

LOK SABHA DEBATES

(English Version)

Ninth Session
(Thirteenth Lok Sabha)



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LOK SABHA DEBATES

LOK SABHA

Thursday, March 21, 2002/Phalgun 30, 1923 (Saka)

(The Lok Sabha met at Eleven of the Clock)

[Mr. DEPUTY SPEAKER in the Chair]

[English]

...(Interruptions)

SHRI PRIYA RANJAN DASMUNSI (Raiganj): Sir, I gave the notice for suspension of the Question Hour.

MR. DEPUTY-SPEAKER: I received your notice; I also received notices from Shri Ramji Lal Suman and Shri Deve Gowda. I will first give you the floor during 'Zero Hour'. Let me now conduct the House. You can take it up during 'Zero Hour' because 'Zero Hour' is yours.

SHRI PRIYA RANJAN DASMUNSI: Mr. Deputy-Speaker, Sir, the Home Minister must come to the House and make a statement during 'Zero Hour'. What is happening in Gujarat is not an issue of Gujarat alone. They are attempting to burn the whole nation.

MR. DEPUTY-SPEAKER: Let me take up the Question Hour now. During 'Zero Hour' I will give you the floor.

SHRI PRIYA RANJAN DASMUNSI: I would request, through you, Sir, the Parliamentary Affairs Minister to ensure that the Home Minister comes to the House today.

MR. DEPUTY-SPEAKER: I will give you the floor.

SHRI PRIYA RANJAN DASMUNSI: Sir, I will abide by your directives. My appeal to the Government is that the Home Minister must come to the House today and make a statement on the Gujarat issue.

MR. DEPUTY-SPEAKER: Now, let me conduct the House proceedings smoothly.

11.02 hrs.

ORAL ANSWERS TO QUESTIONS

[English]

Abuse and Misuse of Preferential Allotment

*261. SHRI KIRIT SOMAIYA: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether promoters are making preferential allotment at the lower rate and selling it in the open market when the market is high;

(b) whether this route has been misused in the present capital market scam;

(c) whether this route is also being misused to make preferential allotment to foreigner acquirer;

(d) whether the department has received the complaints and suggestions from the Members of Parliament and Investors' Association;

(e) if so, the findings and observations of the department in this regard; and

(f) whether the Ministry is considering amending the law to stop the abuse and misuse of preferential allotment system?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI ARUN JAITLEY): (a) to (c) Companies can make preferential allotment by passing a Special Resolution of shareholders u/s 81 (1A) of the Companies Act, 1956 and in compliance with conditions imposed by SEBI such as minimum pricing, disclosure to shareholders and lock in of shares allotted on preferential basis, if they desire to seek listing at Stock Exchanges. Companies have been making such preferential issue to persons including overseas entities. There are no restrictions on sale of shares by the preferential allottees in the open market other than lock-in requirements.

(d) to (f) SEBI/DCA have received queries/suggestions from Members of Parliament. SEBI has strengthened the guidelines for preferential issues in August 2000 inter-alia stipulating that preferential shares are eligible for listing only if disclosures specified in the guidelines are made, the shares are locked in and the consideration is fully paid up on allotment.

[Translation]

SHRI KIRIT SOMAIYA: Mr. Deputy-Speaker, Sir, the question asked from the hon. Minister is

[English]

that is, manipulation by promoters in MNCs

[Translation]

Multinational companies reaped a benefit of the shares worth 5000 crore rupees by misusing and abusing the preferential allotment route.

[English]

For example, Castrol India had got preferential allotment to their parent company at the rate of Rs. 110 when the prevailing market price was Rs. 1,050. Colgate India got the preferential allotment at the rate of Rs. 60 when the prevailing market price was Rs. 700. In similar manner, Cadbury, Colour Chem, Hax, HLL, Proctor and Gamble, Glaxo.

[Translation]

The investors have incurred the losses to the tune of 5000 crore rupees through these companies. The parent company, foreign company and multinational companies are misusing this route by keeping this thing in view and whether the Ministry has given any thought to find some way out to check the misuse? Whether it has discussed with the SEBI and Ministry of Finance to plug these loopholes and benefit the small investors.

[English]

SHRI ARUN JAITLEY: Sir, the matter is handled primarily by SEBI, which is dealt with the Finance Ministry. Since the question has been addressed to me, I have taken instructions. Initially, there were a large number of occasions on which these issues were raised that some companies were making a preferential allotment and this allotment was being made in order to benefit some categories of shareholders. Therefore, in consultation with various other Departments and after taking the entire picture into view, the SEBI has now framed detailed guidelines. These guidelines were framed in 1994. There was some amendment made in 1996. Thereafter, in the year 2000, a fresh set of guidelines has been made public. Now, one of the questions that the hon. Member has asked is that some companies were issuing shares at disproportionately low prices even when the market prices were higher. Therefore, the guidelines now include

that the price at which the shares can be issued on a preferential basis must be the higher between either of the two categories, that is, take the average price of the last six months or the average price of the last two weeks, whichever of the two is higher. The allotment on a preferential basis can now only be made on that basis. This is now the guideline which the SEBI has issued on this matter.

[Translation]

SHRI KIRIT SOMAIYA: Mr. Deputy Speaker, Sir, Indian promoters are still misusing and abusing the existing loopholes and this capital market scam is a pointer in this direction. To cite an example, I would like to tell that the promoters in HFCL sold their shares at the rate of Rs. 1600 last year and now that have given a notice of preferential allotment at the rate of 92 rupees.

Similarly, DSQ Software and several Indian companies are doing the same.

[English]

Not only that there is a loophole in the take over code provision.

[Translation]

Due to it, at present the 7 companies like Madusudhan and OTIS India and several other companies are taking advantage of the loopholes in the take over Code by selling them at higher rate to the private companies. I would like to say to the hon. Minister that the take over code approach SEBI in this regard and SEBI, in turn inform them that the prescribed guidelines of DCA's would have to be strengthened. When DCA is approached, it is said that it falls in the SEBI's purview. I would like to request the hon. Minister whether SEBI and DCA would coordinate to bring about an amendment to benefit small investors and also whether it will inquire into the information given by me and stop this abuse and also whether an amendment would be made to benefit small investors and also to prevent the bypassing of 20 percent-

[English]

Open offer to small investors is mandatory.

[Translation]

Since it is being by-passed whether the Government will bring an amendment for the benefit of small investors.

[English]

SHRI ARUN JAITLEY: Sir, I am very grateful to the hon. Member for making a very valuable suggestion. I may inform him that as per the existing guidelines, the pricing guidelines are very clear. In order to make sure that these aberrations do not take place there is now a lock-in period also which has been prescribed that you cannot take a preferential allotment and then sell it to the market immediately. There is a detailed lock-in period which has been prescribed. In order to make the exercise transparent there is a provision for complete disclosure. Not only does it require an approval of 75 per cent of the shareholders before a preferential allotment can be made by a special Resolution but there is also a complete disclosure as to what is the object of these initial funds that the company is getting and what is the price at which they are selling it and who are the shareholders to whom these allotments are being made. These norms have been tightened. From time to time, a review does take place. I take the suggestion of the hon. Member. With regard to some of the cases where complaints have been received, investigations by SEBI are also on.

Sir, the last point that the hon. Member made was with regard to the SEBI take-over code. Normally when anybody acquires 15 per cent or more, he has to make an offer to 20 per cent to the market to protect the interest of the small shareholders. But 15 per cent acquisition takes place through the preferential allotment route. There has been traditionally an exemption, which has been granted under the rules from the SEBI take-over code. It has already been brought to the notice of the SEBI. The Justice Bhagwati Committee, which is reviewing the take-over code, is already seized of the matter and is likely to make its recommendations on the subject.

[Translation]

SHRI KIRIT SOMAIYA: Mr. Deputy Speaker, Sir, the loophole in the existing guidelines is that the average market price of six months is given in advance. The promoters and manipulators make the prices shoot up. Initially as I cite the example of HFCL and silver line and then cause it to crash to gain. I would like to know as to what amendment would be made in it and as told by the hon. Minister in the Bhagwati Committee in regard to the take over code. Bhagwati Committee has been constituted for the last four years and it is yet to submit its reports.

[English]

Eighty-four per cent of take over has been given exemption under the Act. Those loopholes be plugged.

SHRI ARUN JAITLEY: Sir, the pricing is not merely six months. It is six months or two weeks whichever is higher. Therefore, allotment is being made at a higher price. Whatever suggestions the hon. Member has made, I would certainly take those suggestions into consideration and share them with the SEBI.

Sir, I have said with regard to the suggestion whether exemptions through preferential allotment route or from the take over code should take place or should not take place is with the Justice Bhagwati Committee and we are awaiting the recommendations of the Committee on the matter.

[Translation]

SHRI ARUN KUMAR: Mr. Deputy Speaker, Sir, through you, I would like to know from the hon. Minister that amendment has been made in the company law encoded in 1956 but the share scams have continued to take place and the Members asking question gave several examples of major scams that have taken place. These scandals and loot is causing a lot of resentment and dissatisfaction among the people of middle class. I would like to know whether the Government propose to take any concrete step to protect the people of middle classes from this loot?

SHRI ARUN JAITLEY: Mr. Deputy Speaker, Sir, the first part of the question asked by the hon. Member pertained to the company act, 1956. I would like to tell the hon. Member that several suggestions were received to amend this law. On amendment was made in 1999 and the other in 2000. Two other amendments that are proposed to be made have been introduced in the Parliament and are pending before the Standing Committee. Despite these amendments, scam take place in market which causes losses to the small investors. SEBI which regulate the share market, do carry out amendments from time to time on the basis of market experiences so as to stop the recurrence of such incidents.

[English]

SHRI M.V.V.S. MURTHI: Mr. Deputy-Speaker, Sir, the Company Law is so complicated that even professionals like Shri Kirit Somaiya take a lot of time to go through its many chapters. The law requires simplification. A comprehensive law intended to simplify the law is eluding the House for a long time. If the law is not simplified and complications are not removed from it, such loopholes will always find their way into it.

The other point relates to preferential allotment. Is preferential allotment required at all for an enlisted public limited company? The first offer should go to the public. In the case of an enlisted company, the share prices are already quoted. Why is preferential allotment required then? Preferential allotment has to be taken into consideration after the public issue is made; and if unsubscribed shares are left out, they should be allotted to the promoters. Why should it not be done this way so that ordinary shareholders do not feel cheated? I would like a specific answer from the Minister.

SHRI ARUN JAITLEY: The first part of the question is that the 1956 legislation is a complicated legislation. I may inform the Member that in the year 1996-97, a comprehensive review of the Act was undertaken. Since it is a very lengthy Act of over 600 sections, it was introduced before this hon. House. Thereafter, the matter went to the Standing Committee. A set of recommendations was also finalised. Then it was felt that the Act was so lengthy that to have a complete overview of the Act it may take a very long time. Therefore, it was felt that since the areas of governance under this Act and the concept of corporate governance itself has changed, we must do it in a manner where some of the changes can be brought about. So, a very large amendment was introduced in the year 1999 by an Ordinance, which was subsequently approved by the House, which related to various new areas relating to corporate governance which had come into existence. Areas relating to protection of the interests of small investors and transparency in corporate governance was the second limb, which was undertaken by way of the second round of amendments which was approved in 2000. Amendments relating to chapters being added on producer companies as also in relation to complete methodology to deal with insolvency and revival of sick companies—because the other experiment in relation to SICA really has not succeeded—and for the creation of Company Law Tribunal, the third round of amendments, which is a package of these two, has already been introduced before this House. We are expecting the report of the Standing Committee. As and when it comes it will be placed before this hon. House for consideration.

With regard to the whole concept of preferential allotment, this is a concept which is originally present in the Companies Act. The normal practice is, under Section 81 of the Companies Act, under which provisional allotment has to be made by the company, the allotment's first right goes on a *pro rata* basis to the said shareholders. But Section 81 (1) (A) has been provided for originally as an exception to the first principle where for some special reasons a special resolution is passed. Now a special resolution itself requires the support of

three-quarters of the shareholders, that is 75 per cent of the shareholders. So, if more than an ordinary majority of shareholders of a company, three-quarters of shareholders, feel that a preferential allotment is required for the purposes of getting funds into the company, it can be done. It may be requirement of funds, it may be requirements even in terms of consolidating shareholding of promoters in order to add an element of stability, there may be several factors where the moneys are required for some investment into the company. It is only in consonance with corporate democracy that three-quarters of the shareholders is permitted. Then alone you are allowed to resort to this remedy under Section 81 (1) (A). The other exception to that is that if three-quarters do not permit it, by an ordinary resolution only a majority of shareholders permit it, then on consideration of public interest, the Central Government's special permission is required which cases are ordinarily very rare.

SHRI VARKALA RADHAKRISHNAN: Even after hearing the hon. Minister, I am not still convinced. The basic question is of transparency. How we can maintain transparency in the transactions? Most of the shareholders are left at the mercy of the brokers. Why do we not have preferential shares in such matters? I would request the hon. Minister to make some arrangements so that transparency is ensured. What are the measures the Government proposes to take in the matter of transparency, in view of the fact that the small shareholders are cheated? This is the main defect with regard to preferential shares and locking in of shares. We are in a liberal age, having globalisation, etc.

MR. DEPUTY-SPEAKER: Okay, you have asked your question; please sit down.

SHRI VARKALA RADHAKRISHNAN: Why should we not have preferential allotment system of shares? Why should we not have transparency in all these deals?

SHRI ARUN JAITLEY: As the hon. Members have pointed out and as Shri Radhakrishnan has also pointed out, there is a need for transparency because when preferential allotment is permitted originally, it was noticed that an unfair market practice could come in by virtue of two practices.

You sell shares on a preferential basis at a disproportionately low prices and therefore when the market price is high, the preferred one will stand to benefit. Alternatively, you can sell it at a very high price when the market price is low and therefore, even you can relate it to some form of movement in the market which ordinarily would not have been forthcoming, but

for the allotment at a very high price which has been there. It is precisely to overcome this that guidelines of a very detailed nature have now been issued. To bring in an element of transparency, the pricing guidelines have been very strictly complied with, that this is the minimum price at which you can issue preferential shares, etc.

The second area is that nobody immediately benefits. Twenty per cent of the shares allotted to the promoters cannot be sold. There is a lock in period of three years. Eighty per cent of the shares cannot be sold for one year. The non-promoter shareholders also cannot sell their shares for one year. There is also the third requirement now of detailed disclosure guidelines, like what is the object of this preferential issue, what is the intention of the promoters and directors or management-persons, why are they wanting to subscribe to it, what is the shareholding pattern before the preferential issue and after the preferential issue, what is the proposed time, what is the identity of the proposed allottees, etc. All these have to be informed. An explanatory statement is also brought out in the Annual Report and you also require the support of three-quarters of the shareholders before such an allotment is preferred.

But as the hon. Members, particularly Shri Somaiya, have indicated there are still areas of improvement which are possible because the logic has been gaining ground. We are seized of this issue and that is why, with regard to applicability of take over code, the subject is being seriously gone into.

SHRI P.H. PANDIAN: Mr. Deputy-Speaker, Sir, the present trend of companies is to take over and to have mergers. Big companies take over small companies; prospering companies take over sick companies. After the preferential shares get locked up, are the sick companies allowed to transfer the shares? Since SEBI being the controlling body, does SEBI have powers to annul the transfer in case of violations during the lock-in period? Is it a fact that the hike in prices of shares is due to insider trading? Poor investors do not have anybody inside the stock exchanges because the stock exchanges deal with increase or decrease in prices of shares. Even in that case, may I know whether SEBI has got some teeth to control the erring stock exchanges? The stock exchanges are the producers of the share market crimes—white colour crimes—and may I know whether SEBI is armed with powers to deal with these erring companies to prevent scams?

I would further like to say that these scams are occurring every four years alternately and we have been examining and submitting suggestions to Parliament. I

would like to know from the Minister whether SEBI alone has been vested with powers to deal with all the erring stock exchanges which have been dealing with insider-trading in all companies and whether the take-overs and mergers will be viewed by the SEBI.

SHRI ARUN JAITLEY: Sir, there are different aspects of take overs and mergers under our existing scheme of law. There is a separate take-over code which the SEBI manages. There are also provisions under the Companies Act with regard to schemes for amalgamation of companies, which is a provision mentioned under the Companies Act. In consonance with the practice in which market economies have anti-trust laws or competition laws, such a law is also under consideration. It has already been introduced in the House. On the one hand, where we want our companies to become internationally competitive, we do not want a situation where, on account of some market practices, there is a complete elimination of competition. Because ultimately the consumer interest really is protected by competition, so, we have a detailed law which we have introduced before the House last year and that law is also under consideration as far as the Standing Committee is concerned.

With regard to insider trading, I may mention that SEBI has already a detailed code and regulations to deal with insider-trading which, amongst others, provide that if any insider in a company, on the strength of information which is otherwise publicly not known information, deals with that information in order to benefit himself or benefit the company or benefit a third party, there are provisions in the take-over code which enable action against that individual and also action against the company. There have been some initial cases and rulings on this particular issue and the Government is seized of certain amendments to the SEBI law itself in order to make sure that enough teeth is added to deal with such situations.

[Translation]

Welfare Scheme for Ex-Servicemen

*262. SHRI RAM SINGH KASWAN: Will the Minister of DEFENCE be pleased to state:

(a) whether any welfare schemes are being run by the Government for ex-servicemen;

(b) if so, the details thereof; and

(c) the number of ex-servicemen benefited by these schemes during the last one year?

[English]

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) to (c) A Statement is laid on the Table of the House.

Statement

The following schemes for the Welfare of ex-Servicemen run by the Government are in operation:—

I. Resettlement Schemes:

(i) In order to provide re-employment opportunities to ex-servicemen in civilian departments the Central Government have provided 10% reservation in Group 'C' vacancies and 20% reservation in Group 'D' vacancies for them. In Defence Security Corps 100% vacancies are reserved for ex-servicemen. In para-military forces 10% vacancies of Assistant Commandants are reserved for ex-servicemen. The Central Public Sector Undertakings and Nationalized Banks provide 14.5% reservation in Group 'C' posts and 24.5% reservation in Group 'D' posts. Most of the State Governments have also provided reservation for ex-servicemen in State Government jobs. In order to facilitate their re-employment certain relaxation in educational qualifications and in prescribed maximum age limits for recruitment have been provided. During the year 2001, 10,567 ex-servicemen (provisional figure) were provided employment by the Central/State Governments/Private Sector/Ex-servicemen Security Agencies.

(ii) Loans/financial assistance for setting up small scale industries, service industries, Agro-based industries, Khadi and village industries are provided to ex-servicemen under three self-employment schemes known as SEMFEX-I, SEMFEX-II, SEMFEX-III and National Equity Fund Scheme. The ex-servicemen were sanctioned loans/financial assistance to the tune of Rs. 35 crores under the scheme during 2000-01 to 5395 numbers of ex-servicemen/dependents.

(iii) The ex-servicemen are encouraged to float security agencies and coal transport companies. The Director General Resettlement sponsors ex-servicemen security agencies to various public sector undertakings. The Coal India and its subsidiaries give coal transport contracts to transport companies floated by ex-servicemen.

(iv) Training programmes are conducted for improving employability of ex-servicemen or to enable them to take self-employment after retirement.

(v) Eight percent of petroleum product agencies have been reserved for allotment to widows/dependents of

posthumous gallantry award winners, war disabled, war widows etc.

(vi) Ex-servicemen are eligible for Allotment of Army Surplus Disposable Vehicles. During the year 2001, 357 cases have been registered and recommended for allotment of vehicles to Army Headquarters.

(vii) Allotment of Mother Dairy Booths, DMS Booths and Mother Dairy F&V Booths.

(viii) The ex-servicemen are eligible for Allotment of STD booths.

(ix) The ex-servicemen manufacturing units supplying stores to Defence Establishments under Defence Purchase Programme are eligible for 10% price subsidy of the total value of stores supplied or Rs. 50,000/- which ever is less in a financial year for five consecutive years. However, no request for grant of price subsidy has been received during the current year.

Welfare schemes/benefits:

I. Medical Facilities:

- (a) Ex-servicemen, their families and families of deceased Service personnel drawing pension of any kind are entitled to free out patient treatment in 127 Military Hospitals and more than 1000 Medical Inspection Rooms, including 24 exclusively reserved for ex-servicemen. In-patient treatment is also provided subject to availability of beds.
- (b) Ex-servicemen who are not availing medical facilities from Military Hospitals may choose to draw Rs. 100/- every month for medical treatment.
- (c) Ex-servicemen/dependents suffering from serious diseases are given financial assistance from Armed Forces Flag Day Fund to the extent of 90 percent (in the case of Junior Commissioned Officers, Other Ranks) and 75 percent (in the case of officer level) of the total expenditure incurred for treatment in civil/authorized hospitals provided no financial assistance was available from any other source. These are by-pass surgery, Angioplasty, Angiography, Kidney/Renal Transplantation, Cancer/Spastic Paraplegic treatment, Coronary Artery Surgery, Open Heart Surgery, Valve Replacement, Pacemaker Implant. Financial Assistance is also provided to ex-servicemen/dependents for medical treatment in Civil/Authorized Hospitals from Army Group Insurance (AGI) at package rate for certain serious diseases.

II. Financial Assistance:

Financial Assistance is also provided from Raksha Mantri's Discretionary Fund for marriage of dependent daughters, medical, repair of houses etc. to ex-servicemen in penury, Monthly financial assistance of Rs. 1000/- upto a period of two years is also provided to old and inform ex-servicemen/widow of ex-servicemen living in penury. An amount of Rs. 59.44 lakhs was incurred for 735 beneficiaries during 2001-02.

III. Education facilities for children:

- (a) Free educational facilities are provided to children of Defence personnel killed or disabled in war.
- (b) 28 seats in the MBBS, one seat in BDS and two seats in Engineering are available through Kendriya Sainik Board (KSB) to dependents/wards of certain categories of Defence personnel.
- (c) 25 percent seats are reserved for the wards of serving and ex-servicemen personnel in Sainik Schools.
- (d) States/UTs have made reservation of seats in professional colleges/ITI/Polytechnics for wards of serving and retired Defence Personnel.
- (d) An education grant of Rs. 600/- and Rs. 300/- p.m. per student is provided to wards of war bereaved, disabled, attributable and non-attributable peace time casualties respectively, housed in 35 War Memorial Hostels, to enable them to pursue their studies. Number of beneficiaries in respect of wards of martyred/disabled soldier are 275 and the number of beneficiaries for wards of ex-servicemen whose death is not attributable to Military service is 30.

IV. Travel Concession:

- (a) Rail Travel Concession: 75% concessions in rail fare for travel in II Class is available to war widows including those of IPKF casualties. Also, recipients and widows of posthumous recipients of Chakra series of gallantry awards are entitled for free rail pass for travelling in Class I/II sleeper.
- (b) Air Travel Concession: Certain categories of ex-servicemen are eligible to 50% concession in fare for air travel in domestic flights of the Indian Air Lines.

V. Other Welfare Facilities:

- (a) Ex-servicemen can avail of Canteen facilities from the nearest CSD canteens.
- (b) Sainik Bhawans/Rest Houses spread all over the country have been established for ex-servicemen.

MR. DEPUTY-SPEAKER: Shri Ram Singh Kaswan to ask the Supplementary.

SHRI PAWAN KUMAR BANSAL: Sir, since there are allegations against the Minister, he should not be allowed to answer...(Interruptions)

[Translation]

SHRI SHRIPRAKASH JAISWAL: Mr. Deputy Speaker, Sir, as the allegation has been levelled against the Defence Minister, hence he can not speak...(Interruptions)

[English]

MR. DEPUTY SPEAKER: Please do not disturb now. I have called Shri Ram Singh Kaswan.

...(Interruptions)

MR. DEPUTY SPEAKER: Shri Ajoy Chakraborty, please do not disturb. This is Question Hour.

...(Interruptions)

MR. DEPUTY SPEAKER: If you do not want to ask questions, you need not. But let others ask the questions.

...(Interruptions)

MR. DEPUTY SPEAKER: Nothing will go on record. I have called Shri Ram Singh Kaswan.

...(Interruptions)*

MR. DEPUTY SPEAKER: Please do not interrupt now.

...(Interruptions)

MR. DEPUTY SPEAKER: Shri Bhuria, if you do not want to ask, you do not ask. Let others ask.

...(Interruptions)

MR. DEPUTY SPEAKER: Please do not disturb like this. Shri Bhuria, will you please resume your seat?

...(Interruptions)

MR. DEPUTY SPEAKER: Shri Pawan Kumar Bansal, if you do not want to ask, you need not. Let others ask. Please do not interrupt now.

...(Interruptions)

MR. DEPUTY SPEAKER: Shri Dasmunsi. This is Question Hour.

...(Interruptions)

MR. DEPUTY SPEAKER: This is unfair. Shri Dasmunsi, will you please ask your Members not to disturb?

...(Interruptions)

MR. DEPUTY SPEAKER: Shri Ram Singh Kaswan's Question is there. If you do not want to ask you need not. Let others ask. I have called Shri Ram Singh Kaswan.

SHRI PRIYA RANJAN DASMUNSI: We are walking out in protest.

11.24 hrs.

At this stage, Shrimati Sonia Gandhi, Shri Priya Ranjan Dasmunsi, Dr. Raghuvansh Prasad Singh, Shri Ajoy Chakraborty and some other hon. Members left the House

...(Interruptions)

MR. DEPUTY SPEAKER: Shri Rawat, please do not interrupt now. I have called Shri Ram Singh. This is too much.

...(Interruptions)

[Translation]

SHRI RAM SINGH KASWAN: Mr. Deputy Speaker, Sir, the Government of India have started many schemes for the welfare of the Ex-servicemen. I would like to extend my thanks for it. To extend these facilities further, a committee was constituted in August 1999 which included the hon. Minister of Defence, the Finance Minister and few Chief Minister as its Members. I would like to know from the hon. Minister whether the Committee has since submitted its report? If so, what is the details of the new schemes started thereafter?

Sir, I hail from Rajasthan and a large number of soldiers from Sikar, Jhunjhunu and Churu in Rajasthan sacrificed their lives for the country. I would like to know

whether the Government propose to open a Sainik School in my district Churu for the people of this region?

SHRI GEORGE FERNANDES: Sir, the demand from the respective State Government is necessary to be received for setting up a Sainik School. When I took over the defence portfolio, I witnessed that several States do not have any Sainik School and some have only a single Sainik School. I had asked the Chief Minister of all the States by writing a letter to them that more and more Sainik Schools be set up and send proposals in this regard to Union Government. Some Chief Ministers responded in writing while some others did not send any proposal in this regard. However, the proposal from the State Governments is necessary in this regard and if the Government of Rajasthan send this kind of proposal to us, then we are certainly ready to open a Sainik School in Churu.

SHRI RAM SINGH KASWAN: Sir, the reply of part 1st of my question has not been given. I had asked whether the Committee which was constituted under Chairpersonship of hon. Minister of Defence in 1999 have since submitted its report?

My second supplementary is that the Government had left no stone unturned in honouring and providing assistance to the kith and kin of martyrs of Kargil. I would like to know whether they have been allotted the land, petrol pump or gas agency that was proposed to be given to them. Besides, several other persons before and after Kargil war have sacrificed their lives for the sake of country. Their families and helpless widows do not have even the means to feed themselves. I would like to know whether the Government propose to allot petrol pumps, gas agency or land to the widows of these martyrs or not?

SHRI GEORGE FERNANDES: Mr. Deputy Speaker, Sir, as far the decision to extend facilities or assistance to the families of the martyrs or wounded soldiers of Kargil by way of allocating petrol pumps gas agency etc. is concerned has been implemented.

Mr. Deputy Speaker, Sir, as far the question of the martyrs other than Kargil, as asked by the hon. Member, is concerned, I would like to tell that the allocation of the petrol pumps and gas agencies for them is concerned, some vacancies and places are reserved for them by the Ministry of Petroleum and Natural Gas and the arrangement are made for the family Members of such martyrs and the process is continuous.

