is the word "Known Shippers" mentioned? ...(*Interruptions*)

SHRI PRIYA RANJAN DASMUNSI: Sir, they should come with a proper legislation. ...(*Interruptions*)

MR. SPEAKER: The hon. Minister of Law and Justice is replying. Let us hear as to what he is saying.

...(*Interruptions*)

MR. SPEAKER: He is the Law Minister. Please hear him.

[*Translation*]

DR. RAGHUVANSH PRASAD SINGH: Known Shippers is mentioned in that...(*Interruptions*)

SHRI RASHID ALVI: Why are they passing the bill in such a haste...(*Interruptions*)

[*English*]

MR. SPEAKER: Always this is the problem in the House. We are not hearing others.

...(*Interruptions*)

MR. SPEAKER: Please allow the Law Minister to give his reply.

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS AND MINISTER OF SHIPPING (SHRI ARUN JAITLEY): Sir, this Bill ensures an amendment to the Aircraft Act of 1934. Under the scheme of the Aircraft Act, there are several subjects which are defined under Section 5 for which Government has a power to make rules. In fact, there are about 25 to 30 subjects under which the Government can make the rules. The Act is controlled by the subordinate legislation. That is the power to make rule. Under Section 5-A the Government will issue directions and every person to whom the direction applies has to comply with the directions.

Under the original Act, what is the penalty for failure to comply with the directions under Section 5-A? The original penalty is that you can be sentenced upto six months and a fine upto Rs. 1,000 ...(*Interruptions*)

[*Translation*]

If you violate the law, you can be imprisoned upto six months and can be fined upto Rs. 1000. Now since the department has liberalised its policy and has conferred the right to the known shippers who are identified or licensed people and if any one of them misuses his powers.

[*English*]

If he misuses that power because you are being more liberal in enabling him without compromising security in order to see that the cargo is not there at the airport for long durations of time, therefore, to make sure you are enhancing the penalty the only amendment which is being brought here is...(*Interruptions*)

SHRI PAWAN KUMAR BANSAL: Please read the Statement of Objects and Reasons.

SHRI ARUN JAITLEY: I am just coming to that. The only amendment which is being proposed in this Act is to Section 11-A. The original Section 11-A was that the maximum penalty is six months' imprisonment with a fine of Rs. 1,000. The only amendment being brought today is that it is six months' imprisonment with. ...(*Interruptions*)

SHRI PAWAN KUMAR BANSAL: Our objection is different.

SHRI ARUN JAITLEY: Shri Bansal, please allow me to complete. I am coming to your objection. Your objection has nothing to do with the amendment to the primary legislation. The primary legislation is that in addition to six months imprisonment, instead of Rs. 1,000 fine now there can be a fine of Rs. ten lakh if you violate any of the directives. That is the only amendment. Now the question is about the words. The objection is for using the words "Known Shippers". ...(*Interruptions*)

SHRI PAWAN KUMAR BANSAL: You have appended to the Bill something called Statement of Objects and Reasons. There are certain things mentioned there. Where did these find mention in the body of the Bill?...(*Interruptions*)

SHRI ARUN JAITLEY: This is not the amendment.

SHRI PAWAN KUMAR BANSAL: Why not?

SHRI RAJIV PRATAP RUDY: This is not the amendment. ...(*Interruptions*)

SHRI PAWAN KUMAR BANSAL: Why did you put it in the Statement of Objects and Reasons?

SHRI ARUN JAITLEY: Sir, since a doubt has arisen and it has been legitimately raised by hon. Member Shri Pawan Kumar Bansal, please see what para 2 of the Statement of the Objects and Reasons says. It said:

"It has been felt over a period of time that the above procedure is tedious and has been hindering the speedy movement of air cargo. With a view to remedying the situation, the Government of India has decided to introduce the scheme called the "Known Shippers" under which the prescribed security measures could be adopted by the identified "Known Shippers".....(Interruptions)

Now, 'Known Shippers' is a phrase which is used in this Act. These Known Shippers are the persons who will be identified and who will be permitted...(Interruptions)

SHRI PRIYA RANJAN DASMUNSI: Where is this in the Act?...?(Interruptions)

SHRI ARUN JAITLEY: Kindly see. This says that the Government of India is planning to introduce a scheme. So, the scheme is not there in the Act. As mentioned in the act, the scheme will not be stated in the Act. But in pursuance of section 5A when the Government of India issues directions, the scheme will be pursuant to section 5A. The scheme will not be a primary legislation; the scheme will be a subordinate legislation. ...(Interruptions)

SHRI RAMESH CHENNITHALA: No. ...(Interruptions)

SHRI PAWAN KUMAR BANSAL: Sir, he is putting the cart before the horse. ...(Interruptions)

MR. SPEAKER: Let the Minister complete.