SHRI RAM SINGH KASWAN: Mr. Deputy Speaker, Sir, hon'ble Minister has not replied to part one of my question regarding the report of the committee constituted under his chairmanship ...*(Interruptions)*

(English)

SHRI SIMRANJIT SINGH MANN: Mr. Deputy Speaker, Sir, I wish to bring the anguish...*(Interruptions)*

(Translation)

SHRI MAHESHWAR SINGH: Why you have returned now...*(Interruptions)*

DR. RAGHUVANSH PRASAD SINGH: Mr. Deputy Speaker, Sir, we had walkout from the House. Now as we have returned they are cutting jokes on us...*(Interruptions)**

(English)

MR. DEPUTY SPEAKER: The objectionable expressions are to be expunged.

SHRI SIMRANJIT SINGH MANN: Mr. Deputy Speaker, Sir, I wish to bring to the notice of the House that as far as the Sikh minority is concerned, it is under-represented and we do not have any support in the House. The question of Air Marshal Manjit Singh Sekhon being thrown out dishonourably from the Air Force is a slur on the secular image of the Defence Forces and of this country. I would like...*(Interruptions)*

MR. DEPUTY SPEAKER: The main question relates to the welfare schemes for ex-Servicemen. You are going astray.

SHRI SIMRANJIT SINGH MANN: Sir, it is the anguish of the minority that I am speaking of...*(Interruptions)*

MR. DEPUTY SPEAKER: You please ask the question related to the main question.

SHRI SIMRANJIT SINGH MANN: Sir, I shall protest till the Defence Minister states that he knows the rules. I am going to sit in the Well as a protest for what he has done to Air Marshal Sekhon. ...*(Interruptions)*

MR. DEPUTY SPEAKER: Please don't do that. I would request you not to do this. I gave you the floor to put the supplementary. Please don't take the extreme stand. I have been requesting all others to allow me to conduct the Question Hour.

SHRI SIMRANJIT SINGH MANN: All right, Sir. I have made my protest and I concede to your request.

MR. DEPUTY SPEAKER: Mr. Minister, do you have anything to any?

SHRI GEORGE FERNANDES: Sir, he has mainly spoken about Air Marshal Sekhon.

(Translation)

SHRI BRAHMA NAND MANDAL: Mr. Deputy Speaker, Sir, I would like to draw the attention of hon'ble Minister towards Jamalpur in Bihar. Is there any proposal pending with the Government to set up Sainik School, BRO i.e. Recruitment Board for soldiers and firing range in Jamalpur? Sir, whenever the discussion is held regarding Sainik School it is always stated that Defence Ministry never receives any such proposal from Bihar Government. However, as Defence Minister is very well aware that all the three establishments for soldiers are to be set up on Railways land i.e. on Central Government's land in Jamalpur, hence, there is no need of any proposal from Bihar Government. Therefore, I would like to know from the hon'ble Minister as to whether the Government is considering this proposal?

(English)

MR. DEPUTY SPEAKER: Is it concerned with the main question?

(Translation)

SHRI GEORGE FERNANDES: Mr. Deputy Speaker, Sir, so far as Sainik School is concerned, it would not be set up until the proposal is received from the State Government. I would like to tell the hon'ble member that not only the land but also a huge sum of money is required to be arranged by the State for opening a Sainik School. Therefore, Sainik School cannot be set up there till the proposal in this regard is received from the State Government.

Mr. Deputy Speaker, Sir, regarding BRO, we have decided to organise rallies for the recruitment in army. Rallies are being organised in States to recruit soldiers. Now the previous system of recruitment through Branch Recruiting offices has almost been abolished. Therefore, the question regarding BRO does not arise.

Mr. Deputy Speaker, Sir, through you, I would like to tell the hon'ble Member that till date there is no such proposal to open a new firing range in Bihar.

*Expunged as ordered by the Chair.

[English]

SHRI PRAKASH MANI TRIPATHI: Sir, my question pertains to the medical facilities provided to the ex-Servicemen. What has been told to us is that out patient treatment in military hospitals and 1000 medical inspection rooms are exclusively reserved for ex-Servicemen. Those who are not availing this facility may get Rs. 100. Financial assistance is provided to ex-Servicemen from the Army Group Insurance Scheme. This question has been pending with the Ministry of Defence for over three years now. I have myself written a number of letters to the Defence Minister and I feel that any formal arrangement for providing medical facilities to ex-Servicemen is totally absent from the Plans of the Ministry of Defence. No money has been allotted specifically for the medical care of ex-Servicemen.

As you are well aware, and the Defence Minister is well aware, these ex-Servicemen serve in very hostile climates, under very difficult conditions and when they retire and go to their far-flung villages they need some care. There is no formal arrangement. Therefore, instead of showing some empathy towards this problem, there is a total apathy on the part of the Ministry of Defence to bring out any specific scheme. At least 1000 officers must have written to the Minister on this and it is a cause of great concern to the ex-Servicemen—because every Servicemen becomes ex-Servicemen—that no attention is being paid to this aspect.

I would like to know from the hon. Minister of Defence, through you, the present position of the case taken up by us again and again with regard to providing formal medical facilities, beds, hospitals to the ex-Servicemen.

[Translation]

SHRI GEORGE FERNANDES: Mr. Deputy Speaker, Sir, hon'ble member himself had been a dignified officer in the army. On the basis of his past experience he has raised this question. He has asked about arrangements made for medical facilities till date. He has mentioned in detail that the Ministry does not make arrangements for medical facilities.

[English]

I would like to list some of these things so that the misunderstanding is cleared.

MR. DEPUTY SPEAKER: Is it a lengthy one?

SHRI GEORGE FERNANDES: No, Sir. The ex-Servicemen, their families, families of deceased Service personnel drawing pension of any kind are entitled to free out patient treatment at military hospitals. These personnel can also be provided in-patient treatment in military hospitals subject to certain conditions. In addition to the existing military hospitals, 24 medical inspection rooms, 12 dental centres have specially been created from the funds provided by the Services.

SHRI PRAKASH MANI TRIPATHI: Only Outdoor Patient facilities are available. No bad facility is there...(Interruptions)

SHRI GEORGE FERNANDES: No, Sir, Ex-Servicemen suffering from serious diseases are given financial assistance up to 90 per cent, in case of persons of the officers' rank, and 75 per cent, in case of officers, of the total amount spent for treatment in civil hospitals in case they cannot raise funds from other sources. These are, by-pass surgery, open-heart surgery, valve replacement, pace-maker implant, angiography, angioplasty, kidney-renal transplantation, dialysis, cancer, joint replacement, stroke, prostrate surgery, spastic paraplegics.

Therefore, Sir, to say that there is not any kind of arrangement at all or money not becoming available is not fairly correct. However, let me make the point that much needs to be done insofar as medical attention of ex-Servicemen is concerned. Certain schemes were discussed. Just now, the Cabinet has given the responsibility to a Group of Ministers to finalise a scheme. That is now on the threshold of being finally made available for ex-Servicemen.

I am sure that in the coming few months, we will be able to put this particular scheme into effect.

PROF. UMMAREDDY VENKATESWARLU: Sir, a detailed information has been given by the hon. Minister with regard to the welfare measures being provided to the ex-servicemen and to the widows of the ex-servicemen. Besides all the welfare measures that have been extended to, one particular aspect which is not being attended to at all, is the housing scheme for the ex-servicemen and also for the families of the ex-servicemen who have laid down their lives in war. To our knowledge, most of these people, majority at least, do not own their own house plots or houses. After their retirement, they have been going around the Government agencies for allotment of a plot and also for soft loans for construction of houses. So, besides the welfare measures that have been enlisted here, would the

Government also think in terms of providing house sites, which is a minimum basic need, for all these families? Sir, in some cases regularisation of the sites is also required since they are on the encroached sites of the Government. I would also like to know whether the Government would provide soft loans with zero rate of interest to be paid back in instalments.

SHRI GERORGE FERNANDES: Sir, the idea of housing schemes for ex-servicemen may not be very practical for the simple reason that soldiers come from all parts including the remote parts of the country. So, one cannot possibly conceive of a housing scheme in particular area where all ex-servicemen would go and settle down.

PROF. UMMAREDDY VENKATESWARLU: I am talking about giving them house plots in their own village or locality. This can be done in consultation with the State Government.

SHRI GEORGE FERNANDES: Sir, the number of ex-servicemen, at the moment, on the rolls is over 15 lakhs and each year about 60,000 people get demobilised and become ex-servicemen. As people keep coming out of the Army, the idea of making available to them a piece of land in the village where they come from is something which I do not consider as a practical proposition. But this is not to say that where there is a deserving case and where a person is really in need of a house and if there is any way in which he could be helped to have a house, cannot be examined. But the idea that for everyone who gets de-mobilised will have to be provided with the house is a proposition that is not practical.

SHRI K. MALAISAMY: Sir, the Minister has given a statement explaining the various schemes available for the ex-servicemen. My impression and my information is that benefits are not at all reaching the ex-servicemen. Their plight is very miserable. As has rightly been said by him, they are already 15 lakhs and every year another 60,000 to 70,000 people are coming in. Did the Govt. make any survey to see how much they are benefitted by these facilities? Is it 5 per cent or 10 per cent or 15 per cent?

SHRI GEORGE FERNANDES: Sir, whatever benefits and welfare schemes are available, they are available 100 per cent. If the hon. Member has any particular scheme that has not reached or has reached only 5 per cent, he will let me know about that particular scheme and the particular person who has not received the benefit, I will deal with it.

[Translation]

SHRI PRABHUNATH SINGH: Mr. Deputy Speaker, Sir, hon'ble Minister in his reply has given a long list of facilities which are being provided to ex-servicemen. People from all parts of the country serve in the army, however, Bihar is foremost in them. As more number of people from Bihar serve the army, therefore, ex-servicemen there, are more in number. At serial number 5 in the list of facilities, he has categorised the facilities as A and B under other Welfare facilities. He has mentioned that the facility of Sainik Bhawan and Canteen is also provided to ex-servicemen. As more number of people from Northern Bihar serve army, more number of ex-servicemen are there. Therefore, I would like to know as to whether the facility of Sainik Bhawan and Canteen be made at Commissioner level Headquarter in Chhapra in Northern Bihar to facilitate the ex-servicemen there. I would like to submit that the hon'ble Minister has been very generous to ex-servicemen and has provided several facilities during his tenure, therefore, I would like him to give assurance that Sainik Bhawan and Canteen would be established in Chhapra. I would like to know will he do this.

SHRI GEORGE FERNANDES: Mr. Deputy Speaker, Sir, Sainik Bhawan is constructed through Sainik Boards at district level and State level. The decision in this regard is not taken at central level. Even Rest Houses are also set up according to the same process. I will definitely inform the concerned officers and ask them to pay attention to the submission of the hon'ble member. In an area where ex-servicemen reside in large number. Canteen facility is made available there specially for them, otherwise mobile canteen facility is arranged these days and it is in use in Bihar also. Mobile Canteen facility has been arranged in northern Bihar also. This facility is not restricted to a particular district.

SHRI PRABHUNATH SINGH: Large number of ex-servicemen are residing in Chhapra, therefore, please provide this facility in Chhapra.

SHRI GEORGE FERNANDES: This facility is not meant for a particular district rather the mobile facility covers the whole area.

SHRI MOHAN RAWALE: In Maharashtra 1,45,449 people are registered as ex-servicemen. 15.80 lakh people are registered as ex-servicemen all over the country. However, most of them are still in search of job. Government have given 10% reservation for group 'C' and 20% for group 'D'. Recently Central Government and State Governments have started VRS also. How many of the total registered ex-servicemen have got employment

till date? How the Government will make a provision to provide employment to ex-servicemen when VRS is being introduced at various levels?

SHRI GEORGE FERNANDES: I have with me the figures of last year. 10,567 ex-servicemen have been given jobs during 2001 through Central Government, State Government and private sector.

[English]

SHRI P.C. THOMAS: Sir, as the Minister has said, the number of ex-servicemen is increasing every year. So, the facilities should also increase in a proportional manner. As far as educational facilities are concerned, I think, some seats are reserved in Kendriya Vidyalayas, Sainik Schools, and in other schools.

Sir, I would like to submit that if you try to reserve seats for the children of ex-servicemen in some way or the other in private schools also, I think it will be a great service to the next generation of the ex-servicemen. I would urge upon the Minister to answer this.

SHRI GEORGE FERNANDES: Sir, as far as I am aware, I do not think there is any problem of children of ex-servicemen finding a place in schools. There are enough schools which the Army itself runs and there are schools which the Government runs, especially for ex-servicemen children.

There are seats which are made available in a large number of private schools today all over the country. In the aftermath of the Kargil Operations particularly, a number of institutions have come forward offering scholarships up to higher education and are also offering seats in schools. If there is any problem anywhere, we can deal with it.

MR. DEPUTY SPEAKER: Next Question. Q. No. 263. Col. Sona Ram Choudhary.

COL. (RETD.) SONA RAM CHOUDHARY: Mr Deputy Speaker, Sir, I would like to submit something.

MR. DEPUTY SPEAKER: Not something. You have to only ask the question.

COL. (RETD.) SONA RAM CHOUDHARY: I do not want to ask him.

MR. DEPUTY SPEAKER: So, you do not want to ask the question.

COL. (RETD.) SONA RAM CHOUDHARY: He has no right to answer my question...*(Interruptions)*

MR. DEPUTY SPEAKER: Then I will call the next questioner.

...*(Interruptions)*

[Translation]

SHRI RAGHUNATH JHA: They are talking about corruption but what they have done in 50 years of their tenure...*(Interruptions)*

[English]

MR. DEPUTY SPEAKER: Do you want to ask the question or not?

...*(Interruptions)*

[Translation]

SHRI RAGHUNATH JHA: They are making fun of the proceedings, at times they staged walk out and come again...*(Interruptions)*

[English]

MR. DEPUTY SPEAKER: Now the next questioner.

...*(Interruptions)*

[Translation]

SHRI SUNDERLAL TIWARI: Derive some way out.

MR. DEPUTY SPEAKER: Nothing can be done during Question Hour.

...*(Interruptions)*

[English]

MR. DEPUTY SPEAKER: Hon. Member Col. Sona Ram Choudhary does not intend to ask Q. No. 263. It is treated as having been withdrawn.

Now Q. No. 264, Shri Ravindra Kumar Pandey.

...*(Interruptions)*

MR. DEPUTY SPEAKER: Nothing will go on record.

...*(Interruptions)**

MR. DEPUTY SPEAKER: Shri Ravindra Kumar Pandey to ask Q. No. 264. I think he is not present. Now Q. No. 265, Prof. Dukha Bhagat.

...(Interruptions)

MR. DEPUTY SPEAKER: Col. Sona Ram Choudhary, please resume your seat.

...(Interruptions)

MR. DEPUTY SPEAKER: He does not want to ask the question. How can I compel him to ask the question?

...(Interruptions)

MR. DEPUTY SPEAKER: Shri Kirti Azad, please resume your seat.

...(Interruptions)

MR. DEPUTY SPEAKER: Now Q. No. 265, Prof. Dukha Bhagat.

...(Interruptions)

MR. DEPUTY SPEAKER: Please resume your seats now. If he does not want to ask the question, I cannot compel him to do so.

...(Interruptions)

MR. DEPUTY SPEAKER: Now I do not allow him to ask the question.

...(Interruptions)

MR. DEPUTY SPEAKER: Shri Satyavrat Chaturvedi, he does not want to ask the question. How can I compel him to ask the question?

...(Interruptions)

MR. DEPUTY SPEAKER: I have already told you this. Please do not interrupt now.

...(Interruptions)

MR. DEPUTY SPEAKER: Now you are interrupting me.

...(Interruptions)

[Translation]

Improvement in Railways

*265. PROF. DUKHA BHAGAT:
SHRI G.S. BASAVARAJ:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railway Ministry has taken a number of steps during the last two years to improve the railways' financial health and operational efficiency and to enhance safety and security of the passengers;

(b) if so, whether the Ministry has tried to generate internal resources for the development and expansion of the capital intensive system;

(c) whether the RailTel Corporation of India and the Indian Railway Catering and Tourism Corporation were established as independent profit making centers under the Ministry during 2001; and

(d) if so, the extent to which these measures have improved the financial health and efficiency of Railways?

THE MINISTER OF RAILWAYS (SHRI NITISH KUMAR): (a) to (d) A statement is laid on the Table of the Sabha.

Statement

(a) and (b) Yes, Sir. The Ministry has taken steps to contain expenditure and enhance earnings so as to improve the operational efficiency of the Railways and to generate internal resources for projects. Many steps have also been taken to enhance safety and security, including the setting up of a Special Railway Safety Fund for renewal and replacement of over-aged assets in a time-bound manner.

In order to provide enhanced security to passengers, a proposal for amending the RPF Act and Indian Railways Act for greater empowerment of the RPF, is under consideration.

(c) and (d) Yes, Sir. These Corporations have been set up in 2001 and are in a nascent stage. Benefits to the Railways, financial and otherwise, are expected in due course.

PROF. DUKHA BHAGAT: Mr. Deputy Speaker, Sir, the hon'ble Minister in Part 'A' and 'B' of his reply regarding security of passengers has proposed amendment in the Railway Security Act and Indian

Railway Act to provide more and more facilities to Railway Protection Force. I would like to know from the hon'ble Minister by when the provisions of this Act would be enforced to facilitate the commuters and will these facilities be provided to commuters also?

SHRI NITISH KUMAR: Mr Deputy Speaker, Sir, Railway Protection Force's main task is to take care of railway property. Members have expressed concern regarding safety of commuters. This subject is related with safety and Law and Order and it pertains to State Governments. Therefore, according to Constitution State Governments set up their own railway police and half of the expenditure is borne by Railways. A Committee was constituted to assist them. On the basis of the report of that Committee, it was decided that RPF should also made accountable for the safety of the passengers especially they should be given some authority in station premises and in running trains. In view of all this, there is a proposal of amendment in Railways Act and RPF Act. Hon'ble Member has asked as to when it will be implemented. My submission is that a Cabinet note in this regard has already been forwarded from my ministry.

PROF. DUKHA BHAGAT: I would like to know from the hon'ble Minister about the steps being taken by the Government to arrange the funds required, facilities to be provided to the passengers and for the effective functioning of railways.

SHRI NITISH KUMAR: It is just like a general discussion on railways. It is not so specific, however, today also there will be a discussion on Railway Budget. At that time also, there would be a discussion in this regard.

[English]

SHRI SHRINIWAS PATIL: Sir, I want to know whether there is any scheme to introduce fire detectors in the bogies. It is because when the train is moving, there is no instrument or anything of that kind by which the engine driver or the guard of the train will know that some bogies are on fire. If smoke or fire detectors are added to the bogies, it will save many lives. So, is there any scheme to introduce smoke or fire detectors in case of fire in bogies.

[Translation]

SHRI NITISH KUMAR: His suggestion would be considered.

SHRI DILIPKUMAR MANSUKHLAL GANDHI: Mr. Deputy Speaker, Sir, hon'ble Minister in his reply has

mentioned to bring all sort of improvements in Railways. I would like to know from the hon'ble Minister as to whether the same facilities would be provided at all the district level railway stations as are being provided at Delhi, Chennai, Mumbai and Bangalore railway stations. Are the efforts being made to computerize all the district level stations for their improvement and development?

SHRI NITISH KUMAR: Facilities for commuters are provided at all railway stations keeping in view the earning from a particular station or the movement of number of commuters at that station. There is continuous process of improvements in these facilities. This time also a huge amount has been provided for this purpose. Regarding district headquarter station, we have decided to provide computerized reservation system in all of them.

SHRI PRAHLAD SINGH PATEL: Mr. Deputy Speaker, Sir, I have a very small question. The hon'ble Minister has mentioned to control the expenses and to enhance the income. The matter of Jabalpur Zone is administratively significant even when it involves disposal of the scrap which is presently done from Jhansi. I would like to know from the hon'ble Minister about the steps being taken by the Ministry to expedite the matter.

SHRI NITISH KUMAR: Sir, progress is being made gradually at Jabalpur Zone and also at seven other places.

WRITTEN ANSWERS TO QUESTIONS

[Translation]

Scrap Scam

*264. SHRI RAVINDRA KUMAR PANDEY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the scrap and cases of bungling in passenger tickets recently in the Northern Railway and other Railways have come to notice in which the Northern Railway alone has suffered a loss of Rs. 300-400 crores;

(b) if so, the details thereof; and

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

THE MINISTER OF RAILWAYS (SHRI NITISH KUMAR): (a) to (c) No case of scam in scrap disposal has come to notice in the recent past. Railway vigilance,

however, carries out regular checks in areas of scrap disposal and suitable action wherever necessary is taken against the staff responsible for irregularities observed in such cases.

No bungling in passenger tickets in Northern Railway/ other Railways have come to notice in recent past. However, during regular checks by Commercial and Vigilance departments some irregularities in SPTM issued tickets have been reported. Besides, on the basis of these regular checks, action as necessary are taken against officials found responsible including steps for system improvements.

Shortage of Judges in High Courts

*266. SHRI PUNNU LAL MOHALE:
SHRI P.R. KHUNTE:

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

(a) whether the Union Government have received memoranda/demand letters about shortage of judges in the High Courts and to fill the vacant posts;

(b) if so, the action taken thereon and whether the Union Government are contemplating to appoint the retired judges under Article 228 of the Constitution as an alternative measure; and

(c) whether the Union Government are contemplating to increase the sanctioned posts of judges keeping in view the increased number of pending cases before the High Courts including the Chhattisgrah High Court during the last one year?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI ARUN JAITLEY): (a) to (c) Yes, Sir. Filling up of vacancies in the High Courts is a continuous, consultative process among the Constitutional authorities. While every effort is made to fill up the existing vacancies expeditiously, vacancies do keep arising on account of retirement, resignation or elevation of Judges. Government has been periodically reminding the Chief Justices of High Courts, the Chief Justice of India and the Chief Ministers of the States to initiate proposals for filling up all vacant posts of Judges in the High Courts. They have been reminded last on March 15, 2002.

No proposal is under consideration of the Government for filling up vacancies of Judges in the High Courts by appointment of retired Judges. However, a recommendation for appointment of a Judge in a High

Court under art. 224A of the Constitution has been received recently.

The review of Judge strength of High Courts is undertaken every 3 years in terms of Supreme Court Judgment of October 6, 1993 with reference to the felt need for disposal of cases, taking into account, the backlog and expected future filing. Based on the last review in November, 1999, Judge strength in some High Courts was increased. The next review of the Judge strength of High Courts, including the Chhattiegarh High Court, would be undertaken during the current year.

[English]

Dependency on Oil and Oil Prices

*267. SHRI ANANDRAO VITHOBA ADSUL: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether India is heavily dependent on oil and oil price volatility which is one of the most important risks that the Indian economy faces;

(b) if so, the details of proposals being considered to reduce the dependence and risk; and

(c) the action plan to implement it in a time bound manner?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI RAM NAIK): (a) To meet the country's demand of petroleum products, India imports around 70% of its requirement of crude oil and petroleum products. Due to the high dependence on imports, price volatility in the international oil market affects import bill, domestic prices and the subsidy burden on the Government.

(b) and (c) In order to reduce dependence on oil imports, several steps have been taken by the Government which include the following:

(i) to improve the recovery factor from the existing major oil fields by implementing Enhanced Oil Recovery (EOR) and Improved Oil Recovery (IOR) schemes.

(ii) to increase exploration efforts through the New Exploration Licensing Policy (NELP). Under the first round of NELP, Production Sharing Contracts (PSCs) have been signed for 24 blocks and under the second round of NELP, for 23 blocks.

- (iii) to attract technology and investment, PSCs for 9 discovered fields, 8 in Gujarat and 1 in Assam, have been signed.
- (iv) to explore in new areas, especially in deep water and difficult frontier areas as also in the deeper layers of the producing fields.
- (v) to develop faster the newly discovered fields and to step up the use of new technologies for seismic surveys, work over, stimulation operations, drilling of wells etc. in producing areas.
- (vi) Exploration and exploitation of Coal Bed Methane.

Steps have also been taken to increase refining capacity by expansion of the existing refineries in the public sector and setting up of refineries in public, joint and private sectors. Furthermore, in order to enhance oil security for the country, ONGC-Videsh Limited have acquired 20% interest in Sukhain I off shore oil fields in Russia.

Scarcity of CNG

*268. DR. VIJAY KUMAR MALHOTRA:
SHRI SUSHIL KUMAR SHINDE:

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

- (a) whether there is still a scarcity of CNG distributors in the country;
- (b) if so, whether people are facing a lot of difficulties as a result thereof;
- (c) whether the Government are going to take steps to increase their number;
- (d) if so, the details thereof; and
- (e) if not, the reasons therefor?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI RAM NAIK): (a) to (e) CNG is mainly being supplied in Delhi and Mumbai by Indraprastha Gas Limited (IGL) and Mahangar Gas Limited (MGL) respectively. Keeping in view, the orders of the Supreme Court for Delhi and the Mumbai High Court for Mumbai, it is planned to increase the number of outlets in Delhi to 94 by March 2002 and 45 outlets in Mumbai by March 2003. Further in both the places, apart from both MGL and IGL, some existing retail outlets of oil marketing companies have been selected, for supply of CNG depending upon their suitability and clearance by the Chief Controller of Explosive.

Withdrawal of Panna-Mukta Oilfields from Enron

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

- (a) whether ONGC has served notice withdrawing the Panna-Mukta oilfields from Enron Corporation;
- (b) if so, the details of this transaction;
- (c) whether ONGC will suffer losses due to failure of Enron Corporation;
- (d) if so, the details thereof; and
- (e) the future plans of ONGC with regard to the Panna-Mukta oilfields?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI RAM NAIK): (a) No, Sir.

(b) to (d) Does not arise.

(e) Oil and Natural Gas Corporation Ltd. (ONGC) will continue to have 40% participating interest in Panna-Mukta and Tapti fields in terms of the respective Production Sharing Contracts.

Concessional Fare

*270. PROF. UMMAREDDY VENKATESWARLU: Will the Minister of RAILWAYS be pleased to state:

- (a) whether concessional fares for disabled persons in the railways is misused;
- (b) if so, the steps the railways propose to prevent the same;
- (c) whether some beneficiaries travel many a times so as to avail the travel pass; and
- (d) if so, the steps proposed to review all such concessions in the public interest?

THE MINISTER OF RAILWAYS (SHRI NITISH KUMAR): (a) to (c) The concession to disabled persons is generally not misused. However, some rare stray cases of misuse were reported on some Zonal Railways. The concessional tickets are issued in accordance with the rules, which have been so framed that the chances of misuse of concession are quite minimum. This includes provision of photograph and address of concerned disabled person and name and registration number of

Doctor on the certificate. Suitable action is taken against the defaulters whenever misuse is reported.

(d) Review of various types of concessions is a continuous process.

LNG to Industrial Undertakings and Power Plants in States

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

(a) whether the Union Government have received the request from some State Governments to provide Liquefied Natural Gas for various industrial undertakings and power plants there;

(b) if so, the details thereof and the action taken by the Union Government thereon;

(c) whether the Government propose to set up a vast network of Liquefied Natural Gas for providing unadulterated and inexpensive fuel for primary sector projects especially for power plants;

(d) if so, the details thereof;

(e) the estimated cost of the project; and

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

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI RAM NAIK): (a) to (f) Various State Governments such as, Kerala and Gujarat, have been requesting for expeditious completion of Liquefied Natural Gas (LNG) terminals at Kochi and Dahej, and additional allocation of natural gas for the State Power Projects.

However, the import of LNG is on Open General Licence (OGL). There are various initiatives including private, which have obtained approval of Foreign Investment Promotion Board (FIPB) for import of LNG to India and setting up LNG terminals with regasification facilities and distribution of regasified LNG to consumers. A statement of such initiatives is given in the statement enclosed.

The re-gasified LNG from the 5.0 million tonnes per annum (MMTPA) capacity and 2.5 MMTPA capacity LNG terminals proposed to be set up by Petronet LNG Limited at an estimated cost of Rs. 3,400 crore at Dahej in Gujarat and at an estimated cost of Rs. 2,000 crore at Kochi in Kerala respectively will be marketed to consumers through Gas Authority of India Limited, Indian Oil Corporation Limited and Bharat Petroleum Corporation Limited.

Statement

LNG Import Initiatives

| Sl.No. | Name of Company | Location of Proposed Terminal | Capacity of Terminal in Million Tonne Per Annum (MMTPA) |
|--------|---|-------------------------------|---|
| 1 | 2 | 3 | 4 |
| 1. | Enron International Inc. | Dabhol (Maharashtra) | 2.5 MMTPA with planned expansion to 5 & 10 MMTPA |
| 2. | (British Gas) BG Pic. | Pipavav (Gujarat) | 2.5 MMTPA with planned expansion to 5 MMTPA |
| 3. | Ispat Group of Industries | Kakinada (Andhra Pradesh) | 2.5 MMTPA |
| 4. | Reliance Industries Ltd. | Jamnagar and Hazira (Gujarat) | 5 MMTPA at each Terminal |
| 5. | Royal Dutch Shell Group of Companies | Hazira (Gujarat) | 2.7 MMTPA |
| 6. | Petronet LNG Ltd. (with Gaz de France & Rasgas) | Dahej (Gujarat) | 5 MMTPA |
| 7. | Petronet LNG Ltd. | Kochi (Kerala) | 2.5 MMTPA |
| 8. | Hardy Oil, UK and Nagarajuna Holdings | Kakinada (Andhra Pradesh) | 1 MMTPA with planned expansion to 5 MMTPA |

| 1 | 2 | 3 | 4 |
|-----|------------------------------------|---------------------------|---|
| 9. | Dakshin Bharat Energy Consortium | Ennore (Tamil Nadu) | 2.5 MMTPA |
| 10. | Consortium of Fertiliser Companies | Kishoriprasad (Orissa) | 3 MMTPA with planned expansion to 6 MMTPA |
| 11. | Al-Manhal | Gopalpur (Orissa) | 3 MMTPA |
| 12. | IOC/Patronas | Kakinada (Andhra Pradesh) | 3.5 MMTPA |

Note Below: The estimated cost of 2.5 MMTPA LNG terminal project ranges between Rs. 2000 crore and Rs. 2500 crore at present. The foreign direct investment (FDI) component varies depending upon the Foreign Partners' ratio in the equity.

Contesting of Elections by Persons of Criminal Background

*272. SHRI VARKALA RADHAKRISHNAN:
SHRIMATI RENUKA CHOWDHURY:

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

(a) whether the Election Commission has taken the view not to allow any person having criminal background to contest the election and have also given some suggestions to the Government in this regard;

(b) if so, the details thereof; and

(c) the reaction of the Government thereto alongwith action taken by the Government thereon?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI ARUN JAITLEY): (a) and (b) The Election Commission of India has suggested 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.

(c) The above proposal was discussed in the all-party meeting held on 13.9.2001 to discuss proposal on electoral reforms. The consensus in the aforesaid meeting was against the proposal.

Demand of Petroleum Products

*273. SHRI RAMJEE MANJHI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether during Ninth Five Year Plan, emphasis was laid on creating additional infrastructure to meet the demand of petroleum products; and

(b) if so, the steps taken to upgrade marketing and distribution facilities?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI RAM NAIK): (a) and (b) In order to meet the growing demand of the petroleum products in the country during Ninth Five Year Plan, following actions have been taken for development of various marketing and distribution facilities:

1. Creation of addition port capacity at the major ports,
2. Laying of additional product pipelines,
3. Augmentation of product tankage for petroleum products of mass consumption,
4. Enhancement of LPG import capacity,
5. Creation of additional bottling capacity by setting up new bottling plants and capacity augmentation at some of the existing plants,
6. Strengthening of the marketing network.

Downsizing of I and B Ministry

*274. SHRIMATI KANTI SINGH:
SHRI ANANTA NAYAK:

Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether Geeta Krishnan Committee has recommended closing down of more than a dozen departments under the Ministry of Information and Broadcasting;

(b) whether there is a controversy between her Ministry and the Finance Ministry is regard to allocation of funds;

(c) if so, the details thereof;

(d) the number of employees likely to be rendered jobless due to closing down of these departments;

(e) whether the Government propose to modernize these departments by restructuring them; and

(f) if not, the reasons therefor?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRIMATI SUSHMA SWARAJ): (a) The Expenditure Reforms Commission has inter alia recommended winding up Films Division, Photo Division, Song & Drama Division, Directorate of Field Publicity, Directorate of Publication Division, letting the Film Industry handle institutions like Film & Television Institute of Film Festivals and Children's Film Society, India, disinvesting National Film Development Corporation Limited and Broadcast Engineering Consultants India Limited and reducing/rationalising the role of other units.

(b) No Sir.

(c) Does not arise.

(d) to (f) It has been decided to rationalize staff structure without in any way impinging on the functioning of the various units, for which 1334 posts have been identified for abolition.

National Policy on Renewable Energy

*275. DR. SAHIB SINGH VERMA: Will the Minister of NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) the details of National Policy on Renewable Energy;

(b) the energy expected to be generated from Non-Conventional Sources in the Tenth Five Year Plan;

(c) whether this energy will be cheaper or costlier than Conventional Energy; and

(d) the break up of "Non-Conventional Energy" in terms of Wind power, Bio mass, Gasification and Small Hydro Power Units (below 25 MW)?

THE MINISTER OF STATE OF THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES (SHRI M. KANNAPPAN): (a) The objectives of the Draft Renewable Energy Policy Statement are to enhance the contribution

of renewables, viz., solar, wind, biomass and small hydro for meeting minimum rural energy needs, providing decentralized/off-grid supply for agriculture, industry, commercial and household sectors in rural and urban areas; and, grid quality power generation and supply. Among the goals envisaged in the Draft Policy Statement for 2012 is to increase the share of non-conventional energy in the additional installed capacity to 10%, or 10,000 MW, in the next 10 years.

(b) to (d) Yes, Sir. The Working Group on Non-Conventional Energy Sources for the 10th Five Year Plan has proposed generation of 4227 MW of power from non-conventional energy sources during the 10th Plan period. The break-up of the proposed capacity is given in the statement enclosed.

Capital costs of non-conventional energy systems are slightly higher at this stage. However, costs of generation on a life cycle basis compare favourably with conventional energy, as there is no recurring fuel cost.

Statement

Break-up of Power from Non-conventional Energy Sources during 10th Plan is given below:

| | | |
|----------------------|-------|----------------|
| Wind Power | — | 2000 MW |
| Small Hydro Power | — | 800 MW |
| Biomass/Cogeneration | — | 1000 MW |
| Biomass Gasifier | — | 122 MW |
| Waste to Energy | — | 150 MW |
| Solar Power | — | 155 MW |
| | Total | <u>4227 MW</u> |

[Translation]

Accepting/Processing of Programmes from outside Producers

*276. SHRI JAGDAMBI PRASAD YADAV: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) the procedure adopted in Prasar Bharati for the acceptance of programme proposals and telecasting them on Doordarshan;

(b) the time taken, generally to consider such proposals and to make a final decision thereon;

(c) the number of proposed programmes during 2000 which were cleared and telecast in the same year;

(d) the names of the proposals on which the decision has not been taken even after two years and are being delayed with the reasons therefor; and

(e) the steps proposed to be taken by the Government to do away with such discriminatory policy by the Chief Executive Officer of the Prasar Bharati and conduct a probe in this regard?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRIMATI SUSHMA SWARAJ): (a) As per the revised guidelines for Sponsored programmes approved by Prasar Bharati Board on 1st May 2001, Prasar Bharati publicises its requirements on Doordarshan from time to time, inviting proposals for different channels. The proposals received are evaluated by a Committee consisting of senior officers of Doordarshan and outside experts.

(b) As per the revised guidelines, all the proposals are to be processed within a period of 8 weeks from the date of receipt of proposal complete in all respects.

(c) Prasar Bharati has informed that over 290 programmes were cleared and telecast during the year 2000.

(d) Prasar Bharati has informed that a large number of programmes were cleared and telecast, however, some programmes are pending because either they were submitted suo-moto or suitable time slots were not available. This includes the following proposals:

1. Ladies Special
2. Andaz Apna Apna
3. Tarange
4. RBDC Films
5. Cartoon World's
6. Dus ka Chakkar
7. Bali Umar Ko Salaam
8. Idha Kamal Udhar Dhamaal
9. Anurag
10. Karvachouth
11. Mast Raho Mast

12. Guftugu

13. Sanskar

14. Curtain Raiser

15. Movie Time

16. Across Seven Seas

(e) Prasar Bharati has informed that the revised guidelines are being strictly followed.

[English]

Generation of Power through NCES

*277. SHRI VIRENDRA KUMAR:
SHRI CHANDRESH PATEL:

Will the Minister of NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether the Government have made any review of the achievements made during Ninth Plan on generation of power through non-conventional sources of energy;

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

(c) whether the Government have a proposal to promote and propagate non-conventional energy based system during the Tenth Plan;

(d) if so, the project made thereon; and

(e) the funds earmarked therefor?

THE MINISTER OF STATE OF THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES (SHRI M. KANNAPPAN): (a) and (b) A total capacity of 1170.52 MW has so far been installed during the Ninth plan for generation of power through non-conventional sources of energy. The State-wise details of the installed capacity are given in the statement enclosed.

(c) to (e) Yes, Sir. The Working Group on Non-Conventional Energy Sources for the 10th Five Year Plan has proposed generation of 4227 MW of power from non-conventional energy sources during the 10th Plan period. The Working Group has proposed an outlay of Rs. 1732 crores for the power generation programmes. The 10th Plan has not yet been finalised.

Statement

State-wise installed capacity of non-conventional energy power projects during 9th Five Year Plan (as on 28.02.2002) is given below:

| Sl.No. | State/UT | Installed Capacity (1997-2002) in MW |
|--------|-------------------|--------------------------------------|
| 1. | Andhra Pradesh | 208.13 |
| 2. | Arunachal Pradesh | 0.90 |
| 3. | Bihar | 0.01 |
| 4. | Chhattisgarh | 11.00 |
| 5. | Gujart | 23.05 |
| 6. | Himachal Pradesh | 31.43 |
| 7. | Jammu & Kashmir | 12.11 |
| 8. | Karnataka | 166.42 |
| 9. | Kerala | 23.02 |
| 10. | Madhya Pradesh | 18.21 |
| 11. | Maharashtra | 363.21 |
| 12. | Mizoram | 9.41 |
| 13. | Nagaland | 16.00 |
| 14. | Punjab | 11.10 |
| 15. | Rajasthan | 14.62 |
| 16. | Sikkim | 2.11 |
| 17. | Tamil Nadu | 208.67 |
| 18. | Uttar Pradesh | 44.47 |
| 19. | West Bengal | 1.05 |
| 20. | Andaman & Nicobar | 5.25 |
| 21. | Chandigarh | 0.05 |
| 22. | Lakshadwep | 0.30 |
| Total | | 1170.52 |

[*Translation*]

Extent of Air Coverage

*278. SHRI SURESH RAMRAO JADHAV: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether there is any proposal to increase the coverage of AIR/DD in the 89% uncovered region of the country;

(b) if so, the details thereof; and

(c) the steps likely to be taken to reduce the uncovered region?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRIMATI SUSHMA SWARAJ): (a) to (c) Doordarshan coverage is available in satellite mode throughout the country and in the Terrestrial mode the coverage area is 76.8%, including the fringe areas. The target for TV coverage for the year 2002-03 is 80.1% by area and 91% by population. All India Radio service, in Short Wave mode, is also available almost in the entire country. The present coverage of AIR in Medium Wave and FM mode is 89.51% by area. The target for AIR coverage for the year 2002-03 is 91.45% by area and 99.10% by population. Installation of a number of radio and television transmitters of varying capacities is under implementation for expansion of terrestrial coverage in the country. Extension of service of AIR in Medium Wave and FM mode and that of Doordarshan in Terrestrial mode, are capital-intensive ventures and their further expansion is dependant on availability of resources and inter se priorities. In order to cover remote and inaccessible areas through alternative technologies, a Cable-Head end Scheme in the North-east has been approved, as a pilot Project to be implemented by Doordarshan in twenty (20) villages in each of the North-Eastern States (including Sikkim).

Setting up of Hydro Electric Projects

*279. DR. RAGHUVANSH PRASAD SINGH: Will the Minister of NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether the Government provide financial assistance for renovation of small hydel power stations;

(b) if so, whether vide its Notification No. 14.2.2000 S.H.P. dated May 19, 2000 had decided to undertake the renovation of only those hydel power stations which were established before April 1, 1992;

(c) if so, whether all the small hydel power stations of Bihar have been established after April, 1992 due to which financial assistance has not been provided for its system improvement; and

(d) if so, the form in which the Government propose to provide financial assistance for the renovation of the hydel power stations of Bihar which were established after April 1, 1992?

THE MINISTER OF STATE OF THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES (SHRI M. KANNAPPAN): (a) and (b) Yes, Sir.

(c) and (d) The State of Bihar has 4 small hydro power projects. One project was commissioned before April, 1992 and other 3 projects were commissioned after 1st April, 1992. The SHP projects which have been commissioned after 1st April, 1992 are at present not eligible for the financial assistance under the Renovation & Modernization (R&M) scheme of MNES. The objective of this provision is to ensure that the projects perform as per their design parameters and capacity for at least 10-15 years. Hydro projects normally run much longer than this. However, a specific request was received from Bihar State Hydro Power Corporation (BHPC) to consider the 3 projects in Bihar commissioned after 1st April, 1992 under the R&M scheme. A team has already visited all the 3 projects in Bihar to examine the technical feasibility of these projects and their report is awaited.

[English]

Impact of Cinema and TV Programmes on Women

*280. SHRI P. D. ELANGO VAN: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the Government have constituted a committee to look after the impact of cinema and TV programmes shown in the various private channels in India;

(b) if so, the details thereof;

(c) whether the Government are aware that programmes shown in some of the private channels are degrading womanhood and an insult to both our culture and society;

(d) if so, the details thereof and the investigation made so far in this regard;

(e) whether the Government seek to ban such channels in future; and

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

THE MINISTER OF INFORMATION AND BROADCASTING (SHRIMATI SUSHMA SWARAJ): (a) No, Sir.

(b) Does not arise.

(c) and (d) As and when specific complaints of programmes denigrating women are received against any channel, the same are examined and the matter is taken up with producers of the programmes/owners of channels and they are directed to adhere to the Programme and Advertisement Code laid down in the Cable TV Networks (Regulation) Act, 1995 and Rules made thereunder.

(e) and (f) The programmes telecast on satellite channels when distributed through cable network, are required to adhere to the Programme and Advertisement Codes laid down in the Cable Television Networks (Regulation) Act, 1995 and the Rules framed thereunder, which inter-alia prohibits transmission of any programme which denigrates women through depiction in any manner of the figure of a woman, her form or body or any part thereof in such a way as to have the effect of being indecent, or derogatory to women. In case of violation of the provisions of the Act and Rules, action is required to be taken by the authorised officers viz. the District Magistrates, Sub-Divisional Magistrates, Commissioners of Police and such other officers as are notified by the Central/State Governments. The Central Government can also take action on complaints, under Section 20 of the Cable Act, to regulate and prohibit the transmission and retransmission of any programme not in conformity with the Programme Code.

Millennium Express

2799. SHRI SULTAN SALAHUDDIN OWASI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have finally taken the first step towards the privatisation of the railways as reported in the 'Hindustan Times' dated December 11, 2001 captioned, "Railway Privatisation and Journey begins with Millennium Express;

(b) if so, the terms of agreement so reached between the railways and the private party;

(c) the amount likely to be earned by railways per annum therefrom;

(d) whether the Government propose to introduce such private trains in other sectors also; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) and (b) Millennium Parcel Express is part of the larger marketing strategy to involve cargo aggregators to use Railways for the long-haul and bring back small-volume, high-value cargo to the Railways. The terms of agreement between Railway and the cargo aggregator provide for running time tabled weekly parcel express trains on leased basis between Turbhe and Shalimar. The contract has been finalised through open tender to the highest bidder for running this service for a period of three years.

(c) The annual earnings from the Millennium Parcel Express between Turbhe & Shalimar is Rs. 5 crores approximately.

(d) Yes, Sir.

(e) Proposals for similar services between Delhi-Mumbai and Bangalore-Delhi are under consideration at present.

Recovery and Revenue Recovery Act

2800. DR. SANJAY PASWAN: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether the Government are contemplating to review Public Demand Recovery and Revenue Recovery Act in the interest of farmers;

(b) if so, the details thereof; and

(c) the reasons for causing a lot of agony to the farmers?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI ARUN JAITLEY): (a) to (c) There is no Act by the title of "Public Demand Recovery and Revenue Recovery Act". However, there is an Act by the title "Revenue Recovery Act, 1890". At present, there is no move to review the above Act since it may still be of use to district revenue officers for recovery of debts including land revenue.

Programme Generation Facility Centre

2801. SHRI T. GOVINDAN: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the Government have sanctioned programme Generation Facility Centre of Doordarshan at Calicut in Kerala;

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

(c) the time by which the Centre to be commissioned?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRIMATI SUSHMA SWARAJ): (a) Yes, Sir.

(b) and (c) Prasar Bharati has intimated that the installation works pertaining to the Studio at Calicut are in advanced stage of completion and the project is expected to be commissioned during 2002-03.

Relaunching of Magazine Cinema

2802. SHRI SUBODH MOHITE: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the National Film Development Corporation has relaunched magazine Cinema in India after a gap of 13 years;

(b) whether the Government propose to restart the publication of the magazine like "Akashvani" and others which were stopped for some years;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRIMATI SUSHMA SWARAJ): (a) Yes, Sir. The magazine 'Cinema in India' has been relaunched by National Film Development Corporation Ltd. after a gap of eight (8) years.

(b) to (d) Decisions on publications such as 'Akashvani' are now taken by Prasar Bharati and not the Government.

Representation of SC, ST and OBC in Indian Information Service

2803. SHRI GAJENDRA SINGH RAJUKHEDI: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether representation of SCs, STs and OBCs has not reached the level of 15%, 7.5% and 27%

respectively as reserved for them, in Indian Information Service;

(b) if so, the reasons therefor;

(c) the total number of "sanctioned posts" of Indian Information Service Group 'A' (including those posts of Indian Information Service which are conferred on officers on promotion to certain grades by this Ministry);

(d) the number of persons belonging to SC, ST, OBC and General categories working against such posts including their respective percentage to such posts as on July 2, 1997 as ascertained as per the instructions contained under para 5 of DOPT O.M. No. 36012/2/96-Estt(Res) dated July 2, 1997; and

(e) the fresh vacancies occurred during 1997, 1998, 1999, 2000 and 2001 and the number of such vacancies/posts filled by persons from SCs, STs, OBCs and General categories, year-wise?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRIMATI SUSHMA SWARAJ): (a) Yes, Sir.

(b) It has not been possible to reach the required level of reservation for SCs, STs and OBCs due to non-

availability of candidates belonging to these categories to the full extent in the consideration zone for promotion and in direct recruitment and also due to non-joining of some candidates belonging to these categories under direct recruitment.

(c) The total number of sanctioned posts of Indian Information Service Group 'A' is 492.

(d) Against the sanctioned strength of 492 of IIS Group 'A' 422 officers were in position as on 2.7.1997. The category-wise break-up of these officers and their percentage to the total sanctioned strength is given below:—

| SC | ST | OBC | General |
|----------------|---------------|-------------|-----------------|
| 55 (11.17%) | 22 (4.47%) | 2 (0.4%) | 343 (69.71%) |

(e) Information regarding the vacancies that occurred in the Junior and Senior Grades of IIS Group 'A' (where reservation is applicable) during the years 1997 to 2001 and the number of such vacancies filled, grade-wise and category-wise, is given in the statement enclosed.

Statement

Year-wise number of vacancies occurred/filled up in Junior and Senior Grades of IIS Group 'A'

Junior Grade of IIS Group 'A'

DIRECT RECRUITMENT

| CSE | Category-wise number of vacancies and actually filled | | | | | Total | Remarks |
|------|---|------|---------|---------|----------------------|---|---------|
| | SC | ST | OBC | General | | | |
| 1997 | 3(3) | — | 3(3) | 6(6) | 12(12) | | |
| 1998 | 1(1) | 1(-) | 5(4) | 8(6) | 15(11) | Shortfall is due to non-joining of candidates in the respective categories. | |
| 1999 | 2(2) | 1(1) | 4(3+1*) | 8(8) | 15(14+1*) | *Yet to join as candidature is provisional | |
| 2000 | — | 1(*) | 2(2) | 3(1+2*) | 6(3) | *Yet to join | |
| 2001 | — | 2** | 3** | 6** | 11(0) | ** Yes to be allocated | |
| | | | | | communicated to UPSC | | |

Note:— Figures in bracket indicate the vacancies actually filled.

Promotion

| Year | No. of vacancies occurred | | | | Filled | Remarks |
|---------|---------------------------|----|----|---------|--------|---|
| | | SC | ST | General | Total | |
| 1997-98 | 7 | — | — | 6 | 6 | No eligible SC candidate was available in the consideration zone/extended zone for one vacancy/reserved for SC. |

Senior Grade of IIS Group 'A'

| Year | No. of vacancies occurred | | | | Filled | Remarks |
|---------|---------------------------|----|----|---------|--------|--|
| | | SC | ST | General | Total | |
| 1997-98 | 6 | — | — | 5 | 5 | No eligible SC officer was available in the consideration zone/extended zone for one vacancy reserved for SC. |
| 1998-99 | 83 | 7 | 3 | 56 | 66 | No additional eligible candidates were available in the consideration zone/extended zone against the balance 5 vacancies for SCs, 3 vacancies for STs and 9 vacancies for General category |
| 1999-00 | 22 | — | 2 | 5 | 7 | Only 8 officers were eligible for promotion, out of which, 7 were found fit for promotion. |
| 2000-01 | 27 | 2 | 2 | 7 | 11 | Out of a total 13 eligible officers, only 11 were found fit for promotion. |

Power Projects Under IREDA

2804. SHRI ASHOK N. MOHOL: Will the Minister of NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) the number of power projects sanctioned in Maharashtra under IREDA alongwith their power generation capacity;

(b) the loan-cum-assistance given to Maharashtra under the aforesaid scheme during the last three years and current year and proposed for 2002-03; and

(c) the loans disbursed during the last three years in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES (SHRI M.

KANNAPPAN): (a) Indian Renewable Energy Development Agency (IREDA) has so far financed a total of 57 power projects with an aggregate capacity of 146.5 MW in the State of Maharashtra.

(b) and (c) Loans worth Rs. 720.01 crores have been sanctioned by IREDA for the projects in Maharashtra and Rs. 392.70 crores disbursed during the last three years upto February 2002. IREDA does not fix State-wise targets for providing loans. However, it is proposed to sanction Rs. 825 crores and to disburse Rs. 520 crores during 2002-03 throughout the country including the State of Maharashtra.

Permission to Companies to Raise Funds

2805. SHRI RAGHUNATH JHA: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether the Government have allowed companies to raise funds from overseas;

(b) if so, the reasons therefor alongwith the names of companies permitted therefor;

(c) the quantum of funds raised by each of those companies and the manner in which the funds has been spent by them;

(d) whether the companies have diverted/misused the funds for other purposes than for which the funds was raised; and

(e) if so, the action taken by the Government in this regard?

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

Financial Reserves of ONGC

2806. SHRI MOHAN RAWALE: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the total financial reserves of ONGC;

(b) whether ONGC has transferred some per cent of its reserves to Indian Oil Corporation Limited in the form of cash or kind during the last one year;

(c) if so, the reasons and justification therefor; and

(d) the manner in which ONGC propose to recover this amount from IOCL?

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 total Reserves and Surplus of ONGC as on 31.03.2001 were to the tune of Rs. 28,885 crores.

(b) ONGC has not transferred any of its reserves to Indian Oil Corporation Limited (IOCL) in the form of cash or kind during the last one year. ONGC has, however, paid Rs. 150.77 crore as dividend for the financial year, 2000-01, to IOCL, which is also a shareholder of ONGC.

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

[Translation]

Setting up of T.V. Towers

2807. SHRI RATTAN LAL KATARIA: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) the number of T.V. towers set up in various parts of the country during the last three years, till date, State-wise and location-wise; and

(b) the number of T.V. towers set up in Haryana, place-wise?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRIMATI SUSHMA SWARAJ): (a) and (b) Prasar Bharati has informed that 260 TV transmitters of varying power have been commissioned in the country during the last three financial years. This includes 8 transmitters commissioned in Haryana. State-wise and location-wise details, including of those in Haryana, are given in the statement enclosed.