...(Interruptions)

SHRI PRIYA RANJAN DASMUNSI: Subordinate legislation is a subordinate legislation. This does not come in the Statement of Objects and Reasons. The Statement of Objects and Reasons only mentions...(Interruptions)

SHRI ARUN JAITLEY: Therefore, the Statement of Objects and Reasons itself says...(Interruptions)

SHRI PRIYA RANJAN DASMUNSI: Where is the power of section 5?

SHRI ARUN JAITLEY: The power of section 5 is in section 5. They will not find it in section 11A. ...(Interruptions) Therefore, kindly read the scheme of the Act. ...(Interruptions)

SHRI SONTOSH MOHAN DEV (Silchar): Sir, we want to pass this Bill. We want to support it. But we will not support it if he speaks like this. We will ask for division. He should not undermine Parliament. He is giving his interpretation. This Bill should be sent back to him and he should give his interpretation in writing and not like this, in the House. ...(Interruptions)

SHRI ARUN JAITLEY: If they are willing to understand the scheme, they will find that it is very easy. ...(Interruptions) The scheme is under this Act. We are only enhancing the penalty for violation of the directive. The directive says...(Interruptions)

SHRI PAWAN KUMAR BANSAL: Another point is that it is mentioned '...in consultation with the Central Government'. Section 5A does not talk of consultation with the Central Government...(Interruptions)

MR. SPEAKER: Let the Minister complete.

...(Interruptions)

SHRI ARUN JAITLEY: Section 11A is being amended only to provide for enhancement of the penalty for violation of direction under section 5A. The direction under section 5A will be a direction for scheme All these peculiarities—whether it is the term 'Known Shippers' or 'regulated agents', whether they mean the same or not or what are the other rules which apply—will be mentioned in the scheme under section 5A. ...(Interruptions)

SHRI PRIYA RANJAN DASMUNSI: It should be examined by the Law Ministry. Let the Minister come back to the House with all these clarifications. ...(Interruptions)

SHRI PRAMOD MAHAJAN: The Minister is saying it on the floor of the House and you are saying that it should be examined by the Law Ministry. ...(Interruptions)

MR. SPEAKER: Shri Bansal, if you have any doubt, you can raise it later. Let the Minister complete his reply.

...(Interruptions)

SHRI PRAMOD MAHAJAN: The Minister himself is here. What will the Ministry do?

[*Translation*]

SHRI ARUN JAITLEY: It is very simple and one can understand without making any effort. Only penalty is being enhanced under section 11(A) if any one violates the direction given in section 5(A) and when the scheme under section 5(A) is formulated, all the definitions of such terms will be incorporated in it as to who are known shippers and Regulated Agent. These definitions were neither incorporated in the earlier Act nor it is present in the present Act.

[*English*]

Under the original Act, the terms 'Known Shippers' or regulated agents' are not defined. They are to be defined in the scheme. The scheme which will follow up pursuant to the amendment, which is the object of this Bill, will be a scheme which will define all these terms.

SHRI PRIYA RANJAN DASMUNSI: The Minister has just now stated that the amendment was required because of the liberalisation. He has further said that during the course of liberalisation, the penalty should be increased to accommodate the scheme. The penalty angle is lying on the 'Known Shippers'. So, if the definition of the 'Known Shippers' is not there in the body of this statute, how can he say that it is part of a subordinate legislation? How can he say so? It is not correct.

SHRI ARUN JAITLEY: If Shri Dasmunsi sees the scheme of the Act. ...(*Interruptions*)

[*Translation*]

DR. RAGHUVANSH PRASAD SINGH: Mr. Speaker, Sir, please listen to me for one minute.

MR. SPEAKER: First let him reply then you may speak.

SHRI ARUN JAITLEY: Under the provisions of this Act, there is a scheme and it is very clear that rules will be formulated under the scheme of the Act.

18.00 hrs.

[*English*]

The Act is regulated by that scheme. Section 5 deals with the power of the Government to make rules. There

are 25 clauses; there are 25 categories of rules which can be made. These rules will be subordinate legislation. Section 5A refers to the power to issue directions pursuant to Section 5. Those directions are already a subordinate legislation. That is the very scheme of the Act, and these definitions in that subordinate legislation will be very clear. This has never been defined in the Act. It is a 1934 Act. There is no question of them being put into the Act because the scheme is going to come under the Act. ...(*Interruptions*)

SHRI PAWAN KUMAR BANSAL: All that we are saying is to put it into the Act.

SHRI ARUN JAITLEY: Where is the necessity?

SHRI PAWAN KUMAR BANSAL: Sir, please see the way they are doing it. ...(*Interruptions*)

SHRI PRAMOD MAHAJAN: The Government is convinced that we are not committing any mistake. The Law Minister has given his opinion. Now, let us go for a vote. ...(*Interruptions*)

SHRI PRIYA RANJAN DASMUNSI: Sir, this is not the way and we take objection to it. ...(*Interruptions*)

MR. SPEAKER: Shri Bansal, what is your submission?

...(*Interruptions*)

SHRI PRIYA RANJAN DASMUNSI: Sir, we leave it to your wisdom.

SHRI PAWAN KUMAR BANSAL: Sir, I am sorry to say that the hon. Minister of Parliamentary Affairs is scuttling the debate, and in a very arrogant manner. ...(*Interruptions*)

SHRI PRAMOD MAHAJAN: I am not scuttling the debate. ...(*Interruptions*)

SHRI RAMESH CHENNITHALA: This is not the way.

SHRI PAWAN KUMAR BANSAL: This is not way to say it.

MR. SPEAKER: Shri Bansal, what is your submission?

SHRI PAWAN KUMAR BANSAL: Sir, this may be put to vote, after only we make our point.

[Shri Pawan Kumar Bansal]

Section 5 of the main Act which gives power to the Government to frame rules does not talk of the scheme which the hon. Minister is talking of because in the Statement of Objects and Reasons, the specifically talk of a term which till this date does not exist in the Act, in the regulations, in the rules or in any of the instructions. Therefore, if they have chosen to use that term in this Statement of Objects and Reasons, it was imperative for them to first define this term and incorporate it in the Act itself. Admittedly that has not been done.

Sir, if we come to Section 5A which the hon. Minister is talking of, in the Statement of Objects and Reasons, they are saying that a notification will be issued by the Commissioner of Safety (Civil Aviation) under Section 5A of the Aircraft Act, in consultation with the Government of India. Now, they are arrogating another right to themselves. Section 5A does not talk of any consultation with the Government of India. This is how they are arrogating the powers to themselves. They may be talking of delegating powers to the authorities for proper functioning of the various institutions, but their action is quite contrary to this. Let them withdraw the Statement of Objects and Reasons, we will pass the Bill as such. ...*(Interruptions)*

SHRI RAMESH CHENNITHALA: It covers entire Section 5.

SHRI PAWAN KUMAR BANSAL: Sir, see the way the Parliament is being treated. This Bill must not have come to the hon. Minister of Law and Justice earlier for vetting.

[Translation]

DR. RAGHUVANSH PRASAD SINGH: Mr. Speaker, Sir, we all know that the objects and reasons are the part of a Bill, but there are strange words in the objects and reasons of the Bill. It is strange that the term known shippers is not mentioned anywhere in the original act or the amendment Bill and how such Bill will be passed which contains strange words and all the Members have expressed their doubt as to what is a known shippers. Those who are unknown have been mentioned as known shippers in the objects and the reasons and that has not been defined anywhere. All such terms should have been defined in the Bill and only then it will be complete. Hence the Minister of Law should not try to misguide the House. It is a shortcoming of the Bill. This should be amended and a fresh Bill should be introduced and passed by the House. This faulty Bill should not be passed.

[English]

SHRI PRIYA RANJAN DASMUNSI: We have no quarrel with the Government on the Bill. What we submit through you is let the Ministry re-examine the whole text, let them come with an appropriate clarification and place it before the House.

SHRI ARUN JAITLEY: There is nothing wrong with it. This scheme will be issued pursuant to Section 5A. The details will be in the scheme. In fact, I have the copy for the draft scheme also in front of me.

SHRI E.M. SUDARSANA NATCHIAPPAN: Sir, I have one submission on the amendment of this particular Bill. If this Bill is made into an Act, will it not cover the entire Section 5?

SHRI ARUN JAITLEY: Yes, it will.