Statement

| State | Type | Location |
|----------------|------|------------------------|
| 1 | 2 | 3 |
| Andhra Pradesh | | |
| | HPT | Rajamundry |
| | | Warangal |
| | | Vijaywada (DD II) |
| | LPT | Bobbili |
| | | Devarkonda |
| | | Tekkali |
| | | Udaigiri |
| | | Veldanda |
| | | Vinukonda |
| | | Atmakur (DD II) |
| | | Madhira (DD II) |
| | | Narsaraopet (DD II) |
| | | Pedanandipadu (DD II) |
| | | Vishakhapatnam (DD II) |

| 1 | 2 | 3 | 1 | 2 | 3 |
|-------------------|------|---------------------|------------------|------|---------------------------|
| | VLPT | Duttalur | | | Rajula |
| | | Kanigiri | | | Umargaon |
| Arunachal Pradesh | | | | | Vyara |
| | VLPT | Mukto | Haryana | | |
| | | Sangram | | LPT | Firozpur Jhirka |
| | | Tuting | | | Mahendergarh |
| | Xser | Sankhi View | | | Tohana |
| Assam | | | | | Ambala (DD II) |
| | HPT | Guwahati (DD II) | | | Bhiwani (DD II) |
| | | Silchar (DD II) | | | Karnal (DD II) |
| | LPT | Bokakhat | | | Kurukshetra (DD II) |
| Bihar | | | | | Yamunanagar (DD II) |
| | HPT | Muzaffarpur (DD II) | Hiamchal Pradesh | | |
| | | Patna (DD II) | | HPT | Shimla (DD II) |
| | LPT | Banka | | LPT | Mandi (DD II) |
| | | Kishanganj | | VLPT | Ashapuri |
| | | Rosera | | | Awahdevi |
| Chhattisgarh | | | | | Bijli Mahadev |
| | HPT | Raipur (DD II) | | | Chauri Khas |
| | LPT | Champa | | | Nehri |
| | | Pendra Road | | | Tiessa |
| | VLPT | Pathalgaon | Jammu & Kashmir | | |
| Goa | | | | HPT | Kathua |
| | HPT | Panji (DD II) | | | Jammu (DD II) |
| Gujarat | | | | | Poonch (DD II) (int.) |
| | HPT | Bhuj | | | Srinagar (DD II) |
| | LPT | Jamjodhpur | | | Srinagar (Kashir Channel) |
| | | Khambhalia | | LPT | Anantnag (Mobile) |
| | | Lunawada | | | Awantipura (Mobile) |
| | | Modasa | | | Baramulla (Mobile) |
| | | Punandhro (Mobile) | | | Chowkibal (Mobile) |
| | LPT | Rajpipla | | | Fatula (Mobile) |

| 1 | 2 | 3 | 1 | 2 | 3 |
|---|------|------------------------|-----------|------|--------------------|
| | | Kulgam (Mobile) | | | Panicker |
| | | Poonch | | | Poni |
| | | Qasigund (Mobile) | | | Ramkot |
| | | Rajdhani Pass (Mobile) | | | Ramnagar |
| | | Udhampur | | | Vingdom Gompa |
| | | Wusan (Mobile) | | | Sakti |
| | | Kathua (DD II) | | | Shopian |
| | VLPT | Abran | | | Sonmarg |
| | | Asmuqam | | | Sunderbani |
| | | Banihal | | | Tregam |
| | | Batalik | | | Turtok |
| | | Bilawar | | | Zangla |
| | | Bodh Khurboo | | | Kargil (DD II) |
| | | Chumathang | | | |
| | | Dah | Jharkhand | | |
| | | Domchuk | | HPT | Jamshedpur |
| | | Hanle | | | Ranchi (DD II) |
| | VLPT | Hiranagar | | LPT | Barharwa |
| | | Ichar | | VLPT | Garhwa (DD II) |
| | | Kangan | Karnataka | | |
| | | Khatlai | | HPT | Hassan |
| | | Kotranka | | | Mangalore |
| | | Lati | | LPT | Dandeli |
| | | Lolab Valley | | | Hiriyur |
| | | Machil | | | Hosdurg |
| | | Mahore | | | Dharwad (DD II) |
| | | Mandi | | VLPT | Badami |
| | | Manjakot | Kerala | | |
| | | Mansur | | | |
| | | Mendhar | | HPT | Calicut |
| | | Nowgam | | | Cannanore (int.) |
| | | Panamik | | | Cochin (DD II) |
| | | | | | Trivandrum (DD II) |

| 1 | 2 | 3 | 1 | 2 | 3 |
|----------------|------|-------------------|-----------|------|--------------------|
| | LPT | Pala | | | Sakoli |
| Madhya Pradesh | | | | | Sindewahi |
| | HPT | Shahdol | | | Tivsa |
| | | Bhopal (DD II) | | | Wai |
| | HPT | Indore (DD II) | Manipur | | |
| | | Jabalpur (DD II) | | HPT | Churachandpur |
| | LPT | Agar | | VLPT | Jiribam (DD II) |
| | | Badwani | Meghalaya | | |
| | | Karaira | | HPT | Tura (DD II) |
| | | Kukshi | | Xser | Shillong |
| | | Multai | Mizoram | | |
| | VLPT | Alot | | LPT | Lawngtlai |
| Maharashtra | | | | Xser | Aizawi |
| | HPT | Nagpur (DD II) | Nagaland | | |
| | LPT | Akalkot | | LPT | Mokokchung (DD II) |
| | | Daryapur | | VLPT | Shamtorr |
| | | Dharmabad | Orissa | | |
| | | Khanapur | | HPT | Berhampur |
| | | Mangal Wedha | | | Sambalpur |
| | | Pandharkawada | | | Sambalpur (DD II) |
| | | Patan | | LPT | Birmtrapur |
| | | Phaltan | | LPT | Gondiya |
| | | Pulgaon | | | Karanjia |
| | | Ambajogai (DD II) | | | Khariar |
| | | Bhandara (DD II) | | | Rajgangpur |
| | | Solapur (DD II) | | | Baleshwar (DD II) |
| | VLPT | Arjuni | | | Baliapal (DD II) |
| | | Ashti | | | Kendrapara (DD II) |
| | | Chimur | | | Tirtol (DD II) |
| | | Karanja | | VLPT | Jayapatna |
| | | Kurkhera | | | Kashipur |
| | | Pimpalner-Sakri | | | Lanjigarh |

| 1 | 2 | 3 | 1 | 2 | 3 |
|------------|------|--------------------------|-------------|-------------------|------------------------------|
| | | Machhkund | | | Nattam |
| | | Paikamal | | | Peranampet |
| | | Simlipalgarh | | | Vandavasi |
| | | Subdega | | | Salem (DD II) |
| | | Sukinda | | | Tiruchchirappalli (DD II) |
| Punjab | | | | VLPT | Ginee |
| | HPT | Amritsar (20 KW) (int.) | | | Mettupalayam |
| Rajasthan | | | Tripura | | |
| | HPT | Ajmer (int.) | | HPT | Agartala (DD II) |
| | | Jodhpur | | Uttar Pradesh HPT | Banda |
| | | Jaipur (DD II) | | | Agra (DD II) |
| | | Jodhpur (DD II) | | | Allahabad (DD II) |
| | LPT | Bali | | | Gorakhpur (DD II) |
| | | Bharatpur | | | Lucknow (DD II) |
| | | Kishangarh Vas | | | Varanasi (DD II) |
| | | Kushalgarh | | LPT | Dudhinagar |
| | | Makrana | | | Karwi |
| | | Nagar | | | Kosi |
| | | Navalgarh | | | Talbehat |
| | | Sagwara | | | Lalgarh (Pratapgarh) (DD II) |
| | | Taranagar | | | Mathura (DD II) |
| | | Ajmer (DD II) | | | Rasra (DD II) |
| | | Bansi (DD II) | | | Khubia Nangal |
| | VLPT | Kotra | | VLPT | Thakurdwara (DD II) |
| | | Laxmangarh | | | |
| | | Tibi | | | |
| | | Viratnagar | | | |
| Tamil Nadu | | | Uttaranchal | | |
| | HPT | Kumbakonam (int.) | | HPT | Mussoorie (DD II) |
| | | Madras (Podigai Channel) | | LPT | Dak Pathar |
| | LPT | Chidambaram | | | Kalagarh |
| | | Denkanikotta | | | Almora |
| | | | | VLPT | Aroli |
| | | | | | Badrinath |
| | | | | | Maneshwar |

| 1 | 2 | 3 |
|-------------|-----|---------------------------|
| | | Naugaonkhal |
| | | Okhimath |
| | | Pokhri |
| | | Rudraprayag |
| West Bengal | | |
| | HPT | Krishnanagar (int.) |
| | | Shatiniketan |
| | | Asansol (DD II) |
| | | Murshidabad (DD II) |
| | | Calcutta (Bangla Channel) |
| | LPT | Balrampur |
| | | Garhbeta |
| | | Jhalda |
| | | Koch Bihar |
| | | Basanti (DD II) |
| | | Shantiniketan (DD II) |

[English]

Induction of Missiles

2808. SHRIMATI JAYASHREE BANERJEE:
SHRI RATILAL KALIDAS VARMA:

Will the Minister of DEFENCE be pleased to state:

(a) whether the short range surface to air missile Trishul was successfully test fired in Kochi recently;

(b) if so, the details regarding its range and capability;

(c) whether Prithvi-II has been inducted into the Army Missile Group;

(d) if so, the details thereof; and

(e) the present position regarding induction of surface to air missiles Trishul and Akash in the Army?

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

(b) Trishul with quick reaction time has a range of 9 km. It is a multi-role missile for all the three Services.

(c) and (d) No, Sir. 'Prithvi-II' version has been developed with a range of 250 kms for Air Force.

(e) Further trials are scheduled to complete the development of 'Trishul' and 'Akash' missile systems after which both the missiles are expected to enter the production and induction phase.

Wasteful Expenditure

2809. SHRI AMAR ROY PRADHAN: Will the Minister of POWER be pleased to refer to the reply given to Unstarred Question No. 1820 dated November 29, 2001 regarding wasteful expenditure in Government departments and state:

(a) whether the information has since been collected;

(b) if so, the details thereof; and

(c) if not, the reasons for delay?

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

(b) It is Government's endeavour to contain non-plan, non-developmental expenditure. With reference to the identification of some departments in which wasteful expenditure is maximum, Ministry of Finance has not identified Ministry of Power. The Ministry has, however, taken the following steps to avoid wasteful expenditure:

(i) Order for abolition for 68 posts in the Central Electricity Authority has been issued.

(ii) As advised by the Department of Personnel & Training, Screening Committees have been set up in the Ministry of Power to consider and clear the Annual Recruitment Plans for direct recruitment vacancies.

Instructions issued by the Ministry of Finance to effect economy in expenditure through measures that include ban on creation of posts, reduction in the number of sanctioned posts, reduction in office expenses, restrictions on foreign travel and on entertainment/hospitality expenses, etc. are adhered to in the Ministry of Power.

(c) Does not arise.

Missing of Consignment of Miraz Parts

2810. SHRI J.S. BRAR: Will the Minister of DEFENCE be pleased to state:

(a) whether a consignment containing parts of Mirage aircraft has been found missing while on way to Bangalore from Nizamuddin Railway Station;

(b) if so, the details thereof;

(c) whether any inquiry has been instituted in the matter indicating responsibility fixed therefor;

(d) if so, the details thereof; and

(e) the efforts made to trace the missing consignment?

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

(b) A consignment belonging to HAL containing spares of Air Force aircraft was despatched by HAL through M/s Elbee Ltd. by rail from Gwalior to Hazrat Nizamuddin Railway Station on 11th September 2001. This consignment contained six packages in box and was to be sent by Air by M/s Elbee Ltd. from Delhi to Bangalore. The consignment was reported to be missing from Hazrat Nizamuddin Railway Station when the representative of M/s Elbee Ltd. came to collect the same at 1500 hours on 12th September, 2001.

(c) to (e) The loss was reported to Nizamuddin RPF Railway Station by Railway authorities. The case is under investigation by Civil Police. It is learnt that a Departmental inquiry has also been ordered by Railway authorities and further action will be taken after the Police investigation and Departmental enquiry are completed.

Gas to Power Projects in A.P.

2811. SHRI Y.S. VIVEKANANDA REDDY: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether a serious natural gas crunch is likely to effect the gas based power projects in Andhra Pradesh with the rapid depletion of gas reserves in the Krishna-Godavari basin and Ravva oil-fields in the coming years;

(b) if so, whether the Oil and Natural Gas Corporation Limited made it clear to the Gas Authority of India Limited that the gas availability in the K-G basin and Ravva oilfields would be a maximum of 8.50 million standard cubic metres per day (mmscmd);

(c) if so, whether the gas availability is at a saturation point and by the end of 2002-03, it is likely to go upto

a maximum of 8.50 mmscmd whereas the demand would be 9.3 mmscmd;

(d) if so, the estimates of gas availability and demand for the next three years; and

(e) the steps being taken to meet the demand?

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 current availability of natural gas from the fields of Oil and Natural Gas Corporation Limited (ONGC) and Joint Ventures (JVs) in the Krishna Godavari Basin is around 7.20 million standard cubic meters per day (MMSCMD), while an allocation to the extent of 16.40 MMSCMD has already been made to various consumers including Power Sector. As per the projections of ONGC and JVs, the gas availability based on the established potential in the region would be around 8.00 to 8.50 MMSCMD by the year 2002-03.

(d) Against the existing total allocation of 16.40 MMSCMD of natural gas made on demand of the various consumers, the availability of natural gas in the region by the year 2004-05 is estimated in the range of 7.90 to 8.40 MMSCMD.

(e) Apart from increasing the domestic availability of natural gas by indigenous exploration/exploitation under new exploration licencing policy (NELP), it is envisaged to import natural gas and liquefied natural gas to bridge the gap between demand and availability of natural gas in the country including Andhra Pradesh.

Payment for Supply of Water

2812. SHRI SHEESH RAM SINGH RAVI: Will the Minister of DEFENCE be pleased to state:

(a) whether the Research and Development Estt. (Engr.) Dighi MES entered into a contract with Maharashtra Industrial Development Corporation (MIDC) for water supply;

(b) if so, whether due to inadequate supply of water from Pune Municipal Corporation had paid Rs. 1.38 crore for 14.15 lakh cubic metres of water which was lost in transmission between April 1992 to October 2000;

(c) whether payment is continued to be made for water being lost in transmission;

(d) if so, whether the matter has been investigated and responsibility fixed for making payment of the water lost in the transit;

(e) if so, the details thereof; and

(f) if not, the reasons therefor?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) Yes, Sir. Research & Development Estt. (Engrs.) Dighi, entered into a contract with MIDC in November 1990 for supply of 2250 cubic metre of water supply daily through MES.

(b) There was no transmission loss beyond the admissible 10% limit. The losses were attributable to faulty meters installed by MIDC.

(c) Payments have been made as per MIDC meter reading under protest.

(d) Yes, Sir. Matter has been investigated. The loss in transmission is within permissible limit of 10% of actual supply. The loss recorded is due to defective water meter for which corrective action has already been taken. In view of the above question of fixing of responsibility does not arise.

(e) and (f) Does not arise.

Inspection of Companies

2813. SHRI PRABHUNATH SINGH: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to refer to the reply given to Starred Question No. 609 dated July 26, 2001 regarding inspection of companies and state:

(a) whether the inspection of the companies has since been completed and submitted its inspection reports;

(b) if so, the details thereof; and

(c) the action taken thereon company-wise?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI ARUN JAITLEY): (a) and (b) Inspection reports in respect of most of the companies have been received.

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

Generation of Energy from Renewable and Non-conventional Energy

2814. SHRI VINAY KUMAR SORAKE: Will the Minister of POWER be pleased to state:

(a) whether the Government of Karnataka has a generating capacity of 310 MW from Power Plants producing energy from renewable/non-conventional sources;

(b) if so, whether these facilities established with large outlays, pose a burden on SEB/consumer with high cost energy; and

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

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI JAYAWANTI MEHTA): (a) The generating capacity in Karnataka from renewable/non-conventional energy sources is 327 MW.

(b) No, Sir.

(c) Central Financial Assistance in the form of capital subsidy and interest subsidy is provided to Small Hydro, Biomass Power and Bagasse Cogeneration projects, depending upon the type of project. Central Financial Assistance is also provided for demonstration wind power projects.

Railway Safety Funds

2815. SHRI GUNIPATI RAMAIAH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Rs. 17,000 crore Railway Safety Fund has not become operational even after six weeks of its clearance of grant;

(b) if so, the reasons therefor;

(c) whether a major portion of this grant was to be borne by the Finance Ministry and the Planning Commission;

(d) if so, whether any directive has been issued to the Railways for making this fund operational soon; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE

IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) No, Sir. The Special Railway Safety Fund is already in operation.

(b) Does not arise.

(c) A major portion of the funds (around Rs. 12000 crores) would be contributed by Ministry of Finance over a period of six years.

(d) and (e) Budgetary allocations under the Special Railway Safety Fund have been made to the Zonal Railways, both in the revised Estimates 2001-02 and Budget Estimates 2002-03. These are reflected in the Budget documents presented to Parliament on 26.2.2002.

The Accounting modalities for this Fund have also been advised to the Zonal Railways.

[Translation]

Investment in Pilot Projects of Transmission and Distribution of Power in Bihar

2816. SHRI RAJO SINGH: Will the Minister of POWER be pleased to state:

(a) whether the Union Government propose to make investment in several pilot projects in the field of transmission and distribution of power in Bihar;

(b) if so, the names of the projects in which the investment is likely to be made; and

(c) the time by which the work on these projects is likely to be started and completed?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI JAYAWANTI MEHTA): (a) to (c) The following projects have been taken up under the Accelerated Power Development Programme (APDP) in the State of Bihar during 2000-01 in the field of sub-transmission & distribution:

(Rs. in crores)

| Name of the Scheme | Total Amount approved under APDP |
|--------------------|----------------------------------|
| PESU (East) | 4.47 |
| PESU (East) | 2.79 |
| Muzzafarpur | 3.91 |
| Total | 11.17 |

In addition, Power Grid Corporation of India Ltd. (POWERGRID) has taken up/is taking up various transmission schemes in Bihar as indicated in the statement enclosed.

Statement

Schemes being taken up by POWERGRID in Bihar

A. Details of Schemes already taken up:

Following schemes have been/are being taken by POWERGRID:

1. Hathidah River crossing portion of Biharshariff-Begusarai Line-to improve power supply in north Bihar.

Estimated cost : About Rs. 12 crores;

Status-Already completed.

2. Augmentation of existing Purnea S/stn: This involves installation of additional 100 MVA transformer and Loop In and Loop Out of Purnea-Dalkhola line at Purnea (POWERGRID). This will improve power supply in North Bihar by enabling drawl of more central sector power at Purnea.

Estimated cost : About Rs. 10 crores;

Status-Under construction, completion expected by June, 2002.

3. 400 KV S/stn at Purnea with LILO of Bongaigaon-Malda 400 KV Line : to inter-connect North Bihar with major power stations in ER and NER.

Estimated cost-About Rs. 85 crores;

Status-Under construction, completion expected by October, 2002.

4. Sasaram-Arrah-Khagaul 220 KV D/c with establishment of new 220/132 KV, 2x100 MVA station at Arrah installation of 400/220 KV, 2x315 MVA transformer at Sasaram and 3rd 315 MVA, 400/220 KV transformer at Biharshariff: to provide reliable power supply in trans sone area and Patna area.

Estimated cost-About Rs. 163 crores;

Status-Completion expected by January, 2004.

5. Establishment of Load Despatch Centre for Bihar (as a part of ULDC Scheme in Eastern Region).

Estimated cost—About Rs. 60 crores;

Status—Completion expected by December, 2004.

6. Purnea-Muzzaffarpur 400 KV D/C with series compensation: as a part of Tala transmission system, which shall facilitate strong & stable interconnection of North Bihar with rest of the Eastern regional grid.

Estimated cost—About Rs. 600 crores;

Status—Completion expected by June, 2005.

7. Biharshariff-Muzzaffarpur 400 KV D/c as a part of Tala supplementary scheme, which will provide a strong interlink between North Bihar and South Bihar.

Estimated cost—About Rs. 115 crores;

Status: FR submitted to Central Electricity Authority TEC awaited.

8. Kahalgaon Biharshariff 400 KV D/c Line (2nd) : to facilitate reliable supply of power to Bihar and Northern region.

Estimated cost—About Rs. 134 crores;

Status: Completion expected by April, 2004.

Future Schemes:

POWERGRID, in consultation with BSEB has formulated a comprehensive scheme in Bihar, at a cost of about Rs. 335 crores. The commercial terms and conditions are under finalisation.

Sale of Shares of BPCL

2817. SHRI SADASHIVRAO DADOBHA MANDLIK: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government have decided to sell off its share in the Bharat Petroleum Corporation Limited;

(b) if so, the details thereof;

(c) whether the Indian Oil Corporation Limited cannot offer its bids for the said companies; 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 Government has decided 'in principle' to disinvest in Bharat Petroleum Corporation Limited (BPCL).

(c) and (d) The question of Indian Oil Corporation's participation in the disinvestment of BPCL is premature, as at this stage, no expression of interest has been invited for sale of Government held equity in BPCL.

[English]

Revival of Sick Oil Wells by OIL Dulaijan

2818. SHRI RAJEN GOHAIN: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether Oil India Limited, Dulaijan, has finalized the contract for hiring of services for operation and maintenance of Coil Tubing Unit, Nitrogen Pumper and other related units for revival of the sick oil wells;

(b) if so, the quantum of loss incurred by OIL as a result of this delay in finalization the contract since 1999; and

(c) the time by which OIL propose to finalize the contract and start this work?

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) No, Sir.

(b) There was no loss but deferment of production of crude oil only. Moreover, Oil India Ltd. (OIL) took remedial measures during the intervening period by utilising the resources optimally and through redeployment of the existing manpower.

(c) The matter is quite old and now OIL proposes to cancel the present tender.

Budgetary Support for Railway Projects

2819. SHRI RAMSHETH THAKUR: Will the Minister of RAILWAYS be pleased to state:

(a) whether his Ministry has sought more budgetary support from the Government during 2002-03 to complete on-going railway projects;

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

(c) the funds allocated out of the Central assistance for the on-going projects particularly in Maharashtra?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) and (b) Budgetary Support other than the share of the cess of diesel and the Special Railway Safety Fund sought by the Railways was Rs. 5,500 crores. As against this, the Budgetary Support secured is Rs. 4,040 crores.

(c) As per the formula adopted for 2002-03 and defined in the Budget Speech, the proportionate share of Maharashtra for projects under New Lines, Gauge Conversion, Doubling, Railway Electrification and Metropolitan Transport Project plan heads is Rs. 296.63 crore.

However, if the full allocation of all projects that fall partly or wholly in the State of Maharashtra is taken into account, the outlay proposed during 2002-03 for these plan heads is Rs. 433.63 crore.

Exchange of Defence Land in Hyderabad

2820. SHRI RAM MOHAN GADDE:
SHRI M.V.V.S. MURTHI:

Will the Minister of DEFENCE be pleased to state:

(a) whether the Government of Andhra Pradesh has requested the Union Government for exchange of defence land at Hyderabad pertaining to old cases of encroachment and Bapu Ghat project;

(b) if so, the details thereof; and

(c) the reaction of the Union Government thereto?

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

(b) The details of the defence land under encroachment in Secunderabad proposed by the State Government for exchange with State Government land are as per statement.

(c) The proposal received from the State Government has been examined in the Ministry, however, no decision has yet been taken in the matter.

Statement

- (i) 32.45 acres of encroached Defence land at Banzara Darwaja Lines with 32.45 acres of State Government land at Jawaharnagar. The respective lands have already been handed/taken over on 12th August, 1997;
- (ii) 103.67 acres of encroached Defence land at Old Cantonment Garden, Golconda with 104 acres of State Government land at Jawaharnagar;
- (iii) 16 acres of encroached Defence land at Mohammadi Lines & 15 acres of encroached Defence land at Asifnagar Lines with 31 acres of State Government land at Jawaharnagar;
- (iv) 6 acres of encroached Defence land at GLR Sy. No. 360 Gunrock Pumping Station & GLR Survey No. 89 Kowkooor, Secunderabad Cantonment with 5.35 acres of State Government land at Jawaharnagar;
- (v) 10 acres 29 Gunthas of Defence land at Langar Hauz, Golconda with 9.21 acres of State Government land at Jawaharnagar for development of Bhapu Ghat Memorial; and
- (vi) 1.725 acres of Defence land at Guddimalkapur, Mehadipatnam being used as Rythu Bazar by the State Government with 2.50 acres of State Government land at Siddiquinagar.

Closure of Chasanala Coal Mine

2821. DR. N. VENKATASWAMY: Will the Minister of STEEL be pleased to state:

(a) whether the Chasanala Coal Mine in Andhra Pradesh has been closed;

(b) if so, the proposal to meet the damages of Bumumpre Steel Plant due to closure of the mines at Chasanala and Jetpura;

(c) whether the Government have any proposal to buy coal from outside agencies; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI BRAJA KISHORE TRIPATHY): (a) and (b) The Chasanala and Jitpur captive coal mines of Bumpur Steel Plant, situated in Jharkhand, have not been closed.

(c) and (d) In addition to procurement of coal from Chasanala and Ramnagore collieries, the Bumpur Steel Plant also procures coal from the following:

- (i) Begunia & Victoria (W) collieries of BCCL;
- (ii) Washeries of M/s. TISCO Ltd. & M/s. Auroma Coke Ltd.; and
- (iii) Chinakuri No. 1 pit of M/s. Eastern Coal Field.

Encouragement to foreign investment

2822. SHRI G. GANGA REDDY: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether foreign and domestic business are hampering in India for want of remedial platform of arbitration; and

(b) if so, the corrective steps proposed for time frame arbitration award for efficacious and time bound settlement of such cases to encourage more foreign investment?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI ARUN JAITLEY): (a) No, Sir. No representation has been received by the Government in this regard.

(d) Does not arise.

Publicity of Government views

2823. SHRI RAMANAIDU DAGGUBATI: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) the policy of the Government in regard to wide circulation of Government views through audio-visual media;

(b) whether owing to lack of sponsorship, D.D. News would be shut down; and

(c) whether the views of the Government would be publicised to fulfil a social responsibility?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRIMATI SUSHMA SWARAJ): (a) The Ministry of I&B is the nodal Ministry of the Government for dissemination of information of Government's policies and programmes and for spreading awareness through various means of communications, including audio-visual media. This role is performed

through its various Media Units, as well as by Prasar Bharati, which is an autonomous statutory Corporation, whose mandate is to conduct public broadcasting service to "inform, educate and entertain the public".

(b) and (c) As a part of its restructuring exercise, Prasar Bharati has closed down DD News and Current Affairs Channel due to its high cost and low visibility. DD-National Channel, which has an extensive reach, now carries more programmes on news and current affairs to fulfil the mandate of public service broadcasting more effectively.

Procurement of Equipments

2824. SHRI AMBAREESHA: Will the Minister of DEFENCE be pleased to state:

(a) whether United States of America has agreed to provide equipments in order to cope up with the problems of Cross Border terrorism in the country;

(b) if so, the details thereof;

(c) whether sensors are unable to differentiate between human beings and animals; and

(d) if so, the utility of such sensors on Indo-Pak border which are having animals in abundance?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) to (d) The US Government has agreed in principle to the supply of equipment for our defence forces including surveillance equipment. It will not be possible to give further details in the interest of national security.

[Translation]

Wagons Loaded with Timber

2825. SHRI RAGHUVIR SINGH KAUSHAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether about 200 wagons loaded with timber from the North East and sold through public auction were impounded at various railway stations by the officers of Ministry of Environment and Forests during October 1999 to January, 2000 in pursuance of the Hon'ble Supreme Court order dated January 5, 1998;

(b) if so, the reasons for impounding the said wagons;

(c) whether the auction was carried out after informing the buyers; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) and (b) Yes, Sir. On receipt of information regarding transport of illegal timber from the North East in the garb of legal timber, Special Investigation Team (SIT) of the Ministry of Environment and Forests, constituted under the order of the Hon'ble Supreme Court of India, conducted physical verification of about 200 wagons loaded with timber and found significant irregularities and illegalities.

(c) After necessary investigations, issue of show cause notices and personal hearings, confiscated timber was sold by the Special Investigation Team (SIT) by inviting sealed tenders through Newspapers advertisements.

(d) Does not arise.

[English]

Railway Accident at Kadalundi in Kerala

2826. SHRI N.N. KRISHNADAS: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government has received the report of the Safety Commissioner with regard to the railway accident at Kadalundi in Kerala;

(b) if so, the main points of the report; and

(c) if not, reasons for delay in the submission of the report?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) to (c) Yes, Sir. Chief Commissioner of Railway Safety (CCRS) has submitted his Preliminary Report into the Railway accident at Kadalundi in Kerala on 22.06.2001. The Final Report has been submitted on 18.03.2002 and is presently under examination. In his Preliminary Report CCRS had classified the accident under the category "Failure of Equipment-Railway Bridge".

Construction of Border Roads

2827. SHRI K.P. SINGH DEO: Will the Minister of DEFENCE be pleased to state:

(a) whether the Government have taken up the construction work of border roads alongwith the Indo-Bangladesh border;

(b) if so, the total kilometre of border road in the Indo-Bangla border has been completed so far;

(c) the date by which remaining portion would be completed; and

(d) the fund sanctioned for the purpose?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) BRO have been entrusted with construction of 1645 Km of roads along Indo Bangladesh Border by Ministry of Home Affairs.

(b) 755 Kms of roads have been completed so far.

(c) The remaining roads are planned for completion by 2007.

(d) A total sum of Rs. 318.86 crores has been sanctioned for the purpose so far.

[Translation]

Infiltration through Sea

2828. SHRI BHUPENDRASINH SOLANKI: Will the Minister of DEFENCE be pleased to state:

(a) whether some infiltrators have been arrested from the sea coastal areas recently; and

(b) if so, the number of infiltrators arrested area-wise and action taken against them so far?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) and (b) While no Pakistani infiltrator has been arrested from the coastal areas recently, two Pakistani fishing boats along with twelve crew have been apprehended by Coast Guard during 2002 for illegal fishing in Indian waters off the West Coast. All apprehended boats and crew have been handed over to the local police for taking further legal action.

NCC Training to All Students

2829. SHRI MANIBHAI RAMJIBHAI CHAUDHRI: Will the Minister of DEFENCE be pleased to state:

(a) whether the Government propose to impart NCC training to all the students;

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

(c) if not, the reasons therefor?

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

(b) Question does not arise in view of (a) above.

(c) In view of the enormous financial and infrastructural requirements and in keeping with democratic ethos, NCC training has been kept on a voluntary basis.

Special Courts for Disposal of Cases

2830. DR. M.P. JAISWAL:
SHRIMATI SANGEETA KUMARI SINGH
DEO:
SHRI MANSUKHBHAI D. VASAVA:

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

(a) whether the Government propose to set up Special Courts for the immediate disposal of the cases relating to corruption and financial irregularities;

(b) if so, whether any action has been taken so far in this regard;

(c) whether the opinion of the Supreme Court has been considered while setting up Special Courts for the disposal of cases of corruption; and

(d) if so, the time by when a final decision in this regard is likely to be taken?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI ARUN JAITLEY): (a) to (d) As per the directions of the Hon'ble Supreme Court, two Special Courts are proposed to be set up to deal with cases of

SLP (Cr.) No. 2123-2125/2001-CBI Vs. Sukh Ram and Criminal Appeal No. 658/2001-Shrichand P. Hinduja Vs. State through CBI.