SHRI E.M. SUDARSANA NATCHIAPPAN: That means, you are getting the power for punishing people who have committed crimes under eight other categories, which has not been mentioned in the Statement of Objects and Reasons in the Bill.

That is what my submission is...*(Interruptions)*

SHRI PAWAN KUMAR BANSAL: The aims and objects does not talk of it...*(Interruptions)*

SHRI E.M. SUDARSANA NATCHIAPPAN: The aims and objects of the Bill say that you are having the powers to punish one person. ...*(Interruptions)* But by passing this Bill you would be getting the powers to punish six to eight other persons...*(Interruptions)*

SHRI ARUN JAITLEY: Yes. That is correct...*(Interruptions)*

SHRI E.M. SUDARSANA NATCHIAPPAN: How could you get the powers without telling us your aim?...*(Interruptions)*

SHRI ARUN JAITLEY: It is because you anticipate a particular...*(Interruptions)*

SHRI RAMESH CHENNITHALA: How can you do that without telling the House...*(Interruptions)*

SHRI PRIYA RANJAN DASMUNSI: Sir, it is against the tenets of democracy...*(Interruptions)*

MR. SPEAKER: You are not even allowing the hon. Law Minister to explain the thing? What is this?

...*(Interruptions)*

SHRI ARUN JAITLEY: Sir, the immediate reason is that we are bringing a scheme for 'known shipper' because there may be possible violations. As a deterrent we are increasing the penalties and these penalties will apply to all violations under Section 5(A). I do not see why any Member of this House must have any sympathy for the violators and say that give them lesser penalty...*(Interruptions)*

SHRI PRIYA RANJAN DASMUNSI: Sir, he cannot make such sweeping remarks...*(Interruptions)* The Minister must withdraw his remarks...*(Interruptions)* He cannot cast aspersions like this...*(Interruptions)* Sir, you are in the Chair and you have heard what he has said...*(Interruptions)* How can he cast aspersions on the Members of this House?...*(Interruptions)*

MR. SPEAKER: Shri Dasmunsi, I have called the Minister for Parliamentary Affairs.

...*(Interruptions)*

SHRI RAMESH CHENNITHALA: Sir, he should withdraw his words. ...*(Interruptions)*

SHRI PRIYA RANJAN DASMUNSI: Sir, would you tolerate such words?...*(Interruptions)* Sir, please expunge those words...*(Interruptions)*

SHRI PAWAN KUMAR BANSAL: Sir, for their failings, they are casting aspersions on us...*(Interruptions)* It is their incompetence...*(Interruptions)* The Government has failed...*(Interruptions)*

SHRI PRIYA RANJAN DASMUNSI: What does the hon. Minister mean by that?

MR. SPEAKER: He has not mentioned anybody's name. He has said it generally without taking anybody's name.

...*(Interruptions)*

SHRI PAWAN KUMAR BANSAL: Sir, please go through the records to see as to what words he has said...*(Interruptions)*

MR. SPEAKER: I will go through the records.

SHRI PRAMOD MAHAJAN: Sir, we have discussed this Bill for about two hours. A few hon. Members have raised objections. The hon. Law Minister has put up the view point of the Government. The Bill has been duly passed by the Cabinet after consultation with the Ministry of Law.

SHRI PAWAN KUMAR BANSAL: It is always done like that.

SHRI PRAMOD MAHAJAN: If it is always done like that, then why do you want to send it back?...*(Interruptions)*

[Translation]

If you want to say something, you may say it. If I emphasize on it then you will call me arrogant and will be annoyed with me.

[English]

Sir, the Bill has come to the Parliament after passing through the due stages, as is being said by the hon. Members, Shri Bansal. Now we have discussed it. We have a point of dispute where the hon. Members of the Opposition think that some schemes are not right. Now, here, there is no way out.

Sir, I really do not understand one thing. The Ministry of Civil Aviation and the Ministry of Law think that this legislation is right. In a democratic system we try to discuss an issue once, twice and thrice and argue our points with each other. Now, sending this Bill back to the Ministry of Law seems to me redundant. It is because the Law Minister himself is present here on the floor of the House and is saying with full responsibility that this Bill has been rightly drafted and we have not committed any mistake in it.

Sir, under the circumstances I leave it to you to take a decision. Tomorrow or the day after the arguments would not change...*(Interruptions)* If somebody is not satisfied, if they do not agree, be it from the Opposition or from the Ruling Party, then what is the way out? The normal way out has to be found for this Bill and it should be voted.