Similarly, as per the order of the Supreme Court dated 27th September, 2000, the Government has initiated action to set up or designate Special Courts ensuring early disposal of prosecution relating to economic offences or financial irregularities.

[English]

Construction of Railway Bridges

2831. SHRI G. PUTTA SWAMY GOWDA:
SHRI R.S. PATIL:
SHRI IQBAL AHMED SARADGI:

Will the Minister of RAILWAYS be pleased to state:

(a) the number of railway under/over bridges constructed/proposed to be constructed during the last three years till date, zone-wise;

(b) the total allocation made therefor, zone-wise;

(c) whether some proposals to construct railway bridges are pending since long in Karnataka;

(d) if so, the reasons for delay; and

(e) the time by which these projects are likely to be started and completed?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) and (b) A Statement is enclosed.

(c) No, Sir.

(d) and (e) Do not arise.

Statement

(a) Details of works constructed (completed) & Proposed to be constructed (sanctioned) during 1999-2000 to 2001-2002.

| Rly. | 1999-2000 | | 2000-2001 | | 2001-2002 | |
|------|-------------------------|---|-------------------------|---|-------------------------|---|
| | Constructed (Completed) | Proposed to be constructed (Sanctioned) | Constructed (Completed) | Proposed to be constructed (Sanctioned) | Constructed (Completed) | Proposed to be constructed (Sanctioned) |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| CR | 4 | 1 | 3 | 2 | 0 | 6 |
| ER | 0 | 2 | 0 | 13 | 2 | 8 |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|--------------|-----------|-----------|-----------|------------|-----------|-----------|
| NR | 3 | 6 | 5 | 2 | 1 | 1 |
| NER | 0 | 0 | 0 | 1 | 1 | 0 |
| NFR | 0 | 0 | 0 | 2 | 0 | 0 |
| SR | 2 | 23 | 4 | 68 | 4 | 8 |
| SCR | 2 | 5 | 2 | 8 | 2 | 12 |
| SER | 1 | 4 | 0 | 6 | 1 | 7 |
| WR | 2 | 2 | 7 | 3 | 2 | 0 |
| Total | 14 | 43 | 21 | 105 | 13 | 42 |

(b) Allocation of funds for construction of ROBs/RUBs Railway Zone-wise for 1999-2000 to 2001-2002:

(Rs. in Thousands)

| Railway | 1999-2000 | 2000-2001 | 2001-2002 |
|--------------|---------------|---------------|----------------|
| CR | 46644 | 51991 | 57527 |
| ER | 38050 | 95035 | 132801 |
| NR | 51765 | 85047 | 242006 |
| NER | 26090 | 46150 | 69000 |
| NFR | 27000 | 1510 | 40614 |
| SR | 96167 | 348879 | 400000 |
| SCR | 781922 | 130454 | 169432 |
| SER | 12480 | 66602 | 73750 |
| WR | 99507 | 90000 | 103943 |
| Total | 478895 | 915668 | 1289073 |

Doubling of Rail Line between Vasai and Diva

2832. SHRI CHINTAMAN WANAGA: Will the Minister of RAILWAYS be pleased to state:

(a) whether work regarding doubling of railway line between Vasai and Diva has been completed;

(b) if so, details thereof; and

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

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE

IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) and (b) Doubling work from Vasai to Diva has been completed and commissioned.

(c) Does not arise.

[Translation]

Setting up of HPT in Jhabua (M.P.)

2833. SHRI KANTILAL BHURIA: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether people residing in tribal belt of Madhya Pradesh specially Jhabua are not able to view the Doordarshan programmes owing to low capacity of the transmitter;

(b) if so, whether the Government propose to install an HPT to bring more tribal people within the range of Doordarshan telecast;

(c) if so, the details thereof;

(d) if not, the reasons therefor; and

(e) the tribal areas of the country where LPT to HPT converted/proposed to be converted during 2002-2003 and 2003-2004 State-wise and Location-wise?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRIMATI SUSHMA SWARAJ): (a) No Sir. 32 transmitters are presently functioning in Tribal Sub-Plan (TSP) districts of Madhya Pradesh and this includes 2 transmitters at Jhabua and Alirajpur, in Jhabua district. Parts of Jhabua district also receive coverage from the transmitter at Indore.

(b) to (d) At present, there is no scheme to set up an HPT in Jhabua district. LPTs are under implementation in the TSP district of Seoni and West Nimar. Expansion of DD network is a continuous process and depends on availability of resources and inter-se priorities.

(e) Details of LPTs in TSP districts already upgraded to HPTs and those proposed to be upgraded during 2002-03 and 2003-04 are given at the statement enclosed.

Statement

LPTs in TSP districts upgraded/proposed to be upgraded to HPTs

| State/UT | LPTs upgraded to HPTs | LPTs proposed to be upgraded to HPTs |
|----------------|-----------------------|--------------------------------------|
| 1 | 2 | 3 |
| Andhra Pradesh | Warangal | Vishakhapatnam (DD 2) |
| | Vishakhapatnam | |
| | Rajamundry | |
| Jharkhand | Jamshedpur | |
| Gujarat | | Surat |
| | | Vadodara |
| Karnataka | Mangalore | Mysore |
| Assam | Dibrugarh | |
| | Guwahati | |
| | Silchar | |
| | Guwahati (DD 2) | |
| | Silchar (DD 2) | |
| Chhattisgarh | Jagdalpur | Ambikapur |
| Kerala | Trivandrum | |
| | Trivandrum (DD 2) | |
| | Cannanore | |
| Madhya Pradesh | Shahdol | |
| | Jabalpur | |

| 1 | 2 | 3 |
|---------------|--|------------------------|
| Maharashtra | | Chandrapur Jalgaon |
| Manipur | Churachandpur (VLPT upgraded to HPT) | |
| Orissa | Bhawanipatna Berhampur Baleshwar Sambalpur (DD 2) | |
| Sikkim | Gangtok | Gangtok (DD 2) |
| Uttar Pradesh | | Lakhimpur |
| West Bengal | Shantiniketan Murshidabad (DD 2) | Kharagpur Balurghat |
| Tripura | Agartala Agartala (DD 2) | |

[English]

Power Transmission Projects in Rajasthan

2834. DR. JASWANT SINGH YADAV: Will the Minister of POWER be pleased to state:

(a) the number of power transmission projects being set up in the country including Rajasthan during the current year;

(b) the details of power transmission projects being set up in private sector in the States; and

(c) the details of proposals received and sanctioned by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI JAYAWANTI MEHTA): (a) Transmission projects (220 KV and above) being set up in the country during the year 2001-2002 are as under:—

| | |
|----------------------|-----|
| Transmission Lines:— | Ckm |
| 800 kv | 224 |
| ±500 kv HVDC | 680 |

| | |
|----------------|------|
| 400 kV | 1780 |
| 220 kV | 4240 |
| Sub-stations:— | MVA |
| 400 kV | 6355 |
| 220 kV | 5410 |

(b) and (c) No specific information regarding power transmission projects being set up in Private sector in the States is available as power to issue licence for transmission is vested in the State Electricity Regulatory Commission/State Govt. in accordance with the ERC Act 1998 read with IE Act, 1910.

Unutilised Land of Salem Steel Plant

2835. SHRI T.M. SELVAGANAPATHI:
SHRI N.T. SHANMUGAM:

Will the Minister of STEEL be pleased to state:

(a) whether the Government are aware that about 2500 acres of land acquired by/for Salem Steel Plant in 1970 are still lying unutilised;

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

(c) whether any representation has been received for returning the unutilised land to the villagers; and

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

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI BRAJA KISHORE TRIPATHY): (a) and (b) Out of the total land acquired (3973 acres) for Salem Steel Plant between 1970 and 1976, 1548 acres are lying unutilised.

(c) Yes, Sir.

(d) Government has taken no decision in the matter.

Setting up of DRM Office at New Jalpaiguri Railway Station

2836. SHRI MOINUL HASSAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the New Jalpaiguri Railway junction station itself has not sufficient scope to reach justified

| Stations | Goods | Passenger | Sundry | Total |
|----------------|-------|-----------|--------|-------|
| Katihar | 1.24 | 12.26 | 0.20 | 13.70 |
| New Jalpaiguri | 77.13 | 18.03 | 0.36 | 95.52 |
| Alipurdwar | — | 5.08 | 0.37 | 5.45 |
| Rangiya | 30.49 | 4.40 | 0.01 | 34.90 |

Railway Projects in Andhra Pradesh

2837. SHRIMATI D.M. VIJAYA KUMARI:

SHRI CHADA SURESH REDDY:

SHRI GUNIPATI RAMAIAH:

Will the Minister of RAILWAYS be pleased to state:

(a) the details of pending/on-going rail projects/surveys in Andhra Pradesh alongwith the progress made thereof, project-wise;

(b) the amount allocated to each of the project and the expenditure incurred so far on each of the project;

(c) whether some projects are lagging behind as per their target;

(d) if so, the reasons therefor, project-wise; and

revenue which creates impediment to set up DRM office at New Jalpaiguri;

(b) if so, the details thereof;

(c) the revenue earning from the most important Railway junction station in NFR especially of Katihar, New Jalpaiguri, Alipurdwar and Rangia; and

(d) the comparative statement showing the detailed collection from the several components of the said Railway junction station?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) New Divisions are set up keeping in view factors such as size, workload, accessibility, traffic patterns, other operating/administrative requirements and not on the revenue earning of a station.

(b) Does not arise.

(c) and (d) Revenue earning during 2000-01 (Rs. in crores) from important stations of Northeast Frontier Railway was:

(e) the steps taken by the Government for completion of these projects?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) to (e) The details of all on-going Railway projects in Andhra Pradesh, including outlay proposed for 2002-03 and expected expenditure upto March, 2002 for each project, is given in statement-I.

Projects are being progressed as per their relative priority and availability of resources. The progress of each project and steps taken by the Government for completion of these projects are also given in the Statement-I.

The detail of surveys in Andhra Pradesh is in the statement-II.

Statement-I**Railway Projects in Andhra Pradesh**

| S.No. | Name of Project | Rly. | Cost of project | Expected | Funds | Status |
|------------------------------|---------------------------------------|------|-----------------|-----------------------------|-------------------------|---|
| | | | | expenditure Upto March 2002 | Required for Completion | |
| (Amount in Crores of Rupees) | | | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| NEW LINE | | | | | | |
| 1. | Peddapally-Karimnagar-Nizamabad | SCR | 417.98 | 59.65 | 358.33 | Peddapally to Karimnagar (35.53 km) work has been commissioned. Work is in progress between Karimnagar & Jagtyal (48 km) where land acquisition has been taken up. |
| 2. | Kakinada-Kotapalli (resotration) | SCR | 66.80 | 7.59 | 59.21 | Earthwork, minor and major bridges are in progress. |
| 3. | Nandyal-Yerraguntla | SCR | 174.33 | 5.52 | 168.81 | Final location survey has been completed & land acquisition papers for first 46 km (275 hecatres) in Cuddapah District has been submitted to State Govt. |
| 4. | Mecherla-Nalgonda | SCR | 125.09 | 0.08 | 125.01 | Final location Survey is in progress and land acquisition has been taken up. Work will commence once land becomes available. |
| 5. | Munirabad-Mehboobnagar | SCR | 420.12 | 6.61 | 413.51 | Final Location Survey has been completed. Land acquisition plans for 11 km from Giningera end and 15 km from Mahbubnagar end (total 26 km) have been submitted to State Govt. On Krishna-Yemmaras Doubling (16 km) earthwork and minor bridges are in progress. |
| 6. | Gadwal-Raichur | SCR | 108.91 | 0.75 | 108.16 | Land acquisition work is being taken up. |
| 7. | Kakinada-Pithapuram | SCR | 61.70 | 0.30 | 61.40 | Work will be taken up after obtaining the requisite clearances. |
| 8. | Kotapalli-Narsapur | SCR | 329.05 | 1.00 | 328.05 | Final location survey between Kotapalli-Amalapuram completed including geo-technical investigations for Gowthami Bridge. |
| 9. | Dharmavaram-Penukonda via Puttaparthi | SR | 124.22 | 108.99 | 15.23 | Penukonda to Puttaparthi completed and commissioned on 21.11.2000. Dharmavaram-Puttaparthi has been commissioned in January 2002. |
| GAUGE CONVERSION | | | | | | |
| 10. | Mudkhed-Adilabad | SCR | 142.22 | 7.96 | 134.24 | The work had been taken up under the Build-Own-Lease-Transfer (BOLT) scheme. As the |

| | 2 | 3 | 4 | 5 | 6 | 7 |
|-----------------|---|-----|--------|--------|--------|--|
| | | | | | | contractor was facing problems in arranging finances over a long period of time, the contract for the work has been terminated. The work is now being taken up through Railway finances. |
| 11. | Guntur-Guntakal & Guntakal-Kalluru | SCR | 516.10 | 459.35 | 56.75 | Guntur to Guntakal and new line portion from Pendekallu-Gooty has been completed. |
| 12. | Katpadi-Pakala-Triupati | SCR | 158.50 | 80.78 | 77.72 | Formation works are in progress. Additional funds to the tune of Rs. 65 crores have been provided to expedite the work during 2001-02. |
| 13. | Secunderabad- Dronachellam & Secunderabad-Bolarum | SCR | 351.05 | 329.51 | 21.54 | Work has been completed and commissioned. |
| 14. | Dharmavaram-Pakala | SCR | 251.22 | 0.01 | 251.21 | Requisite clearances have been obtained. Preparation of Plans & Estimates have been taken up. |
| 15. | Secunderabad-Mudkhed & Jankhampet-Bodhan | SCR | 287.83 | 88.20 | 199.63 | Earthwork and bridgework are in progress. The work is being expedited and effort is being made to complete Mudkhed-Dharmabad during 2001-02. |
| 16. | Naupada-Gunupur | SER | 66.35 | 0.04 | 66.31 | Work will be taken up after obtaining the requisite clearances, action for which has been initiated. |
| DOUBLING | | | | | | |
| 17. | Hospet-Guntakal (GC) | SCR | 159.10 | 25.13 | 133.97 | Final location survey has been completed. Tenders have been processed. This project is proposed under K-RIDE funding with a view to expedite the progress. |
| 18. | Vijaywada-Krishna Canal 3rd line | SCR | 44.31 | 34.52 | 9.79 | The third line is proposed between Krishna Canal and Vijaywada by providing a second track on the substructure over Krishna for which superstructure is in progress. Formation for main line is completed. |
| 19. | Gudur-Renigunta | SCR | 139.69 | 68.55 | 71.14 | The work for 25 km is presently targeted for completion in 2001-02. |
| 20. | Gooty-Renigunta Sec. Doubling of Balapalle-Pullampet (Phase-I) | SCR | 74.77 | 21.61 | 53.16 | Tenders for earthwork and minor bridges have been processed. |
| 21. | Gooty-Renigunta: Patch Doubling | SCR | 304.50 | 6.50 | 298.00 | Final Location Survey and preparation of detailed estimate has been taken up. Tenders for earthwork and minor bridges have been processed. |
| 22. | Gajapatnagaram-Vijayanagaram : Patch doubling (Phase-II) (Section-III) including junction arrangement at Vizianagaram | SER | 47.50 | 36.71 | 10.79 | The work has been completed and commissioned. |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-----|-------------------|----|--------|-------|-------|--|
| 23. | Whitefield-Kuppam | SR | 162.23 | 75.54 | 86.69 | The work is in progress & the first phase from Whitefield to Bangarapet (47 km) has been completed and commissioned. The work of Bangarapet yard has been completed. Tenders processed for earthwork & bridges in Kuppam-Bangarapet section. |

RAILWAY ELECTRIFICATION PROJECTS

| | | | | | | |
|-----|-------------------------|-----|--------|--------|--------|--|
| 24. | Renigunta-Guntakal | SCR | 168.34 | 10.62 | 157.72 | This work has been defrozen in Nov. 1998. OHE works have been taken up. Target date is Mar., 2004, subject to availability of funds. |
| 25. | Bhubaneswar-Kottavalasa | SER | 319.63 | 275.45 | 44.19 | 386 RKM's have been electrified till March, 2001. Work in progress and target for completion by March 2002. |

METROPOLITAN TRANSPORT PROJECT

| | | | | | | |
|-----|--|-----|-------|------|-------|---|
| 26. | *Upgradation of Railway Infrastructure facilities for introduction of Suburban Traffic (MMS): Secunderabad-Falaknuma and Hyderabad/Secunderabad Lingampalli sections of twin cities of Hyderabad & Secunderabad | SCR | 34.98 | 7.50 | 27.48 | This is a new work sanctioned in 2001-2002 Project is targetted to be completed by November, 2002. The total project cost is to be shared in the ratio of 50 : 50 by Railway and State Government of Andhra Pradesh |
|-----|--|-----|-------|------|-------|---|

*Cost indicates Railways contribution only. An equal amount is to be contributed by Government of AP

Statement-II

| S. No. | Name of the Project | Rly. | Kms. | Status |
|---|---|------|------|---|
| On-going Surveys in Andhra Pradesh | | | | |
| NEW LINES | | | | |
| 1. | Jaggayyapet-Miryalagudde | SCR | 57 | In progress. Likely to be completed by 31.3.02 |
| 2. | Falakuma-Umdanagar-Airport | SCR | 20 | Being taken up. Target date of completion is not yet fixed. |
| 3. | Kottavalasa to Anakapalli bye pass line | SER | 33 | Completed & report under finalisation |
| 4. | Ponduru-Razam | SER | 20 | In progress. Likely to be completed by 31.8.02 |
| DOUBLING | | | | |
| 5. | Vizianagaram-Kottavalasa; Third line | SER | 35 | In progress. Likely to be completed by 31.3.02 |
| 6. | Kottavalasa-Simhachalam Road : 4th line | SER | 18 | In progress. Likely to be completed by 31.3.02 |

[Translation]

Amount Spent on Advertisement

2838. SHRI BHAL CHANDRA YADAV:
SHRI RAM PRASAD SINGH:

Will the Minister of RAILWAYS be pleased to state:

(a) the details of the amount spent on advertisements by the Railways during the last three years till date; and

(b) the details of the heads of account under which the above expenditure has been shown?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) The expenditure incurred by the Railways on release of advertisements during the period from April, 1998 to January, 2002, i.e., 3 years and ten months, is approximately Rs. 135 crores.

(b) The expenditure on release of advertisements is debited against the budget heads of the respective departments/projects to which the contents of a particular advertisement pertain.

[English]

Modernisation of Ammunition Depots

2839. SHRIMATI SHYAMA SINGH:
SHRI RATILAL KALIDAS VARMA:
SHRI ADHIR CHOWDHARY:
YOGI ADITYA NATH:
SHRI Y.G. MAHAJAN:
SHRI RAMSHAKAL:

Will the Minister of DEFENCE be pleased to state:

(a) whether the Government have decided to modernise the ammunition depots and construction of some more depots in the country;

(b) if so, the details thereof;

(c) whether the Government propose to include private participation in the modernisation and construction of ammunition depots;

(d) if so, the details thereof;

(e) the funds made available for the modernisation and construction of ammunition depots during 1999-2000, 2000-2001 and 2001-2002; and

(f) the time by which the task is likely to be completed?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) and (b) In order to meet the shortage of accommodation presently available in the Ammunition Depots for the storage of ammunition, projects of a value of Rs. 496 crores have been approved during the last three years. These projects involve the construction of modern ammunition store houses. Further, there is a proposal for the construction of some more depots which would use the latest technology to cater for the ammunition which would accrue in the ensuing future and to decongest the existing depots. The exercise to identify the land to meet this requirement both from the operational and safety point of views is in progress.

(c) and (d) There is no such proposal at present.

(e) The yearwise allocation of funds for construction of proper ammunition store houses in the existing depots is as under:—

| | | |
|-------|-----------|----------------|
| (i) | 1999-2000 | Rs. 121 Crores |
| (ii) | 2000-2001 | Rs. 228 Crores |
| (iii) | 2001-2002 | Rs. 147 Crores |

(f) The above projects are likely to be completed by the year 2004-2005.

Expansion of Baroda Refinery

2840. SHRI P.S. GADHAVI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government are considering to give precedence to the expansion of its Baroda Refinery;

(b) if so, the details thereof; and

(c) the manner in which the Gujarat State is likely to be benefited as a result of expansion?

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) Indian Oil Corporation Limited (IOCL) has an approved Residue Upgradation Project at Gujarat Refinery which has a component of 2 million metric tonne refinery expansion. However, due to depressed supply demand scenario of petroleum products, the project has since been deferred.

[Translation]

Parallel Election Commission

2841. DR. ASHOK PATEL:
SHRI MANIKRAO HODLYA GAVIT:

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

(a) whether Hurriyat Conference has recently announced to constitute a parallel six member Election Commission in violation of the Constitution;

(b) if so, the details thereof; and

(c) the reaction of the Union Government in this regard?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI ARUN JAITLEY): (a) to (c) Hurriyat Conference made an announcement on 28th January, 2002 about its intention to establish its own election commission to elect representatives who would participate in any negotiations on Kashmir. Hurriyat conference further announced on 12th February, 2002 the composition of the proposed election commission. As per the Hurriyat, the said commission would be governed by rules to be framed later.

Elections to the Legislative Assembly of the State of Jammu & Kashmir are held in accordance with the provisions of the Constitution of Jammu & Kashmir and are conducted by and under the supervision of the Election Commission of India. No other body/institution has any *locus standi* in the matter.

[English]

Construction of Aircraft Carrier

2842. DR. (SHRIMATI) C. SUGUNA KUMARI:
SHRI A. NARENDRA:

Will the Minister of DEFENCE be pleased to state:

(a) whether the Government have developed a plan for undertaking the production of a 20,000 tonne air defence ship;

(b) whether the Government have now plan to undertake production or procure a 30,000 tonne aircraft carrier;

(c) if so, the details thereof;

(d) the shipyards where the preliminary work has been started;

(e) the steps being taken to meet the emerging need of the Navy; and

(f) the progress made to fill up the gap developed due to discarding of INS 'Vikrant' and 'Virat'?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) to (f) Presently, the Indian Navy has one Aircraft Carrier viz. INS Viraat in its service against the requirement of two operational Aircraft Carriers. In May, 1999, the Government had approved the indigenous construction of an Air Defence Ship (ADS) of around 24000 tons displacement at Cochin Shipyard Ltd. (CSL), Kochi. Taking into consideration the prevailing security scenario, the Navy have reassessed their requirement and have proposed building a larger (ADS) (approximately 37,500 MT) which is expected to enter service after 2011. This is under active consideration of the Government. In addition to the ADS, a proposal for acquisition of "Admiral Gorshkov", an Aircraft Carrier, from Russia is under consideration of Government. An investment decision on the acquisition of "Admiral Gorshkov" has not yet been taken.

Allocation of Funds under SCPS and TSP

2843. SHRI K.H. MUNIYAPPA: Will the Minister of NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether the Government have been implementing various schemes and programmes under Special Component Plan (SCP) and TSP since 1978 for achieving overall development of Scheduled Castes and Scheduled Tribes;

(b) if so, the schemes/programmes formulated/being implemented by Ministry of Non-Conventional Energy Sources under SCP and TSP specifying nature, scope and its target fixed therefor;

(c) the funds requisitioned and procured by his Ministry during VIth, VIIth, VIIIth and IXth Five Year plans for such schemes/programmes;

(d) the benefits and targets achieved in this regard; and

(e) the other schemes/programmes being implemented by this Ministry for enhancing employment opportunities for raising economic empowerment of SCs and STs?

THE MINISTER OF STATE OF THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES (SHRI M. ANNAPPAN): (a) and (b) Yes, Sir. The Ministry has started implementation of biogas and improved chulha programmes since 1981-82 and 1985-86 respectively, and solar photovoltaic demonstration programme since 8th year. These programmes aim at meeting the energy requirement for cooking, heating and lighting in the rural areas and also incorporate SCP and TSP components to assist beneficiaries belonging to the Scheduled Caste and Scheduled Tribes. In addition, higher financial support is available under these programmes for SC and ST beneficiaries.

(c) and (d) On an average 15% and 10% of the physical targets and budget allocations under these programmes are earmarked for SCP and TSP respectively. So far about 6.40 lakh biogas plants, 144 lakhs improved chulhas, 94,000 solar lanterns, 41,200 home lighting systems and 436.79 kW solar photovoltaic power plants have been setup under SCP and TSP and a total amount of Rs. 352.18 crores has been allocated/utilized under SCP and TSP by the Ministry, under these programmes so far.

(e) The Ministry is providing support under various non-conventional energy programmes/projects being implemented through State Government Departments, State Nodal Agencies etc. throughout the country, which in turn generate employment opportunities for people including those belonging to SC, ST and other weaker sections of the society.

Training in Foreign Institutions

2844. SHRI BHERULAL MEENA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government selects/sponsors/nominates/deputes Officers for training to the reputed Foreign Institutions for improving their academic, managerial, technical and administrative capabilities in various fields and disciplines where in some cases cost of such training are borne by the sponsoring countries/agencies under bilateral/international agreements;

(b) if so, the number of persons from his Ministry who underwent such short/long term training courses during the last three years, year-wise;

(c) the number of SCs, STs and OBCs among them and their percentage;

(d) whether special provisions have been made for ensuring adequate representation to SCs, STs and OBCs for availing such opportunities;

(e) if so, the details thereof; and

(f) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) Yes, Sir.

(b) 1999—162

2000—153

2001—90

(c) No record of in-service officers joining before 1995, in regard to their belonging to OBC, has been maintained. The number of SC, ST and General including OBC officers trained abroad are as under:—

| | SC | % | ST | % | Genl. | % |
|------|----|----|----|----|-------|-----|
| 1999 | 4 | 3% | 3 | 2% | 155 | 95% |
| 2000 | 9 | 6% | 0 | 0% | 144 | 94% |
| 2001 | 1 | 1% | 1 | 1% | 88 | 98% |

(d) to (f) The policy instructions issued by the Department of Personnel and Training on the subject are kept in view while nominating officers for training abroad.

Contractual Obligations with Doordarshan

2845. SHRI ARUN KUMAR: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether some firms have not met their contractual obligations with Doordarshan; and

(b) if so, the action taken against such firms?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRIMATI SUSHMA SWARAJ): (a) Yes, Sir.

(b) The information is being collected and will be laid on the Table of the House.

[Translation]

Running Channels of Doordarshan in States

2846. SHRI BRAHMA NAND MANDAL: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) the number of channels of Doordarshan being run in the public and private sectors in the country, State-wise, district-wise;

(b) whether district-wise sanction has been accorded in this regard;

(c) whether some channels are being run illegally in some districts;

(d) if so, the details thereof;

(e) whether any rules have been framed for operating a channel privately; and

(f) if so, the details in regard to the registration of a channel?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRIMATI SUSHMA SWARAJ): (a) and (b) Doordarshan is operating 22 channels which include 5 National channels, 11 Regional Language channels, 5 State Networks & 1 International Channel. These Satellite Channels are available all over the country.

(c) No Sir.

(d) Does not arise.

(e) and (f) All TV Channels, irrespective of their ownership, equity structure or management control, can uplink from India provided they undertake to comply with the Broadcast (Programme & Advertising) Codes laid down by the Ministry of I&B. There is no provision for registration of channels.

[English]

Radio Station of the States

2847. SHRI KODIKUNNIL SURESH:
SHRI IQBAL AHMED SARADGI:

Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether after setting up of its own Television channel the Government of Andhra Pradesh is planning to tie-up with a US Company to set up its own Radio Broadcasting Station;

(b) if so, whether the US based World Space Satellite Inc. has agreed to help the State Government in setting up its own Radio Station and provide free service for just six months;

(c) if so, the details thereof;

(d) whether any other States are also considering to set up their own radio station in the States;

(e) if so, whether the Union Government has granted permission to do so; and

(f) if so, the names of States which have been permitted to set up their own Radio Stations so far?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRIMATI SUSHMA SWARAJ): (a) to (c) Broadcasting is a subject included in the Union List under the Constitution. Therefore, as per the extant policy, State Governments are not permitted to set up TV Channels or Broadcasting Stations. The Central Government has not received any proposal from the Government of Andhra Pradesh to set up a Radio Station in Andhra Pradesh. The Government of Andhra Pradesh has, however, informed that they are examining a proposal to utilize the existing World Space Capacity for transmission of its programmes on Education, Development, Communications and Disaster Management, to rural and remote areas of the State. The proposal envisages provision of channel capacity by World Space, on a trial basis, on the North-West beam of its Asia Star Satellite.