SHRI PAWAN KUMAR BANSAL: Sir, all that we were trying to submit to this august House is that the aims and objects which always accompany a piece of legislation—which is brought to the House, of course, after consultation in the Ministry and at various other levels—are in consonance with the body of the Bill. In this case we find a discrepancy between the two. What is appended as the Statement of Objects and Reasons in the Bill does not match with the provisions of the Bill. We are being repeatedly told that this Bill has a limited purpose. We know that this Bill has a limited purpose. What we are trying to submit is that once it has been appended to the Objects and Reasons of the Bill, then let it be incorporated. ...*(Interruptions)*

MR. SPEAKER: Shri Bansal, are these Objects and Reasons part of the Bill?

SHRI PAWAN KUMAR BANSAL: Sir, this is not a part of the Bill in the sense that it does not form part of the Act when it is passed.

MR. SPEAKER: It does not form part of the Bill when passed.

SHRI PAWAN KUMAR BANSAL: Sir, kindly give me the concession to say that I do understand what aims and objects are about.

What is mentioned in the Statement of Objects and Reasons is not in consonance with the body of the Bill. This is not how any piece of legislation should be brought before Parliament. We are not disputing the right of the Government to bring about such changes. The definition of the phrase 'known shippers' could have been introduced in the Bill. That is precisely what we want.

SHRI PRIYA RANJAN DASMUNSI: Widest powers to penalise and punish those who violate the directions have been given in this Bill in view of the liberalised economic policy. The penalty limit is high. We all support the penalty limit. But the penalty limit is targeted in the scheme of things to a 'known shipper'. The House is curious to know what exactly is the definition of 'known shipper'. If the Law Minister tries to take the plea that in the scheme of things it will come at an appropriate stage but the powers should be given now—I am not against the Law Minister or the Minister of Civil Aviation—I have to consider this an Act which will enjoy a power hidden within so that they can do whatever they like, ignoring the Parliament. It is not a transparent piece of legislation. That is our objective.

SHRI ARUN JAITLEY: May I meet the two points, Sir, before the hon. Speaker can take a view?

Shri Bansal has said that since the word used 'known shipper' is an important word, it should have been defined in the legislation. Shri Bansal is a lawyer of experience. This Act which has been in force for 68 years has only four definitions. In Section 2 there are only four definitions because definitions pursuant to Section 5 and Section 5A are all going to be in the rules, or in the schemes which are going to be under this legislation itself. Each rule is going to cover different spheres and fields. The definitions are contained in those rules. Each one of them does not come into primary legislation. In this legislation, there are only four definitions and 'known shippers' need not be defined in this legislation.

Shri Dasmunsi wanted to know what 'known shipper—which is the object we are trying to pursue—in this Act will mean. Since he wanted to know the definition, 'known shipper' in this Act is also used as a phrase alternative to the words 'regulated agent'. In the notification which will come under Section 5A, this is clearly going to

be defined. It means an agent, freight forwarder, or any other entity, which conducts business with an airline operator and provides security controls that are expected or required by the Commissioner of Security, Civil Aviation, in respect of cargo, courier, and express parcels of mail. Definitions of these phrases are going to be in the subordinate legislation, that is, directions under Section 5A. The Statement of Objects and Reasons itself mentions, as Shri Bansal has said, 'known shippers' in order to enforce a scheme when notification under Section 5A will be issued. The objects do say that there shall be a notification in which everything will be taken care of. Therefore, there is absolutely no scope for any two opinions on the subject.

[Translation]

SHRI PAWAN KUMAR BANSAL: Have you ever seen such a thing before?...*(Interruptions)*

You are introducing the objects and reasons in the House in such a manner, have you ever seen such a thing before?...*(Interruptions)*

[English]

SHRI HANNAN MOLLAH (Uluberia): Sir the time of the House has to be extended.

MR. SPEAKER: The time is extended till the end of this subject.

[Translation]

SHRI RASHID ALVI: Sir, my humble submission is that the entire House is ready to pass this Bill but the opposition Members want that the Government should define the term known shippers. ...*(Interruptions)*

MR. SPEAKER: The Minister of Law has explained it just now.

SHRI RASHID ALVI: It is not appropriate to behave like a dictator in this matter as there is no need to make such haste in passing this Bill. This bill is not such that it is essential to pass it today itself.