(d) The State Governments of Chhattisgarh, West Bengal, Tamil Nadu, Tripura and Punjab have requested that State Governments be allowed to set up their own Radio Stations.

(e) No, Sir.

(f) Does not arise.

Import of Cargo Shell

2848. SHRI Y.G. MAHAJAN: Will the Minister of DEFENCE be pleased to state:

(a) whether "Cargo Shells" are being imported for Bofors Howitzers;

(b) whether an indigenous product of the same shell has been developed by a Pune based Engineering Company and tested and found fit for even exports by the Director of ARPE, Pune;

(c) if so, the details thereof;

(d) whether any orders have been placed with the Medium Company; and

(e) if so, the details thereof?

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

(b) No, Sir.

(c) Not applicable.

(d) No, Sir.

(e) Not applicable.

Submarine Building Programme

2849. SHRI K. YERRANNAIDU:
SHRI MANIBHAI RAMJIBHAI CHAUDHRI:

Will the Minister of DEFENCE be pleased to state:

(a) whether the Government has approved a submarine building programme to meet the needs of the Indian Navy;

(b) if so, the details thereof;

(c) whether these submarines would be built indigenously or with the collaboration of some other country; and

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

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) to (d) Government has approved a long term perspective plan for indigenous construction of submarines and acquisition of national competence in submarine building. Requisite assistance in high technology areas from foreign sources is envisaged to achieve the desired objective. A final decision has, however, not yet been taken in this regard.

Land Allocation to AP State Housing Board

2850. SHRI K.E. KRISHNAMURTHY: Will the Minister of DEFENCE be pleased to state:

(a) whether Andhra Pradesh State Housing Board has requested his Ministry for allotment of Defence Land at Tadepalligudem in West Godavari district for construction of Houses for Government employees;

(b) if so, the details thereof;

(c) whether the Union Government have taken any decision thereon; and

(d) if not, the reasons therefor?

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

(b) to (d) Do not arise.

[*Translation*]

Reconstitution of Censor Board

2851. SHRI RAMSHAKAL: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the Government are formulating any scheme to reconstitute various Film Development Corporations and the Indian Film Censor Board;

(b) if so, the details thereof; and

(c) the language-wise number of films which have been given certificates and the number of films which were not given by the Film Censor Board during the last three years?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRIMATI SUSHMA SWARAJ): (a) and (b) The Board of Film Certification of the Central Board of Film Certification was duly constituted under section 3 of the Cinematograph Act in November, 2001. Normal term of the members of the Board is three years. As regards the National Film Development Corporation, its Board has been reconstituted with 1 Non-Official Part time Chairperson, 2 Functional Directors, 6 Non-Official Part time Directors and 2 Part time Government Directors. The process of selecting four more Non-Official Directors is at an advanced stage.

(c) Language-wise details of feature films (celluloid) which were issued certificate by the Central Board of Film Certification during the last three years are given in statement-I. The number of films refused certificate by the CBFC during the last three years is given in statement-II.

Statement-I

Language-wise number of Feature Films (Celluloid) given Certificate during the Last Three Years

| Language | Number of films certified | | |
|----------|---------------------------|------|------|
| | 1999 | 2000 | 2001 |
| 1 | 2 | 3 | 4 |
| Telugu | 132 | 143 | 206 |
| Tamil | 153 | 157 | 196 |
| Hindi | 166 | 243 | 230 |

| 1 | 2 | 3 | 4 |
|-----------------------|------------|-------------|-------------|
| Malayalam | 65 | 87 | 135 |
| Kannada | 87 | 76 | 93 |
| Marathi | 24 | 23 | 18 |
| Punjabi | 5 | 2 | 5 |
| Nepali | 10 | 10 | 6 |
| Gujarati | 27 | 29 | 12 |
| Bengali | 51 | 43 | 48 |
| Bhojpuri | 2 | 2 | 3 |
| Rajasthani | 3 | 2 | 2 |
| Assamese | 7 | 7 | 13 |
| English | 6 | 11 | 8 |
| Manipuri | 4 | 5 | 7 |
| Oriya | 15 | 9 | 6 |
| Garhwali | 1 | — | 1 |
| Kashmiri | 1 | — | 1 |
| French | 1 | — | — |
| Maithili | 1 | — | — |
| Hindusthani | 1 | — | — |
| Chotanagpuri | 1 | — | — |
| Haryanavi | 1 | — | 2 |
| Konkani | — | 1 | — |
| Sindhi | — | 1 | 1 |
| Tulu | — | 1 | 1 |
| Chhattisgarhi | — | 1 | 14 |
| Brijbhasha | — | 1 | — |
| Avadhi/Bhojpuri | — | 1 | — |
| Santhali | — | — | 1 |
| Nagpuri | — | — | 1 |
| Lambani | — | — | 1 |
| Mishing | — | — | 1 |
| Bodo | — | — | 1 |
| Foreign feature films | 203 | 252 | 248 |
| Total | 967 | 1107 | 1261 |

Statement-II**Number of Films (Celluloid) Refused Certificate during the Last Three Years**

| | 1999 | 2000 | 2001 |
|---------------|-----------|-----------|-----------|
| Indian films | 41 | 67 | 57 |
| Foreign films | 26 | 30 | 19 |
| Total | 67 | 97 | 76 |

*[English]***Investment by IOCL for Crude Oil Pipelines**

2852. SHRI IQBAL AHMED SARADGI:
SHRI G. MALLIKARJUNAPPA:

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

(a) whether the Indian Oil Corporation Limited is trying Rs. 700 crore investment plan for a 300 Km. crude oil pipeline from Paradip to Haldia;

(b) if so, the extent to which this project is likely to give boost to operation in east;

(c) whether this plan also include the setting up of an off-shore single-point mooring which can handle a very large crude tankers; and

(d) if so, the time by which the work on this project 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) Yes, Sir.

(b) In order to handle the projected volume of crude for Haldia, Barauni and Bongaigaon Refineries, the proposal is being evaluated to boost the present operation of handling crude oil in the east.

(c) Yes, Sir.

(d) Once the project is firmed up after examining techno-economic advantage of transporting of crude oil by pipeline from Paradip to Haldia vis-a-vis other options, work on the project is expected to start.

Election of Cantonment Boards

2853. SHRI Y.V. RAO: Will the Minister of DEFENCE be pleased to state:

(a) whether the Government have decided to extend the date of election in the Cantonment Boards; and

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

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

(b) The term of present elected members of the Cantonment Board has been extended till 3rd July, 2002. The election date of the cantonments are yet to be decided.

Legal Restriction on Ownership of Land

2854. SHRI M.V.V.S. MURTHI: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether lack of proper land records the inhibiting agricultural land is locked up in legal hassles over their ownership;

(b) if so, the steps being taken by the Government to hasten the process of removal of legal restrictions on the ownership of land; and

(c) whether there is any process initiated by the Government for early land reforms so that small and marginal farmers will be benefited from the clutches of the ease market?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI ARUN JAITLEY): (a) to (c) The subject of land reforms is under the exclusive legislative and administrative jurisdiction of the States as provided under Entry 18 of List II (State List) of the Seventh Schedule to the Constitution of India. The Central Government, however, plays an advisory and coordinating role in this field. The laws covering various aspects of land reforms have been framed by almost all the States. The major components of the land reforms have been the abolition of zamindari and intermediary tenures, tenancy reforms ceiling on ownership of agricultural holdings, consolidation of holdings, distribution of ceiling surplus land/Government Wastelands including Bhoodan land to the landless rural poor, modernization and updating of land records system etc.

As a result of the implementation of various land reform programmes, the following achievements have been made so far:

- * Intermediaries abolished on 15 million acres of land and ownership rights granted to 20 million tillers.
- * An area of 5.30 million acres of ceiling surplus land has been distributed to 5.50 million rural poor.
- * An area of 15.74 million acres of Government Wastelands and 2.17 million acres of Bhoodan land has also been distributed among the eligible rural poor.
- * An area of 163.34 million acres has been consolidated in the country.
- * 12.42 million tenants have their rights protected over an area of 15.63 million acres of land.
- * 0.43 million acres of alienated land has been restored to Scheduled Tribes.

For improving the accessibility as well as maintenance and updation of land records, the Government of India has launched a Centrally Sponsored Scheme for Strengthening of Revenue Administration and Updating of Land Records which is on 50:50 sharing basis between the Central Government and the States. Since the inception of the scheme (1987-88), the Government of India has given a financial assistance to the tune of Rs. 220.60 crores to the States/UTs (upto 20.3.2002).

Another Central Sector Scheme with 100% financial assistance on Computerization of Land Records has been launched in the year 1988-89 so as to remove the problems inherent in the manual system of maintenance and updating of land records and to meet the requirements of various user groups. The main objective of the scheme is to provide computerized copies of ownership details of the record of rights at a reasonable price to the land owners. So far, 573 districts have been covered under this scheme, covering 2726 Taluks/Tehsils/Blocks. Since inception (1988-89) of the scheme, a total financial assistance to the tune of Rs. 233.32 crores has been provided to the States/UTs (upto 20.3.2002).

The basic thrust of the land reform programmes has been to minimize litigation and provide a tool in the form of computerized copy of record of rights in the hands of rural farmers. The States have also been advised to constitute Special Benches/Tribunals for expeditious disposal of land related, cases pending in various High Courts.

Gujarat Gas Act

2855. SHRI MADHUSUDAN MISTRY: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government of Gujarat has sent a bill of "Gujarat Gas Act" for approval;

(b) if so, whether the Government is likely to clear the proposed Gas Act of Gujarat State;

(c) if so, the time by when it is likely to be cleared; and

(d) if not, the reasons 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) No, Sir. However, the Government of Gujarat have enacted with the assent of the Governor the Gujarat Gas (Regulation of Transmission, Supply and Distribution) Act, 2001, as published in the Gujarat Government Gazette Extra Ordinary dated April 28, 2001.

(b) to (d) Government of India had decided to make a Presidential Reference to the Supreme Court on the constitutional validity of the State Act and the matter is being heard by the Supreme Court. Therefore, the question of clearance to the Gas Act by Government of India does not arise.

Liaison Officers for Reserved Categories

2856. DR. BALIRAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether some of the Departments/subordinate and Attached Offices, Public Sector and Autonomous Organisations/Corporations under his Ministry are not nominating Liaison Officers for SCs, STs and OBCs for ensuring proper compliance of Government instructions in the matters of reservations for SCs, STs and OBCs;

(b) if so, the reasons therefor alongwith the names of such offices/organisations:

(c) if not, the total number of organisations/offices under his Ministry which function as "Administrative Units" dealing with establishment and staff matters; and

(d) the total number of Liaison Officers nominated for the referred purpose as on date?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) to (c) Indian Railways consist of 9 Zonal Railways, each headed by a General Manager. The Zones are further grouped into 59 operating Divisions, each under the control of a Divisional Railway Manager. In addition, there are 6 Production Units, each headed by General Manager or Chief Administrative Officer.

On each Zonal Railway/Production Unit, there are nominated Liaison Officers for looking after the matters of reserved categories. The Chief Personnel Officer at the Zonal Headquarter has been nominated as Chief Liaison Officer and other Officer as Liaison Officer. Similarly, on each Division, there is a nominated Officer as Liaison Officer.

On the Production Units, officers at different levels have been nominated as Liaison Officers.

Besides, there are 8 Public Sector Undertakings (PSUs) under the control of Ministry of Railways. All these 8 organisations have Liaison Officers.

(d) On Indian Railways, there are about 91 Liaison Officers to look after the proper implementation of reservation policies.

[Translation]

Publication in Indian Languages

2857. SHRI RAMDAS ATHAWALE: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether Department of Publication has brought out the publications in Indian languages and particularly in Hindi and Marathi during the last three years and till date;

(b) if so, the titles of these publications particularly in the said languages separately;

(c) the language-wise expenditure incurred thereon along with the details of expenditure incurred on English publications in this regard;

(d) the normal size of each of the editions, language-wise; and

(e) the steps taken/proposed to be taken by the Government to maximise the Indian language publications as compared to publications in English?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRIMATI SUSHMA SWARAJ): (a) and (b) Yes, Sir. The Publications Division publishes books and journals in Hindi and Marathi, besides English and some other regional languages. The list of new publications in Hindi and Marathi brought out during

the last three years, are given in the statement enclosed.

(c) The approximate expenditure incurred on the publication of new books in Hindi, Marathi and English during the last three years are as given below:—

| Year | New publications brought out (expenditure in rupees) | | |
|--------------------------|---|------------|-------------|
| | Hindi | Marathi | English |
| 1999-2000 | 8,30,300/- | 1,37,000/- | 22,13,000/- |
| 2000-2001 | 14,75,000/- | Nil | 39,46,000/- |
| 2001-2002 (till date) | 10,57,000/- | 46,500/- | 25,65,000/- |

(d) The publications are generally produced in four sizes namely:

A4 size (8.5"x11"); A5 size (5.5"x8.5"); B5 size (7.25"x9.5"); and Royal 8vo size (6.5"x9.5"). These sizes are adopted for all the languages.

Normally all editions of journals are done in A4 size;

Children's books in B5 size; Speeches in Royal 8vo size; and other books in A5 size.

(e) To promote and maximise publications in various Indian languages, the Publications Division is making efforts to get more and more books translated from one language to other Indian regional languages and also to bring out more original writings in Indian languages.

Statement

Statement showing new publications brought out in Hindi and Marathi during the last three years:

1999-2000

| HINDI | MARATHI |
|----------------------------------|-----------------------------------|
| 1. Koyale Ki Khanai | 1. Kakasaheb Kalelkar |
| 2. Bharat Ke Samachar Patra-1998 | 2. Desh Videshchya Ki Lok Kathaen |
| 3. Gond Janjati | 3. G.V. mavlankar |
| 4. Mother Teresa | |
| 5. Koshika Mein Karigari | |
| 6. Jungle Ka Nayay | |
| 7. Bharat 2000 | |
| 8. Baraf Ka Dhulha | |
| 9. Meghnad Saha | |
| 10. Prakriti Se Maitri | |

2000-2001

| | |
|-----------------------------------|-----|
| 1. Noble Purskar Vijeta Mahilayen | Nil |
|-----------------------------------|-----|

2. Pradhanmantri Atal Bihari Vajpayee
—Chune Huve Bhashan Vol-I
3. —do— Vol-II
4. 'Rashtrapati Dr. Shankar Dayal Sharma
—Chune Huve Bhashan Part II
5. Upgrah Ke Bahar-Bhitar
6. Charan Singh-Chune Huve Bhashan
7. Samay Ke Par
8. Paharh Chade Ganjandan Lal
9. Bharat 2001
10. Parvasi Pakshi
- 11-17. Collected Works of Mahatma Gandhi Vol. - 91 to 97

2001-2002 (till date)

- | | |
|---------------------------------------|-----------------------------|
| 1. Rajashan | 1. Ganga Dhar Rao Deshpande |
| 2. Panchang Mein Kaal Ganana | 2. Scientists |
| 3. Ashatchhap Kavi-Krishan Das | |
| 4. Bharat Ke Rashtriya Udyan | |
| 5. Bharatiya Puratatva : Ek Parichay | |
| 6. Aam Nagrik : Adhikar Aur Suvidhaen | |
| 7. Haveli | |
| 8. Bharat Ke Samachar Patra-2000 | |
| 9. Bharat 2002 | |
| 10. Bharat Ke Samachar Patra-2001 | |

*[English]***Transfer of Petrol Pumps in Orissa**

2858. SHRI BHARTRUHARI MAHTAB: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

- (a) the number of diesel/petrol pumps transferred within the State of Orissa during the last three years;
- (b) the number of applications lying pending for transfer of diesel/petrol pumps;
- (c) the time by which these diesel/petrol pumps are likely to be accorded permission; and
- (d) the policy formulated for transfer of diesel/petrol pumps?

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) Information is being collected and will be laid on the Table of the House.

Kochi Refineries

2859. SHRI P.C. THOMAS: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

- (a) whether rubberised bitumen made in Kochi Refineries Limited, Kerala has been fully exhausted;
- (b) if so, the details thereof;

(c) the capacity of KRL to make such Tar commercially;

(d) whether any capacity expansion is planned;

(e) whether there are other production centres in the country where rubberised Bitumen is produced using natural rubber latex; and

(f) 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 (c) Kochi Refineries Limited (KRL) commissioned the natural rubber modified bitumen (NRMB) production plant with a capacity of 15,000 metric tonnes per annum (MTPA) in 1999. The entire quantity is being taken by the State Government of Kerala.

(d) The Board of KRL have approved in January, 2002 a proposal to increase the NRMB production capacity to 65,000 MTPA.

(e) and (f) It is understood that M/s Hindustan Colas have recently started production of NRMB at Chennai.

Proposal to set up DD at Hut Bay in Little Andaman

2860. SHRI BISHNU PADA RAY: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether there is any proposal for providing Doordarshan facilities for the benefit of villagers at Hut Bay in Little Andaman and Nicobar Islands;

(b) if so, the time by which the proposal is likely to be implemented; and

(c) if not, the reasons therefor?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRIMATI SUSHMA SWARAJ): (a) to (c) A very low power TV transmitter is functioning at Hut Bay (Distt. Little Andaman) since January, 1989. Expansion of Doordarshan facilities is a continuous process and is proposed to be taken up in Andaman and Nicobar Islands also in the 10th Five Year Plan, depending upon availability of resources and inter-se priority of projects.

[*Translation*]

Foreign Flags on Navyships and Submarines

2861. SHRI THAWAR CHAND GEHLOT: Will the Minister of DEFENCE be pleased to state:

(a) whether the war ships and submarines of Indian Navy used to hoist the foreign flag of Saint George Cross on it till now;

(b) if so, whether the Government have permitted the replacement of the said flags;

(c) if so, the details thereof; and

(d) the details of right of use of navy flag at present?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) to (d) All commissioned Indian Naval Ships, Submarines and Shore Establishments fly the Indian Naval Ensign. After 26th January 1950, the ships and submarines of the Indian Navy displayed the Indian Naval Ensign. This Ensign was white in colour, divided into four parts by a Red Cross and had the Indian Flag in its left quarter. From 15th August 2001, Indian Naval Ships, Submarines and Shore Establishments are now adorned with a new Indian Naval Ensign. The present design of the Ensign was made keeping in mind simplicity, commonality of the Ensign with the two other Services and the use of white and Navy blue colours which are traditional to the Navy. The new Naval Ensign now displays the National Flag at the left, top corner and a Navy Anchor with the National Crest above it in Navy Blue. In addition, the Naval Ensign is also flown at the shore Headquarters of a ship or senior officer, at detach Naval Establishments. Naval Ensign can also be flown at Naval Recruiting Office with the permission of Naval Headquarters. Besides, Inter-service establishments like National Defence College, New Delhi, National Defence Academy, Khadakvasala, Defence Service Staff College, Wellington and College of Defence Management, Secunderabad are also authorised to fly the Naval Ensign.

[*English*]

Supply of Special Cooling Suit

2862. DR. RAJESWARAMMA VUKKALA: Will the Minister of DEFENCE be pleased to state:

(a) whether Defence Scientists have designed a special cooling suit which is meant for soldiers deployed in areas that are in high temperature zones;

(b) if so, whether these suits have been supplied to all soldiers in high temperature zones;

(c) if so, the details thereof; and

(d) the incentives given to the scientists in this regard?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) Yes, Sir. A prototype of solid state cooling suit has been designed for use by the tank crew operating in high temperature zones.

(b) and (c) No, Sir. The suits have not yet been supplied as the system is still under development. The R&D trials of the first prototype of this solid state cooling garment have been highly satisfactory in the Laboratory set up and in the tank.

(d) The stage of reward by the Government has not yet reached.

Norms for Storage of Ammunitions

2863. SHRI NARESH PUGLIA: Will the Minister of DEFENCE be pleased to state:

(a) whether a large quantity of ammunition is being stored without proper safety arrangements;

(b) if so, the details thereof;

(c) whether certain norms have been notified for storage of ammunition;

(d) if so, the details thereof;

(e) whether these norms are being followed;

(f) if not, the reasons therefor;

(g) whether some new ammunition depots have been constructed or old ones upgraded during the last three years; and

(h) if so, the details thereof?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) and (b) Due to the increase in the range and depth of ammunition over the years because of the induction of State of Art Weapon System and Missiles, the investment in ammunition storage accommodation and its availability has not kept pace with

the requirement. As an interim measure certain quantity of ammunition which is less prone to deterioration is being stored on open plinths covered by tarpaulin.

(c) and (d) Yes, Sir. The norms for storage of ammunition have been specified in STEC (Storage, Transport and Explosive Committee) regulations issued by the Centre for Environment and Explosive Safety (CEES) which is the apex body in the country to lay down the norms. The norms are detailed and ammunition specific.

(e) and (f) Yes, Sir. However, in certain cases due to constraints of space and location of the depots, ammunition cannot be stored strictly as per the norms specified in STEC Regulations. Deviation sanctions in all such cases are being taken as per the existing provisions in the Regulations.

(g) and (h) No new Ammunition Depots have been constructed. Adequate funds have been made available to construct proper ammunition store house in the existing depots. Funds made available during last three years for the purpose are as follows:—

| | | |
|-------|-----------|----------------|
| (i) | 1999-2000 | Rs. 121 Crores |
| (ii) | 2000-2001 | Rs. 228 Crores |
| (iii) | 2001-2002 | Rs. 147 Crores |

Requirement of LPG in the Country

2864. SHRI E.M. SUDARSANA NATCHIAPPAN: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the estimated monthly requirement of LPG in the country at present, State-wise and the supply position thereof; and

(b) the steps taken by the Government to meet the full requirement of LPG in the States?

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 estimated monthly LPG requirement of the customers of Public Sector Oil Marketing Companies (OMCs) in the various States is given in the statement enclosed.

(b) The demand of LPG customers enrolled with OMCs in the country is being met by and large in full.

Statement**Estimated Monthly LPG Requirement/
Demand During 2001-2002**

(Figure in TMT)

| States | Estimated average monthly requirement |
|-------------------|---------------------------------------|
| 1 | 2 |
| Andhra Pradesh | 49.25 |
| Arunachal Pradesh | 0.67 |
| Assam | 10.36 |
| Bihar | 13.80 |
| Chhattisgarh | 4.90 |
| Delhi | 39.67 |
| Goa | 2.86 |
| Gujarat | 40.05 |
| Haryana | 21.57 |
| Himachal Pradesh | 5.41 |
| Jammu & Kashmir | 6.50 |
| Jharkhand | 5.32 |
| Karnataka | 35.00 |
| Kerala | 26.09 |
| Madhya Pradesh | 22.79 |
| Maharashtra | 90.69 |
| Manipur | 1.18 |
| Meghalaya | 0.74 |
| Mizoram | 1.20 |
| Nagaland | 0.78 |
| Orissa | 6.64 |
| Punjab | 30.66 |
| Rajasthan | 25.82 |
| Sikkim | 0.41 |
| Tamil Nadu | 61.31 |
| Tripura | 1.19 |
| Uttar Pradesh | 61.93 |

| 1 | 2 |
|--------------------------|--------|
| Uttaranchal | 11.35 |
| West Bengal | 32.62 |
| Sub Total | 610.73 |
| Union Territories | |
| Andaman & Nicobar | 0.28 |
| Chandigarh | 2.53 |
| Dadar & Nagar Haveli | 0.17 |
| Daman & Diu | 0.18 |
| Lakshadweep | 0.02 |
| Pondicherry | 1.58 |
| Sub Total | 4.77 |
| Grand Total | 615.50 |

Nagaland Government's MoU with ONGC

2865. SHRI K.A. SANGTAM: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government of Nagaland have signed a MoU with the ONGC for extraction of oil in the State;

(b) if so, the time by which it is likely to be started;

(c) whether the Government are contemplating to open the Head Office of ONGC at Dimapur in Nagaland for an efficient administration; and

(d) 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) No, Sir.

(b) Does not arise.

(c) and (d) Oil and Natural Gas Corporation Limited (ONGC) has no plan to open an office at Dimapur as its operations can be managed from the existing office at Jorhat.

Quota of SC/ST in Cadres of Judicial Officers and Ministerial Staff

2866. SHRI RAMJI LAL SUMAN: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether the quota of vacancies reserved for Scheduled Castes and Scheduled Tribes (15% for SCs and 7.5% in respect of STs) in the cadres of judicial officers and ministerial staff in Group A, B and C categories of posts/services under the Supreme Court of India has not been achieved so far;

(b) if so, the total number of posts of judicial officers and in ministerial services in the category of Class I (Group A), Class II (Group B) and Class III (Group C) under the Supreme Court of India;

(c) the number of persons belonging to General, SC, ST and OBCs categories working against such posts/services including their respective percentage to such posts; and

(d) the backlog of vacancies/posts for SCs/STs & OBCs as on date?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI ARUN JAITLEY): (a) and (b) The Registry of Supreme Court has informed that the appointments of the officers and staff of the Supreme Court of India are made by Hon'ble the Chief Justice of India under Article 146 of the Constitution of India keeping in view the requirements of the Court for efficient functioning of the Registry. The scope of appointments in the Registry is limited and fresh recruitments are few and as such, there is no reservation for SCs/STs in the Registry of the Supreme Court.

(c) and (d) The Registry of the Supreme Court has stated that in the absence of any reservation for SCs/STs, no separate rosters are being maintained and as such, the information sought for is not readily available.

Conflict on Ownership Right of Panna, Mukta Oilfields

2867. SHRI DINSHA PATEL: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government are aware about the conflict in the issue of ownership right of Panna, Mukta and Tapti oilfields between British Gas India, ONGC and Reliance;

(b) if so, whether the Government are trying to intervene in this issue and settle it as it may affect the further development and exploration schedule of this oilfields; and

(c) 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 (c) The Production Sharing Contracts (PSCs) in respect of discovered fields of Panna-Mukta and mid & South Tapti fields were signed with an unincorporated Joint Venture comprising Oil and Natural Gas Corporation Ltd. (ONGC) with 40% stake, Reliance Industries Ltd. (RIL) with 30% stake and Enron Oil Gas India Ltd. (EOGIL), a subsidiary of Enron Corporation, with 30% stake as the Contractor under the PSCs for these fields. Recently, BG Group have informed that they have purchased 100% shares of EOGIL from Enron Corporation. There is no dispute about the ownership rights of these fields.

Proposal for TPP at Bellary

2868. SHRI S.D.N.R. WADIYAR: Will the Minister of POWER be pleased to state:

(a) whether the Government have a proposal to set up a Thermal Power Station at Bellary;

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

(c) the total land acquired for that project?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI JAYAWANTI MEHTA): (a) Yes, Sir. The State Government have a proposal.

(b) The capital cost of the project as estimated by Karnataka Power Corporation Ltd. (KPCL) for the Bellary Thermal Power Project is Rs. 2217 crores. The proposed capacity is 1x500 MW with provision of expansion to ultimate capacity of 1000 MW.

(c) As per KPCL, they have already acquired 667 Hectares of land required for the project through Karnataka Industrial Area Development Board.

[Translation]

Appointment of Mediators in Companies

2869. SHRI JASWANT SINGH BISHNOI: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) the number of the mediators appointed in various companies during the last three years company-wise;

(b) the procedure followed to appoint the mediators; and

(c) whether the procedure to appoint the mediators has been followed during the last three years?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI ARUN JAITLEY): (a) to (c) The term 'Mediator' has neither been defined nor any procedure or appointment of mediators prescribed under the Companies Act, 1956.

English]

Discovery of Gas in Basin of Maharashtra Coast

2870. SHRI BASU DEB ACHARIA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether ONGC made a significant gas discovery in Basin of Maharashtra Coast near Mumbai and new oil and gas bearing structure in western offshore about 6 km. east basin (Vasai) Gas fields;

(b) if so, the details thereof;

(c) the Government's initiative for the exploration of these blocks;

(d) whether the oil exploration blocks will be offered to private sector company for exploration; and

(e) 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) to (e) Yes, Sir. Oil and Natural Gas Corporation Ltd. (ONGC) has struck oil and gas in Bassein East prospect located about six kilometer East of Bassein gas field off the Maharashtra coast. At present, the field is under delineation on a fast track basis. Two delineation wells have been drilled and another well is also under drilling. 3-D seismic acquisition has been planned during the current year by ONGC, who will continue the exploratory efforts in this acreage on their own for converting this field into a producing property.

Military and Sainik Schools

2871. SHRI RAJAJIAH MALYALA: Will the Minister of DEFENCE be pleased to state:

(a) the number of Military and Sainik schools presently functioning under your Ministry, State-wise;

(b) whether there is any proposal to hand over them to Kendriya Vidyalaya Sangathan; and

(c) if so, the details thereof?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) Statement is enclosed.

(b) There is no proposal for handing over Military and Sainik Schools to Kendriya Vidyalaya Sangathan.

(c) Does not arise.

Statement

No. of Military and Sainik Schools presently functioning under the Ministry of Defence (State-wise)

LIST OF MILITARY SCHOOLS

| Sl.No. | Location | State |
|--------|-----------|------------------|
| 1. | Ajmer | Rajasthan |
| 2. | Dholpur | |
| 3. | Belgaum | Karnataka |
| 4. | Bangalore | |
| 5. | Chail | Himachal Pradesh |

LIST OF SAINIK SCHOOLS

| Sl.No. | Location of the School | State |
|--------|------------------------|----------------|
| 1 | 2 | 3 |
| 1. | Satara | Maharashtra |
| 2. | Kunjpora | Haryana |
| 3. | Kapurthala | Punjab |
| 4. | Balachadi | Gujarat |
| 5. | Chittorgarh | Rajasthan |
| 6. | Korukonda | Andhra Pradesh |

| 1 | 2 | 3 |
|-----|-----------------|------------------|
| 7. | Kazhakoottam | Kerala |
| 8. | Purulia | West Bengal |
| 9. | Bhubaneswar | Orissa |
| 10. | Amaravathinagar | Tamil Nadu |
| 11. | Rewa | Madhya Pradesh |
| 12. | Tilaiya | Jharkhand |
| 13. | Bijapur | Karnataka |
| 14. | Goalpara | Assam |
| 15. | Ghorakhal | Uttaranchal |
| 16. | Nagrota | Jammu & Kashmir |
| 17. | Imphal | Manipur |
| 18. | Sujanpur Tira | Himachal Pradesh |

Tariff for Wind Energy

2872. SHRI A. VENKATESH NAIK: Will the Minister of NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether the Government proposed preferential tariff for wind energy and wheeling; and

(b) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES (SHRI M. KANNAPPAN): (a) and (b) Guidelines were issued for introduction of conducive policies by State Governments for power generation from Non-Conventional Energy Sources, including wind power generation. The Guidelines pertain to fixation of tariff for purchase of electricity by State Electricity Boards, alongwith annual escalation; wheeling and banking; and third party sale of power generated from renewable energy based power projects.

[Translation]

Sale of Fake Railways Tickets

2873. SHRI HARIBHAI CHAUDHARY: Will the Minister of RAILWAYS be pleased to state:

(a) whether fake railway tickets are being sold in the country on a large scale;

(b) if so, whether any racket involved in the selling of fake railway tickets has been busted;

(c) if so, the action taken against the persons involved in the said racket; and

(d) the financial loss suffered by the railways due to the sale of such fake tickets during the last two years?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) to (c) A few isolated cases of sale of fake railway tickets and irregularly issued tickets have been detected. In the cases involving railway staff, strict disciplinary action has been initiated and in respect of outsiders, cases have been registered with the Police under relevant provisions of law.

(d) The loss suffered on account of sale of such tickets is not quantifiable and no such statistics are maintained.

[English]

Doubling of Railway Lines in Gujarat

2874. SHRI RADHA MOHAN SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government are contemplating to double the single railway lines in Gujarat;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) and (b) The surveys for doubling Delhi-Ahmedabad and Udhna-Jalgaon lines are in progress. Further consideration of these projects would be possible once the survey reports become available.

(c) Does not arise.

[Translation]

Electricity to Bhavanathpur Lime Stone Mines

2875. SHRI BRAJ MOHAN RAM: Will the Minister of STEEL be pleased to state:

(a) the rate of electricity purchased for industrial and domestic consumption by the Bhavnathpur based Lime Stone Mines of Raw Material Division of SAIL from the Government of Jharkhand;

(b) whether the SAIL have urged the Jharkhand State Electricity Board to charge separate rates of electricity for industrial and domestic consumption for the mines;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI BRAJA KISHORE TRIPATHI): (a) The present rate of purchase of electricity for industrial and domestic consumption of Bhavnathpur is same as per existing tariff of JSEB. The rate is

(i) Rs. 1.72 per unit

(ii) Rs. 115 per KVA demand

(iii) Rs. 2,4401 per unit as fuel surcharge

N.B : The rate is same for both industrial and domestic consumption for Bhavnathpur.

(b) No, Sir.

(c) Does not arise.

(d) As a high tension power line has been provided for Bhavnathpur Limestone Mines, they are not eligible for separate rate for industrial and domestic consumption, as per the tariff provisions of JSEB.

[English]

Setting up of Hydro Power Plant In Karnataka

2876. SHRI G.S. BASAVARAJ:
SHRI IQBAL AHMED SARADGI:
SHRI G. MALLIKARJUNAPPA:

Will the Minister of NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether the Bhoruka Power Corporation Limited has commissioned a hydel project-the 2.9 MW Shivapur Project in Koppal district in Karnataka and three more mini hydro power plants in the State;

(b) if so, whether the 2x2.5 MW Irpu plant, to be set up in Coorg district;

(c) whether the scheme include a diversion across the river above the waterfall; and

(d) if so, the details of the mini hydro projects that are to be set up in Karnataka?

THE MINISTER OF STATE OF THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES (SHRI M. KANNAPPAN): (a) Yes, Sir. Bhoruka Power Corporation Limited (BPCL) has so far set up 8 Small Hydro Power (SHP) stations aggregating 31 MW in Karnataka, including 2x9 MW Shivapur project and has taken up for implementation of three more SHP projects.

(b) and (c) Iruppu 2x2.5 MW SHP project in Coorg district is one of the three projects being implemented by BPCL. The project envisages a diversion weir of 4 meter height, with no storage of water, up stream of river for generation of electricity.

(d) 30 small hydro power projects aggregating 156.90 MW have been set up in the State of Karnataka and 11 SHP projects aggregating 45.20 MW are under construction.

Losses to Konkan Railways

2877. SHRI KIRIT SOMAIYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Konkan Railway is running into heavy losses;

(b) if so, the details about losses, differences, repayment of loans during the last three years;

(c) the reasons therefor;

(d) whether his Ministry has taken up steps to get back the contribution from the State Government;

(e) if so, the details thereof; and

(f) the steps taken by the Government to make Konkan Railways more efficient and self supported?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) to (c) The Corporation is able to meet its working expenses from the revenue generated. However, on accounts of provisions required to be made for the financing cost incurred on mark borrowings during the construction phase and on depreciation, the Corporation is showing a loss in its Balance Sheet. The net loss during 1998-99, 1999-2000 and 2000-2001 was Rs. 340 crores, Rs. 385 crores and Rs. 382 crores respectively. The redemption of bonds made by KRCL is Rs. 445.09 crores.

(d) and (e) Yes, Sir. State Governments who have not yet paid their full equity amount are being regularly chased. The details of equity amount yet to be realised from various States is as follows:

| | | |
|---------------------------|---|--------------------|
| Government of Maharashtra | — | Rs. 17.1550 crores |
| Government of Kerala | — | Rs. 0.3879 crores |
| Government of Goa | — | Rs. 5.2380 crores |

The State Governments are also not sharing the liabilities arising out of debt servicing.

(f) The Corporation has made out a Business Plan enumerating various steps being taken to increase their revenue. These are as follows:

- (i) Augmentation of traffic earnings by carrying out a strong marketing drive.
- (ii) Marketing its construction expertise by:
 - Trying to bid for international contracts for railway construction.
 - Taking up specialised construction works such as highways and tunneling within the country.
- (iii) Pursuing Sky Bus Metro System in domestic and international market.

- (iv) Implementing the installation, after testing, of an Anti-Collision Device (ACD) developed by the KRC on the Indian Railway system.

[Translation]

Investment in Power Projects

2878. SHRI RATTAN LAL KATARIA: Will the Minister of POWER be pleased to state:

(a) the details of total investment made under various projects/programmes/schemes by Power Finance Corporation in the country during the last three years, State-wise and year-wise; and

(b) the details of amount allocated and released to Haryana State during the last three years?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI JAYAWANTI MEHTA): (a) Details of total disbursement made to various projects/programmes by the Power Finance Corporation (PFC) in the country during the last three years, State-wise and year-wise are given in the statement-I.

(b) The details of funds released to Haryana State during the last three years is given in the statement-II.

Statement-I

Disbursement made to various projects/programmes by Power Finance Corporation during 1998-99, 1999-2000, 2000-2001 & 2001-2002

| Borrower | Amount in Lakhs | | | |
|------------------|-----------------|----------------|----------------|---|
| | During 1998-99 | During 1999-00 | During 2000-01 | During 2001-02 (as on 15-March-2002) |
| 1 | 2 | 3 | 4 | 5 |
| Haryana | 8730 | 20249 | 10194 | 5801 |
| Himachal Pradesh | 2922 | 9686 | 5860 | 8642 |
| Jammu & Kashmir | 0 | 0 | 2089 | 2365 |
| Punjab | 22060 | 28378 | 15873 | 10000 |
| Rajasthan | 35583 | 29560 | 72303 | 113030 |
| Uttar Pradesh | 5155 | 4660 | 155 | 5520 |
| Goa | 372 | 984 | 849 | 1020 |

| 1 | 2 | 3 | 4 | 5 |
|-------------------|-------|-------|-------|-------|
| Gujarat | 21542 | 11820 | 14011 | 12931 |
| Madhya Pradesh | 21270 | 18003 | 9492 | 622 |
| Maharashtra | 42916 | 37390 | 14093 | 27308 |
| CSEB | 1121 | 7813 | 974 | 5 |
| Andhra Pradesh | 15017 | 41035 | 34927 | 28484 |
| Karnataka | 31063 | 25439 | 27287 | 6181 |
| Kerala | 2482 | 613 | 817 | 343 |
| Tamil Nadu | 14496 | 17277 | 26609 | 39064 |
| Bihar | 0 | 0 | 0 | 0 |
| Orissa | 16970 | 11247 | 3190 | 34 |
| Sikkim PDD | 0 | 0 | 0 | 0 |
| West Bengal | 5232 | 6071 | 13666 | 6272 |
| Arunachal Pradesh | 0 | 0 | 0 | 0 |
| ASEB | 0 | 4474 | 1152 | 1198 |
| Manipur PD | 0 | 0 | 0 | 0 |
| MeSEB | 0 | 0 | 0 | 0 |
| Mizoram PD | 1171 | 32 | 0 | 0 |
| Nagaland | 1266 | 1402 | 2495 | 1951 |
| DVC | — | — | 0 | 2927 |
| Pragati | 0 | 0 | 0 | 28000 |
| BSES | 4750 | 9994 | 0 | 0 |
| SMHPCL | 2000 | 2463 | 5470 | 0 |
| Kondapalli | 2500 | 14149 | 5565 | 147 |
| THDC | 0 | 0 | 0 | 28000 |
| NJPC | 0 | 13800 | 12500 | 29558 |
| NHPC | 0 | 0 | 0 | 0 |
| NEEPCO | 0 | 13558 | 8527 | 7072 |
| NTPC | 0 | 0 | 10500 | 12618 |
| PGCIL | 0 | 0 | 1000 | 0 |

| 1 | 2 | 3 | 4 | 5 |
|--------------|---------------|---------------|---------------|---------------|
| GIPCL | 0 | 1800 | 0 | 0 |
| JAIPHPCL | 6000 | 3000 | 4000 | 2500 |
| MALANA P.C. | 0 | 0 | 2500 | 0 |
| Sanghi Ind. | — | — | — | 5700 |
| Balaji | 0 | 0 | 7808 | 862 |
| Total | 264618 | 334897 | 322996 | 386155 |

Statement-II

Details of Funds Released by Power Finance Corporation to Haryana During 1999-2000 to 2001-2002

As on 15.03.2002

(Rs. in crores)

| Sl. No. | Borrower | Name of Project | Amount Disbursed |
|---------|------------|---|------------------|
| 1 | 2 | 3 | 4 |
| 1. | Har.Govt. | RM&U of Pong HEP | 0.68 |
| 2. | Har. Govt. | RM&U of Ganguwal Ph Unit-III (24.2 MW) | 6.08 |
| 3. | Har. Govt. | RM&U of Kotla PH Unit-II (24.2 MW) | 6.08 |
| 4. | HPGCL | Uprating of Milling System Units I & II of Panipat TPS | 1.05 |
| 5. | HPGCL | Provision of Modified ESP at Panipat TPS Units I & II | 0.30 |
| 6. | HPGCL | Refurbishment of Panipat TPS (4x110 MW) | 22.45 |
| 7. | HPGCL | Milling System of Panipat TPS Unit I & II | 4.90 |
| 8. | HPGCL | Env. Upgradation of Panipat TPS | 9.60 |
| 9. | HPGCL | R&M of Faridabad TPS | 2.35 |
| 10. | HPGCL | R&M of Panipat TPS Unit 5 (210 MW) (Pager) | 1.18 |
| 11. | HPGCL | Environmental Upgradation of Panipat TPS (4x110+2x210 MW) | 3.23 |
| 12. | HPGCL | Western Yamuna Canal HEP STG-II (2x7.2 MW) | 13.69 |
| 13. | HPGCL | Panipat TPS Unit 6 (1x210 MW) | 225.71 |
| 14. | HPGCL | Panipat TPS STG IV Unit 6 (1x210 MW) | 28.41 |

| 1 | 2 | 3 | 4 |
|-------|-------|---|--------|
| 15. | HPGCL | R&M and LE Study of Faridabad TPS Unit-III (60 MW) | 0.17 |
| 16. | HVPNL | 409 MVAR Capacitor Banks | 7.30 |
| 17. | HVPNL | 220 KV Shahbad-Panchkula D/C line | 8.28 |
| 18. | HVPNL | 220 KV Palli-Badshahpur D/C line | 9.26 |
| 19. | HVPNL | 132 KV Hisar-Beer Line & Aug. of 220 KV Hisar S/S | 0.60 |
| 20. | HVPNL | 220 KV Hissar. Fatehabad line & S/S at Fatehabad | 4.06 |
| 21. | HVPNL | 220/132 KV S/S at Mohindergarh/Satnali, Mundiakhera | 2.24 |
| 22. | HVPNL | 220 KV S/S at Tepla & Asso. Works | 1.24 |
| 23. | HVPNL | 220/132 KV, 1x100 MVA S/S Rania & Asso. Lines | 0.34 |
| 24. | HVPNL | 220 KV S/S at Cheeka | 1.61 |
| Total | | | 360.82 |

[English]

Stock Holding

2879. SHRI RAMJEE MANJHI: Will the Minister of DEFENCE be pleased to state:

(a) whether the stock holdings in MPTF, Ambemath; Ordnance Factory, Trichy; Heavy Vehicles Factory, Avadi; Electronic Factory, Avadi and Opto Electronic Factory, Dehradun, has exceeded the existing norms;

(b) if so, the details of the stock holdings of each of these factories during each of the last three years; and

(c) the steps taken to find out the reasons for the slow pace of disposal of the holdings?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) to (c) Ordnance Factories are authorised to hold stock of different types of stores as under:—

| | | |
|----------------------------|---|-----------|
| Imported items | — | 12 months |
| Difficult indigenous items | — | 9 months |
| Other indigenous items | — | 6 months |

The stock holding in MPTF Ambemath, Heavy Vehicle Factory (HVF), Avadi, Engine Factory (EFA), Avadi and Opto Electronics Factory (OLF), Dehradun exceeded the authorised stock holding unit as on 31.3.2001. The details of the stock holdings of these factories during last three years are given below:—

| Factory | (In No. of Months) | | |
|---------|--------------------|-----------------|-----------------|
| | As on 31.3.1999 | As on 31.3.2000 | As on 31.3.2001 |
| MPTF | 12.83 | 10.77 | 16.03 |
| HVF | 11.33 | 11.40 | 28.40 |
| EFA | 16.16 | 11.57 | 13.00 |
| OLF | 22.23 | 14.17 | 13.17 |

The existing stock holding at MPTF, Ambemath includes blocked inventory of Rs. 2.1 crore due to cancellation of order from Army for certain items. However, with the reinstatement of the order of a particular item, the inventory holding is likely to come down substantially by March 2002.

The higher inventory holding at HVF is mainly due to non-issue of tanks and repair work of WWR on account of vigorous test and trials by the indenter. Since the collection of Tanks by Army has started now, the stock holding is likely to reduce within next two years.

The valuable items of inventory holding at EFA and OLF are of imported origin and are difficult to procure needing long lead time. The volume of requirement of these items being small, it is not feasible to buy these items with staggered delivery. However, the inventory holding at EFA has improved to 10 months holding as on 30.9.2001. The inventory level at OLF, Dehradun is also expected to come down to 9 months level.

OFB have taken various steps to control the stock-holdings. As a result of these measures, the inventory level of OFB organisation as a whole has come down to 5.4 months (162 days) as on 31.3.2001 from 6.73 months (202 days) as on 31.3.1999.

Modernisation of Visakhapatnam and Mumbai Refineries

2880. SHRI SULTAN SALAHUDDIN OWAISI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether HPCL plans to invest Rs. 3500 crore for the modernisation of its Visakhapatnam and Mumbai refineries to improve the quality of petrol and diesel and lubricants;

(b) if so, the details thereof;

(c) the number of cities where HPCL has introduced Euro subsequent for petrol and diesel;

(d) the total business done by HPCL in lubricants during the current year upto February 28, 2002; and

(e) the steps taken or being taken by HPCL to increase the sale of its products?

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) Hindustan Petroleum Corporation Limited (HPCL) has allocated Rs. 1500 crore and Rs. 1000 crore for modernisation of its Mumbai Refinery and Visakhapatnam Refinery respectively under 10th Five Year Plan.

(c) HPCL has introduced Euro II equivalent 0.05% sulphur for petrol and diesel in the four metros and the entire area of the National Capital Region.

(d) 225 thousand metric tonnes.

(e) HPCL has plans to increase its sales through the network expansion and improved consumer service.

Setting up of Cold Storage in Vijaywada Division

2881. SHRI A. BRAHMANAIAH: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal for the railways to set up a cold storage in Vijaywada Division in Andhra Pradesh;

(b) if so, the details thereof;

(c) whether the Railways are preparing plans to transport fish and marine products from Andhra Pradesh;

(d) if so, whether necessary refrigerated infrastructure has been built at selected points in Andhra Pradesh; and

(e) if so, the details thereof, location-wise?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) No, Sir.

(b) Does not arise.

(c) Railways already transport fish, marine products and eggs in brake vans (SLRs) and parcel vans (VPs) of various trains. No new plans are on the anvil.

(d) In the absence of new plans, creation of refrigerated cold storage does not arise.

(e) Does not arise.

Reduction of Rates of Return

2882. SHRI VINAY KUMAR SORAKE: Will the Minister of POWER be pleased to state:

(a) whether the Government of Karnataka has sought reduction of rate of return on equity of centrally owned generating stations to reduce the cost of power supply to the consumers;

(b) if so, whether by such a step the financial burden of the SEB is likely to be reduced from the existing 16% to a lower level; and

(c) if so, whether the Union Government have issued any policy direction to the Central Electricity Regulatory Commission in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI JAYAWANTI MEHTA): (a) Karnataka Power Transmission Corporation Ltd. (KPTCL) in petition pertaining to financial norms for rate of return pleaded before Central Electricity Regulatory Commission (CERC) that the rate of return on equity be reduced to 12%.

(b) Return on Equity (ROE) is a component of fixed charges and therefore the reduction in Return on equity translates into lower tariff at which power is available to SEBs from CPSU.

(c) No, Sir.

Tourism and Transport Facilities at Railway Stations

2883. SHRI GUNIPATI RAMAIAH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways propose to improve tourism and transport facilities at railway stations; and

(b) if so, the strategies finalised by the Railways?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) Yes, Sir.

(b) The strategies such as value added tourism packages, special hill railway packages, setting up of facilitation centers, adding Rail Travel Service Agents etc. are being introduced as per needs and justification.

[*Translation*]

T.V. Channels in the Country

2884. SHRI CHANDRESH PATEL: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) the names and addresses of Government, private and foreign T.V. channels in the country;

(b) the time since when the channels are operating in the country;

(c) the financial assistance and other facilities being provided to each of them;

(d) the profit earned and the income tax paid by each of these channels since 1999 till date, month-wise;

(e) the source of income of each of these channels; and

(f) the number of accreditation cards given to various T.V. channels alongwith the names and addresses on which these cards were sent thereof?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRIMATI SUSHMA SWARAJ): (a) and (b) Government does not operate any television channels. The public service broadcaster Prasar Bharati is operating 22 channels. Footprints of a large number of private and foreign satellite channels are available all over the country. This Ministry does not maintain a data base on them. However, as per information available, about 84 private and foreign satellite channels are available in India. Details are at statement-I. As on 18.3.2002, permission for uplinking from India has been granted to 54 channels, details of which are at statement-II.

(c) Prasar Bharati is presently receiving Grants-in-Aid and Loans from Government. No financial assistance is provided to the private or foreign channels. The facilities provided by the Government include a liberalised Uplinking Policy, facilitation in setting up teleports/hubs in the country and release of foreign exchange for uplinking and hiring of transponders etc.

(d) and (e) Ministry of Finance, Department of Revenue has informed that the record of month-wise profits earned and the income tax paid by the TV channels is not maintained. The assessee is required to declare the annual income only in the Income-tax Return. Moreover, details of the firms/companies/individuals etc. running TV channels are not centralised and there is no provision for separate particulars of income for different heads of businesses, in the return.

(f) Details are at statement-III.

Statement-I**Details of Private Foreign Satellite Channels available in India**

| S.No. | Channel Name | CEO Office |
|-------|--------------------------|--------------|
| 1 | 2 | 3 |
| 1. | Astha | Mumbai |
| 2. | ATN Bangla | Kolkata |
| 3. | ATN World | Kolkata |
| 4. | ATN Music | Mumbai |
| 5. | CMM Music | Mumbai |
| 6. | ETC | Delhi/Mumbai |
| 7. | ETC Punjabi | Delhi |
| 8. | Lashkara | Mumbai |
| 9. | Gujari | Mumbai |
| 10. | Maharishi Channel | Delhi |
| 11. | Sanskar TV | Mumbai |
| 12. | Tara Punjabi | Delhi |
| 13. | Tara Bangla | Kolkata |
| 14. | Tara Marathi | Mumbai |
| 15. | Tara Gujarati | Ahmedabad |
| 16. | BBC World | Delhi |
| 17. | National Geographic | Delhi |
| 18. | Star Plus | Mumbai |
| 19. | Star Sports | Mumbai |
| 20. | Star Movies | Mumbai |
| 21. | Star World | Mumbai |
| 22. | Star Gold | Mumbai |
| 23. | Star Vijay | Chennai |
| 24. | Turner International-TNT | Delhi |
| 25. | Cartoon Network | Delhi |
| 26. | CNN | Delhi |
| 27. | HBO | Delhi |
| 28. | TNT | Delhi |

| 1 | 2 | 3 |
|-----|---------------------------|--------------------|
| 29. | Aaj Tak | Delhi |
| 30. | Aakash Bangla | Kolkata |
| 31. | Asianet | Thiruvananthapuram |
| 32. | Asianet Kaveri | Chennai |
| 33. | Asianet Global | Chennai |
| 34. | Eenadu Television Tamil | Hyderabad |
| 35. | Eenadu Television Kannada | Hyderabad |
| 36. | ETV | |
| 37. | Gemini Television | Chennai |
| 38. | Jaya TV | Chennai |
| 39. | Jain TV | G. Noida |
| 40. | Raj TV Telegu | Chennai |
| 41. | Raj TV Tamil | Chennai |
| 42. | Sun TV | Chennai |
| 43. | Sun News | Chennai |
| 44. | Sun Movies | Chennai |
| 45. | Teja TV | Hyderabad |
| 46. | TMG Enter TV | Bangalore |
| 47. | Udaya TV | Chennai |
| 48. | Udaya News | Bangalore |
| 49. | Ushe TV | Bangalore |
| 50. | Vijaya Television | Chennai |
| 51. | TV5 | Noida |
| 52. | AXN Action Channel | Mumbai |
| 53. | Animal Planet | Delhi |
| 54. | B4U Music | Mumbai |
| 55. | B4U Movies | Mumbai |
| 56. | Channel News Asia | Delhi |
| 57. | CNBC (TV 18) | Mumbai |
| 58. | Channel (V) | Mumbai |
| 59. | Discovery Channel | Delhi |
| 60. | Discovery-Animal Planet | Delhi |

| 1 | 2 | 3 | 1 | 2 | 3 |
|-----|------------------|--------------|-----|--------------------|--------------------|
| 61. | ESPN India | Delhi | 73. | Zee English | Mumbai |
| 62. | MTV India | Mumbai | 74. | Zee MGM | Mumbai |
| 63. | Nickelodeon Asia | | 75. | Zee Alpha Marathi | Mumbai |
| 64. | Sahara TV | Delhi | 76. | Zee Alpha Punjabi | Mumbai |
| 65. | SABe TV | Mumbai/Delhi | 77. | Zee Alpha Bangla | Mumbai |
| 66. | Sony | Mumbai | 78. | Zee Alpha Gujarati | Mumbai |
| 67. | Set Max | Mumbai | 79. | Asianet Bharathi | Chennai |
| 68. | Zee TV | Mumbai | 80. | Fashion TV | Paris |
| 69. | Zed TV | Mumbai | 81. | Kairali | Thiruvananthapuram |
| 70. | Zee Cinema | Mumbai | 82. | Hallmark | Delhi,GM |
| 71. | Zee News | Mumbai | 83. | Surya TV | Chennai |
| 72. | Zee Music | Mumbai | 84. | SS Music | Chennai |

Statement-II*List of TV Channels Permitted to Uplink their Programmes from India*