[English]

SHRI SONTOSH MOHAN DEV: Sir, there must be a compromise. ...*(Interruptions)*

SHRI P.H. PANDIYAN (Tirunelveli): Sir, I am only on a point of law.

Section 75 of the Indian Penal Code talks about the recidivism. Nowhere in the IPC, there is any reference of "known dacoit". So, that way, there need not be "known shipper" in the primary legislation legally. In primary legislation it will not be there. Only in the Police Act or Police Standing Order, they say "known dacoit". But IPC specifically says that Section 75 is an act of the recidivism.

So, that way, "known shipper" need not be there in the primary legislation.

That is why I support the legislation on this point.

MR. SPEAKER: Mr. Minister, have you completed your reply?

PROF. CHAMAN LAL GUPTA: Yes, Sir.

MR. SPEAKER: The question is:

"That the Bill further to amend the Aircraft Act, 1934, be taken into consideration."

The motion was adopted.

MR. SPEAKER: The House shall now take up clause-by-clause consideration of the Bill.

The question is:

"That clause 2 stand part of the Bill."

The motion was adopted.

Clause 2 was added to the Bill.

Clause 1, the Enacting Formula and the long Title were added to the Bill.

PROF. CHAMAN LAL GUPTA: Sir, I beg to move:

"That the Bill be passed."

MR. SPEAKER: The question is:

"That the Bill be passed."

The motion was adopted.

18.16 hrs.

MR. SPEAKER: Shall we take up the next item—Companies (Second Amendment) Bill, 1999?

SHRI PRIYA RANJAN DASMUNSI: No, Sir.

Mr. Speaker, Sir, through you, I want to convey to the hon. Minister of Parliamentary Affairs that let the Companies (Second) Amendment Bill, 1999 be taken up on Monday. We will finish this Bill on Monday.

MR. SPEAKER: Do you not want it to be taken up today?

SHRI PRIYA RANJAN DASMUNSI: No, Sir.

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION TECHNOLOGY (SHRI PRAMOD MAHAJAN): Sir, I agree if they do not want it to be taken up today, all right, we will not take it up today. But at the same time, tomorrow is not a holiday.

SHRI PRIYA RANJAN DASMUNSI: Hon. Speaker, Sir, it is my request to you that you please fix it to be taken up on Monday. For four hours, we will have a debate on this Bill and pass it on Monday itself.

[Translation]

SHRI PRAMOD MAHAJAN: What will you do tomorrow?

SHRI PRIYA RANJAN DAS MUNSI: Tomorrow you will not get four hours' time.

[English]

SHRI PRAMOD MAHAJAN: At least listen to me what I am saying.

Sir, tomorrow, when we re-assemble after lunch recess till the Private Members' Business which is taken up at 3.30 p.m., we still have one and a half hours. What will we do? I cannot make a recess for three hours in the afternoon. If I find out some small Bill, I will do it but if I do not find out any Bill, I have to put up this Bill for tomorrow...*(Interruptions)*

SHRI PRIYA RANJAN DASMUNSI: Mr. Speaker, Sir, you took the decision in the BAC that a major Bill should be concluded the same day, and this is a major Bill. We cannot finish it tomorrow because we do not have four hours tomorrow. So, it is our suggestion that tomorrow we could take up some Calling Attention or some small Bill like Juvenile Bill in that one and a half hours.

Please accept the request of the Opposition, Sir. Kindly list this Companies (Second Amendment) Bill, 1999 for Monday. We will conclude it on Monday itself.

MR. SPEAKER: The House stands adjourned till 11.00 a.m. tomorrow.

18.18 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Friday, November 24, 2000/Agrahayana 3, 1922 (Saka).

**Corrigenda to Lok Sabha Debates
(English Version)**

Thursday, November 23, 2000/ Agrahayana 2, 1922 (Saka)

Col./line	For	Read
10/23	SHRI RAJIV PRATAP SINGH RUDY	SHRI RAJIV PRATAP RUDY
54/9 (from below)	THE MINISTER OF TOURISM AND CULTURE (SHRI ANANTH KUMAR)	THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRI ANANTH KUMAR)
57/4	Nay	Navy
170/-	After line 4 ADD “ C There is no input to suggest this.”	
180/13	DEFENCE	RAILWAYS
291&292/5 (from below)	ungradation	upgradation
328/28	DEFENCE	PETROLEUM AND NATURAL GAS
333/3	DEFENCE	CIVIL AVIATION
347 & 348/-	Before Line 1 Add “Statement – I”	

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