As on 15.3.2002

| Sl. No. | Name of the Companies | Address of the companies | Name of Channels | Date of Permission |
|---------|----------------------------------|---|--|--------------------|
| 1 | 2 | 3 | 4 | 5 |
| 1. | Mavis Satcom (Jaya TV) Pvt. Ltd. | 31-A, Poes Garden, Chennai-600086 | Jaya TV | 30.3.2002 |
| 2. | Malayalam Communication Ltd. | 4/2382, Chandragiri, Vikramapuram Hills-61, Kuruvaukoem, Kowdiar, Thiruvananthapuram-695003 | Kairali | 1.1.2002 |
| 3. | Vijay Broadcasting Co. Pvt. Ltd. | 3, Second Line Beach, Chennai-600001 | Vijay | 9.4.2001 |
| 4. | TV Today Network Ltd. | 201, Competent House, F-14, Middle Circle, Connaught Place, New Delhi-110001 | India Today | 4.12.2000 |
| 5. | Sun TV Ltd. | 93, Kodembakkam High Road, Chennai-600034 | Sun TV, Sun News, Surya TV, Surya News, SCV, Sun-II, Surya-II, Ushe TV, Udaya News, Teja News, Gemini TV, Teja TV, KTV | 26.3.2001 |

| 1 | 2 | 3 | 4 | 5 |
|-----|---|--|--|---|
| 6. | Jain Studios Ltd. | Jain Studios Complex, Scindia Villa, Ring Road, Sarojini Nagar, New Delhi-110023 | Jain TV | 4.1.2001 |
| 7. | Asianet Communications Ltd. | IC, Apex Plaza, 3, Nungambakkam High Road, Chennai-600034 | Asianet (Analog) Malayalam, Asianet Global (Digital) Asianet (Digital) Malayalam | 13.6.2001 19.6.2001 18.7.2001 |
| 8. | Udaya TV Ltd. | 268-269, 2nd Floor, Anna Salai, Teynampet, Chennai-600018 | Udaya TV, Udaya TV-II | 10.4.2001 |
| 9. | Technology Media Group (P) Ltd. | No. 3540, HAL-II Stage, Indra Nagar, Bangalore-560008 | TMG Enter, | 14.6.2001 |
| 10. | Sky (B) Bangla Pvt. Ltd. | C/o Webel Multimedia Ltd., 5th Floor, 22SE, AJC Bose Road, Calcutta-700020 | Akash TV | 12.4.2001 |
| 11. | Ushodaya Enterprises Ltd. | 6-3-570, Easudu Complex, Somajiguda, Hyderabad-500082 | ETV Telugu, ETV Bengali, ETV Marathi, ETV Kannada (In Analog & Digital Mode), ETV Urdu, ETV Oriya, ETV Gujarati (In Digital mode only) ETV UP (Hindi) ETV MP (Hindi) ETV Rajasthan (Hindi) ETV Bihar (Hindi) ETV Punjabi ETV Tamil ETV Assami ETV Malayalam | 6.6.2001 -20.11.2001 |
| 12. | Raj TV Network Ltd. | 32, Poes Road, II Street, Teynampet, Chennai-600018 | Raj TV, Raj Digital Plus | 29.3.2001 |
| 13. | Intelivision Ltd. | "Taurus" 25, 1st Main Road, United India Colony, Chennai-600024 | Splash TV, Num TV | 15.6.2001 |
| 14. | STV Enterprises Ltd. | 268, Masjid Moth, Near Uday Park Market, New Delhi-110049 | Punjab Today | 5.12.2001 |
| 15. | ZEE Telefilms Ltd. | Continental Building, 135, Dr. Annie Besant Road, Worli, Mumbai-18 | Alpha Marathi Alpha Gujarati Alpha Bangla Alpha Punjabi ZEE News ZEE Music ZEE TV | 6.12.2001 |
| 16. | Entertainment Television Network Pvt. Ltd. | 7-B, Shah Industrial Estate, Off. Veera Desai Road, Andheri (W), Mumbai-400053 | Etc. Hindi Etc-Punjabi | 5.2.2002 |

Statement-III**Details of TV News Channels Granted Accreditation**

INDIAN TV CHANNELS

1. **Asianet News, Trivandrum, Fax No. 4628486
25, Rabindra Nagra, New Delhi-3**

CORRESPONDENT

1. V.K. Madhavan Kutty
2. **Eenadu TV, Hyderabad, Fax No. 91-(11) 3526494
2E/12, 2nd Floor, Jhandewalan Extension,
New Delhi-110055. Email: etvdelhi@now.indian.net.in**

ADDRESS

25, Rabindra Nagar, New Delhi-3

CORRESPONDENTS

1. Bikash Chandra Paul
2. V.V. Padmanabha Sharma
3. Abhijit Das
4. Rakesh Tripathi

ADDRESS

A-95, Kendriya Vihar Sector 51, Noida-201301

68-C, Shipra Suncity, Indirapuram Ghaziabad, U.P.-201061

67, Samachar Aparts.,
Mayur Vihar-1, Delhi-91

N-630, Sector-25, Noida

CAMERAMEN

1. Desh Raj Rana
2. Rajan Saxena
3. **Jain TV, New Delhi, Fax No. 6110014
Scindia Villa, Sarojini Nagar, Ring Road, New
Delhi-23 Email: 1st@jaintv.com and www. jaintv. com**

144/22, South Enclave, DDA Flats, Dakshinpuri, New Delhi-92

H-425, Mangolpuri, New Delhi-83

CORRESPONDENTS

1. Ajay Jain
2. Jauhar Abdulla
3. Satish Kumar Dwivedi
4. Shailendra Saraf

ADDRESS

G-8, Green Park Main, New Delhi-110091

339-C, Pcket E, LIG Flats, GTB Enclave, Delhi-93

F-126, Naurjoji Nagar, New Delhi-110002

F-66/19, Chhatarpur Ext., Verma Complex, New Delhi-30

CAMERAMEN

1. Dal Chand Manju
2. Jaswant
3. Sharad K. Verma
4. **Sahara TV, Fax No. 914553800
Sahara Complex C-3, Sector-11, Noida (UP)**

D-210, Raghbir Nagar, New Delhi-27

B-9, Garhi Double Story DDA Flats, East of Kailash,
New Delhi-65

188, 2nd Floor, Satya Niketan, New Delhi-21

CORRESPONDENTS

1. Vipin Dhuliya
2. Onkareshwar Pandey

ADDRESS

14/15, Sector-1, Pushp Vihar, New Delhi-17

6/155, Behind Mifind Academy, Sector-6, Vaishali,
Ghaziabad-201010

CAMERAMEN

1. Ravi Kumar Yadav
2. K.P. Malik
3. Manjeet Singh
4. Partha Bhattacharjee
5. Sun TV, Chennai (English)
B-7/111, Safdarjung Enclave, New Delhi

G-659, Srinivaspuri, New Delhi-17

1/54, West Punjabi Bagh, New Delhi-110026

1/54, West Punjabi Bagh, New Delhi-110026

Flat No. 13C, Pocket-D, SFS Flats, Mayur Vihar Phase-III,
Delhi-110096**CORRESPONDENT**

1. C. Velyutham
6. TV Today (Aaj Tak), New Delhi, Fax No. 3694892
Videocon Tower, E-1, Jhandewalan Extension, New Delhi-55

ADDRESS

C-254, Kendriya Vihar, Sector-51, Nodia-201301 (U.P.)

CORRESPONDENTS

1. Ajay Kumar
2. Ashutosh
3. Deepak Chaurasia
4. Dibang
5. Kumar Sanjaya Singh
6. Mrityunjay Kumar Jha
7. Prabhat Shungliu
8. Rahul Mahajan
9. Anil Kumar Singh
10. Prabal Pratap Singh

ADDRESS

B-28, Shekhar Apts., Mayur Vihar Phase-1, Delhi-91

27C, Nilgiri-1, Sector-34, Nodia (UP)

Sector-6, Plot No. 109, Vaishali, Ghaziabad (UP)

85-C, Pocket-C, Sidharth Extn., Delhi

Flat No. 6, House No. 37, Block No. 6 Laxminagar, Delhi-92

C-8/8422, Vasant Kunj, New Delhi-70

B-55, Manas Apts., Mayur Vihar-1, Delhi-91

No. 475, Sector-21, Jalvayu Vihar, Noida (UP)

2nd Floor, 3 Banarasi Das Estate, Delhi-7

C-4B, 301A, Pocket-13, Janakpuri, New Delhi-58

CAMERAMEN

1. Rajiv Gupta
2. Satender Singh Negi
3. Mandeep Singh
4. Manoj Kumar Sharma
5. Prasil Kumar
6. Suman Kansra
7. Sanjay Kumar Chowdhury
7. ZEE TV Fax No. 914515382 FC-19, Sector 16-A,
Noida-201301 (UP) Email: www.zaenetwork.com

ADDRESS

B-324/B, Sector-26, Noida

C-78, Sector-22, Gautam Budh Nagar, Noida U.P.-201301

198, 2nd Floor, Sant Nagar, East of Kailash, New Delhi

Sector 2B/320, Vasundhara, Ghaziabad, U.P.

82-D, Pocket-3, Mayur Vihar Phase-1, New Delhi

G-32, 2nd Floor, Kirti Nagar, New Delhi-110015

K-2022, C.R. Park, New Delhi-110019

CORRESPONDENTS

1. Ashok Singhal
2. Mohit Shankar Tiwari

ADDRESS

141, Ankul Apartment, I.P. Extn., Near Mother Dairy, New Delhi

A-61, Nirman Vihar (Ground Floor), New Delhi-92

- | | |
|-----------------------|---|
| 3. Naveen Kumar | F-226, Mangal Bazar Rd. Laxmi Nagar, New Delhi-92 |
| 4. Richa Sharma | 34-A, Vijay Mandal Enclave, (DDA/SFS), New Delhi-16 |
| 5. Satish Kumar Singh | B-1/49 B, Sector-26, Noida (UP) |

CAMERAMEN

ADDRESS

- | | |
|--------------------|---|
| 1. Mathew P. Jacob | 16-C, MIG Flats, Pocket-I, Mayur Vihar Phase-III, Delhi |
| 2. Surendra Singh | 19/B, Rajpur Khurd, Bhoop Singh Enclave, New Delhi-68 |

FOREIGN TV NEWS CHANNELS

ASIAN NEWS CHANNEL, LONDON

N-63, First Floor, Greater Kailash-I New Delhi-110048 Telefax Nos. 6221427/6221479/6221520

J.C. Kudesia

E-503, Narwana Apartments,
I.P. Extension, New Delhi-92

BRITISH BROADCASTING CORPORATION, London

AIFACS Building, 1, Rafi Marg, New Delhi-110001 Fax No : 3355673

CORRESPONDENTS

ADDRESS

- | | |
|--------------------------|--|
| 1. Jill Lisa Mcgivering | 25, Malcha Marg, Chankyapuri New Delhi-21 |
| 2. Adam Mynot | 20 Malcha Marg, Chankyapuri New Delhi-21 |
| 3. Qurban Ali | A-II/99 Manu Apartments Mayur Vihar Phase-I, Delhi-92 |
| 4. Satish Kumar Jacob | 202, Kailash Hills New Delhi-65 |
| 5. Seema Chishti Yechury | 1184 Sector A Pocket B Vasant Kunj, New Delhi-70 |
| 6. Shakeel Akhtar | B-9/6268, Vasant Kunj, New Delhi-70 |
| 7. Shubhra Choudhary | G-7/5, 2nd Flor, Matviya Nagar New Delhi-17 |
| 8. TIM Irwin | 37, Jor Bagh New Delhi |

CAMERAMEN:

K. Nandha Kumar

A-170, Shivalik, Matviya Nagar, New Delhi-17

Ravi Lekhi

B-8, Press Enclave, Saket, New Delhi-17

CABLE NEWS INTERNATIONAL INC. Atlanta, (CNN)

F-162, Malcha Marg, Chankyapuri, New Delhi-21 Fax No: 6111857

CORRESPONDENT

ADDRESS

Satinder Bindra

F-162, Malcha Marg, Chankyapuri, New Delhi-21

CAMERAMAN:

Sanjiv Talreja

C-19, South Extn. Pt-II, New Delhi-49

CHINA CENTRAL TELEVISION, China

W-157, Greater Kailash-II, New Delhi-110048 Fax No: 6446882

1. Tang Xiangwei
2. Zhang OU

ERSTES DEUTSCHES FERNSEHEN-ARD, Germany

57, Sunder Nagar, New Delhi-110003 Fax No: 4354163

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2. Meera M. Menezes
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1. A.V. Puranik
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C-28, Nizamuddin East, New Delhi-110003 Fax No: 4356419

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D-D-137 (FF) Anand Niketan, New Delhi-110021 Fax No: 4104280

Dr. Waiel S.H. Awwad

MEDIACORP NEWS P. LTD., Singapore

1/1 Parkwood Estate, Taj Apartments, Rao Tula Ram Marg, New Delhi-110022

Seema Gupta

NHK TV NETWORK, Tokyo.

Hotel Meridien Comm. Complex, Janpath, New Delhi Fax No: 3714927

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2. M. Govindarajan
3. Meetu Jain

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W-157, Greater Kailash, New Delhi-48

Address

57, Sunder Nagar, New Delhi-3

E-5, Dronacharya Apartments, Mayur Vihar Phase-I, Delhi-9

39, Golf Links, New Delhi-3

B-334 Designer Villa, Sushant Lok-I, Gurgaon-122002

174, Samachar Apartments, Mayur Vihar Phase-I, Delhi-91

ADDRESS

D-239 1st Floor, Defence Colony, New Delhi-24

C-6, Nizamuddin East, New Delhi-13

C-28, 1st Floor, Nizamuddin East, New Delhi-13

C-18, Nizamuddin East, New Delhi-13

D-137, Anand Niketan, New Delhi-21

E-8/6 2nd Floor, Vasant Vihar, New Delhi-57

71, Jor Bagh, New Delhi-3

B-37, Airport Apartments VIKASPURI, New Delhi-18

C 1 A/43A Janakpuri, New Delhi-58

C-35 West End, New Delhi

[*English*]

**Wrong Estimates given by Oil Companies
of Oil Products**

2885. PROF. UMMAREDDY VENKATESWARLU: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Oil Co-ordination Committee has criticised the oil companies for giving wrong estimates of the demand for oil products in the country;

(b) if so, details of the advice given by OCC to oil companies on their huge inventories of all types of petroleum products lying in storage tanks;

(c) whether the deficit in Oil Pool Account is presently due to huge inventories held by the mismanagement of oil companies;

(d) the steps proposed to review the system where the estimates of requirements of imports by oil companies are not studied; and

(e) the steps proposed to rectify this anomalous situation?

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) No, Sir.

(b) In view of security concerns at present in the sub-continent, inventory build-up was planned to take care of emergent situations.

(c) Oil Companies are allowed inventory carrying cost on normative basis and, therefore, there is no adverse effect on oil pool account.

(d) and (e) In the present system, the demand estimates are prepared on yearly basis and thereafter supply demand position is updated on a regular basis. With the dismantling of Administered Pricing Mechanism (APM) from 01.04.2002, the entire responsibility would be that of the oil companies.

BIS Norms for Petrol

2886. SHRI ASHOK N. MOHOL:
SHRI A. VENKATESH NAIK:

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

(a) whether petrol available in many parts of the country is not upto the norms fixed by the BIS;

(b) if so, the reasons therefor;

(c) the norms fixed by the BIS;

(d) the guidelines issued by the Government to the Oil Companies to adopt these prescribed norms;

(e) the responsibility fixed by the Government for maintaining the norms and action taken by the Government against the defaulter companies which supply petrol below the prescribed standard norms; and

(f) the fresh instruction issued by the Government to the oil companies to provide clean fuel to save the auto industry and to protect environment?

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) No, Sir. Petrol supplied in the country is as per the specifications notified by the Bureau of Indian Standards (BIS).

(c) BIS have notified the norms for gasoline (petrol) vide specifications IS 2796:2000.

(d) The Government have mandated compliance of BIS specifications through control orders issued under the Essential Commodities Act.

(e) The following steps have been taken to supply quality fuel at retail outlets and prevent adulteration of petrol and diesel:—

(i) blue dyeing and furfural doping of PDS kerosene.

(ii) regular/surprise inspections at retail outlets.

(iii) setting up of Anti Adulteration Cell and empowering of officers of the Cell with powers of search and seizures under various Control Orders issued under the Essential Commodities Act.

(iv) increase in the number of mobile labs for checking of adulteration of petrol and diesel at the retail outlets.

(v) taking punitive action against retail outlets found indulging in adulteration as laid down in the

Marketing Discipline Guidelines 2001 and/or in terms of Dealership Agreement.

- (vi) empowering the State Governments to carry out inspection of retail outlets and take appropriate action under the Essential Commodities Act against erring dealers in case any malpractices/irregularities are detected.

(f) Oil companies have been advised to upgrade their refineries and to supply throughout the country petrol and diesel of 0.05% max. sulphur content from 1st April, 2005.

Difference in Freight Rates of Coal

2887. SHRI SUBODH MOHITE: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a big difference in freight rates of coal movement in different zones;

(b) if so, the details thereof;

(c) the impact on profitability of coal companies;

(d) whether the Government propose to rationalise rail freight rates for coal movement; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) No Sir. Freight structure for coal is uniform over all Zonal Railways.

(b) and (c) Do not arise.

(d) and (e) As per Railway Budget 2002-03, freight structure for all commodities, including coal, is proposed to be rationalised. Classification of coal is proposed to be revised from existing trainload class-130A to Class-130.

Attack on RPF Personnels By GRP Personnel

2888. SHRI AMAR ROY PRADHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether complaints have been received by him/ his Ministry during the last two years from All India RPF Association, New Delhi, regarding incidents of violent attacks on RPF personnel by GRP staff at Madhupur Railway Station in Bihar during 2000; and

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

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) and (b) Yes, Sir. The association had represented for fair investigation in the incident of firing on RPF staff by GRP personnel at Madhupur on 30.3.2000 resulting in death of an ASI/RPF and compensation to his family. The matter was taken up with the State Government and the case was investigated by Dy. Superintendent of Police/Crime Investigation Department/Bihar. The charge sheet has been filed in the Court of Law on 28.6.2000 against two GRP staff for their prosecution. The case is subjudice in the Court of Law.

Ex-gratia payment of about Rs. 6 lakhs was made to the family of deceased ASI/RPF apart from funeral assistance and family pension.

Duping Billion of Money from Innocent Unemployed Youths

2889. DR. SANJAY PASWAN: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether the Government are aware that in the name of multi level marketing companies like Ammay, Japan Life Insurance, Oriflame are duping billions of money from innocent unemployed youths and housewives of India;

(b) if so, whether it has been legalized on lawfully tenable; and

(c) if so, the reasons for its being operationised from metro to rural areas of India?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI ARUN JAITLEY): (a) to (c) M/s Amway Corporation USA was granted FIPB approval on 26.08.94 to set up a wholly owned subsidiary in India, with 100% foreign equity, to establish and develop direct selling of business products sourced from independent Indian Small Scale units. M/s Oriflame International AB Sweden has also been granted FIPB approval on 15.06.95 to set up a joint venture to manufacture or to get manufactured from other independent units and market Oriflame's range of products in India with 85% foreign equity. In August, 2001 the company has been granted permission to increase foreign equity from 85% to 100% by way of

acquisition of 15% stake in the implementing Company, thus making it a wholly owned subsidiary. No FIPB approval has been granted to M/s Japan Life Insurance to undertake multi level marketing in India.

Replacement of Ships and Aircrafts

2890. COL. (RETD.) SONA RAM CHOUDHARY: Will the Minister of DEFENCE be pleased to state:

(a) whether 34 ships and six aircrafts with Coast Guard are old and need replacement;

(b) if so, whether the Government are considering replacing these ships and aircrafts to augment the fleet;

(c) if so, the time by which these ships/aircrafts would be replaced;

(d) whether the Coast Guard has asked for 30 percent increase in personnel over the next five years on the ground that after the demarcation of the outer shelf, the EEZ will expand to 2.90 million square kilometres; and

(e) if so, the likely time by which their needs would be met?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) There are 12 ships, 08 speedboats and 03 helicopters with Coast Guard due for decommissioning by 2002.

(b) to (e) Replacement of the fleet and augmentation of manpower is a continuous process undertaken, keeping in view the role envisaged for the Coast Guard and the resources available. Accordingly, the Government have reviewed the existing manpower and equipment available with the Coast Guard to effectively meet the needs of its maritime operations and new challenges. Appropriate manpower and equipment will be made available to the Coast Guard to meet its operational commitments.

[*Translation*]

Empty Coaches in Shatabdi Express

2891. SHRI RAVINDRA KUMAR PANDEY: Will the Minister of RAILWAYS be pleased to state:

(a) whether one third coaches in some Shatabdi Express trains remain empty while in some other Shatabdi trains 30 percent shortage of coaches have been noticed;

(b) whether the number of passengers travelling in Mumbai-Pune Shatabdi train during April-November, 2001 was only 6872 whereas the number was 98,106 in the same train during the corresponding period of the last year;

(c) if so, the details thereof; and

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

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) The demand pattern on all trains, including Shatabdi Trains on Indian Railways are not uniform throughout the year. The demand is more during the summer period and festival days whereas it is low during the lean period. During the peak rush period passengers remain on waiting list whereas in the lean period the berths are vacant even after preparation of chart.

(b) No, Sir.

(c) and (d) Does not arise.

[*English*]

Luggage Parcel Van Lease

2892. SHRI ANANDRAO VITHOBA ADSUL: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are planning to increase the lease occupancy level of luggage, parcel van to the private companies;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) and (b) Yes, Sir. Railways already have schemes for leasing-out of space in the front brake van (SLR) of all passenger carrying trains and a scheme for leasing of round trip parcel vans (VPs). A third scheme involving running of parcel express trains between predetermined points has also been introduced. All the schemes mentioned above are applicable for the transportation of parcels only. There is no scheme for leasing of space for carriage of 'booked' luggage in brake vans.

(c) Does not arise.

Rail Network in Andhra Pradesh

2893. SHRI A. NARENDRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether railway route length in Andhra Pradesh for per 100 square miles is less in comparison to other States;

(b) if so, the reasons therefor; and

(c) the steps taken/proposed to be taken by the Government for expansion of railway network in Andhra Pradesh?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) The railway route length (route kms) per 100 square kms in Andhra Pradesh as on 31.3.2001 (latest figures available) is 1.87 kms. which is nearer to the All India average of 1.92 kms. In terms of route kms vis-a-vis population, Andhra Pradesh is having 6.78 kms per lakh of population which is more than the All India average of 6.14 kms.

(b) and (c) Planning and the execution of Railway projects is done in an integrated and need based manner keeping a national perspective in view. Geographical boundaries of a State, per se, do not form a criterion for determining Railway investments, especially in a scenario where many Railway projects span across more than one State. However, new line works of about 590 kms. length are in progress in the State of Andhra Pradesh. These works will be completed in the coming years as per availability of resources.

Sale of Power by NTPC to Railways

2894. SHRIMATI SHYAMA SINGH: Will the Minister of POWER be pleased to state:

(a) whether the NPTC has been actively considering to sign a MOU with Railways for direct supply bypassing SEBs; and

(b) if so, the benefit likely to accrue to NTPC from the sale of power to Railways directly?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI JAYAWANTI MEHTA): (a) NTPC has signed a Memorandum of Understanding with Railways

on 18.2.2002 for establishment of power projects through a Joint Venture Company for supplying power to Railways.

(b) The benefit of NTPC would be assured payment from Railways for the power supplied to them directly as compared to regular payments by SEBs. NTPC would also be able to meet their capacity addition target through this Joint Venture.

Allocation of Gas for Power Sector in Gujarat

2895. SHRI P.S. GADHAVI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the request of the Government of Gujarat for allocation of additional gas for power sector has been turned down by the Union Government;

(b) if so, the reasons therefor;

(c) whether the Government of Gujarat has now asked an additional 0.5 million metric standard cubic metres gas per day for the State; and

(d) if so, the steps being taken to accede to the request of the State Government?

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) No, Sir.

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

(c) and (d) Against the demand of Government of Gujarat, 0.5 million standard cubic meters per day (MMSCMD) of additional natural gas is being supplied to power projects on fall-back basis, as agreed to in September, 2000 by internal adjustment of the gas supplies of other consumers.

Procurement of Spares

2896. SHRI RAM MOHAN GADDE: Will the Minister of DEFENCE be pleased to state:

(a) whether the Government are able to procure spares and other replacements of MIG 21s; and

(b) if so, the progress on Rs. 12 billion Indo-Russian programme for upgrading 125 MIG 21s with improved avionics and weapons systems which was signed by New Delhi and Moscow in May, 2001?

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

(b) A Contract for upgrading Mig-21 Bis aircraft was signed with Russia on 1st March, 1996. Two aircrafts have already been upgraded and are flying in India. The upgrade programme has been taken up by Hindustan-Aeronautics Ltd. and is likely to be completed by the end of financial year 2004-2005.

Central Energy Conservation Award

2897. DR. (SHRIMATI) C. SUGUNA KUMARI: Will the Minister of POWER be pleased to state:

(a) whether the Government are considering for setting up a National Energy Conservation Award to provide technical and financial assistance to the upcoming power projects; and

(b) if so, the steps taken by the Government to attract private investment in power sector?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI JAYAWANTI MEHTA): (a) The Government of India launched a National Energy Conservation Award scheme in 1991 to give recognition to industrial units, in production for at least three years, in identified large/medium/small scale industry and have made special efforts to save energy and environment.

(b) Steps taken to attract private investment in the power sector include:—

- (i) Private Sector can set up power projects of any size and any type thermal project on conventional fuel, hydel projects or non-conventional based on wind/solar energy.
- (ii) Debt: equity into up to 4:1 allowed.
- (iii) 100% foreign equity participation allowed in generation, transmission & distribution.
- (iv) Guidelines also issued for tariff based competitive bidding (availability based tariff) for thermal power stations.
- (v) Award of power projects, with a few exceptions, through International Competitive Bidding (ICB) route made mandatory from 18.2.1995 onwards.
- (vi) Powers for grant of environmental clearance decentralized to the extent feasible.

(vii) Capital cost limits exceeding which techno-economic clearance is required from the Central Electricity Authority (CEA), raised suitably.

(viii) Automatic approval for foreign investment without any upper limit.

(ix) Relaxation of 40% cap on debt exposure by Indian Financial Institutions.

Losses Suffered by BRPL

2898. SHRI J.S. BRAR:
SHRI M.K. SUBBA:

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

(a) whether Bongaigaon Refinery and Petrochemicals Limited has suffered and accumulated losses during the last few years;

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

(c) the remedial measures taken to wipe out such losses and to run the company on profit?

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) Bongaigaon Refinery and Petrochemicals Limited (BRPL) suffered a net loss of Rs. 57.44 crore for the first time during 2000-2001. In the current financial year, it has reported a loss of Rs. 179.31 crores during the first three quarters.

(b) The main reason for the losses is the lower capacity utilisation of the refinery and idling of plants resulting from non availability of enough Assam crude oil. Further, petrochemicals unit of BRPL is non-competitive in today's business environment.

(c) In March, 2001 Government has disinvested its entire share holding in BRPL in favour of Indian Oil Corporation Limited (IOCL). BRPL has also initiated steps for reducing cost like better fuel management, reduction of administrative expenses etc. The Government has recently granted 50% excise duty exemption to the products cleared from North East Refineries.

Clearance of Navinagar Thermal Power Project

2899. SHRI ARUN KUMAR: Will the Minister of POWER be pleased to state:

(a) whether the Government of Bihar has submitted any proposal for establishment of Navinagar Thermal Power Project of 2000 MW capacity for sanction/clearance; and

(b) if so, the present status thereof?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI JAYAWANTI MEHTA): (a) and (b) Bihar State Electricity Board (BSEB) had submitted a proposal for setting up of Navinagar Thermal Power Project (2x500 MW) to Central Electricity Authority in September, 1988 for techno-economic clearance. However, CEA returned the project in May, 1989 as certain important linkages like fuel, water and environment were not available. BSEB thereafter did not pursue the proposal.

Government of Bihar later made a request for implementation of the project in Central Sector through National Thermal Power Corporation (NTPC).

Keeping in view the need to increase the capacity addition programme in Central Sector during 10th and 11th Plan, this project has been viewed as one of the potential projects for development. As per Power absorption studies carried out by CEA for Navinagar project for 2011-12, the Eastern Region will be surplus in power. Hence, NTPC has been directed by Ministry of Power to take up feasibility studies for development of this project as an export-oriented project.

ONGC's Major Producing Fields

2900. SHRI RAMSHETH THAKUR: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether most of the major producing fields of ONGC are at a mature stage;

(b) if so, the steps taken by the ONGC to explore new fields and to redevelop its existing fields;

(c) whether the Government have failed to stick to its policy of gradually increasing the price of ONGC crude to the international market price;

(d) if so, whether it has affected the exploration work of Oil and Natural Gas Commission; and

(e) if so, the assistance given to the oil exploration companies to boost the exploration?

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. Most of the major producing fields of Oil & Natural Gas Corporation Ltd. (ONGC) are at a mature stage of production.

(b) To explore new fields and increase the reserve base the following steps have been taken/planned by ONGC:—

- (i) Enhancement of reserve accretion in field growth areas.
- (ii) Efforts to establish medium to large fields in unexplored areas of known petroliferous basins.
- (iii) Explorations in frontier areas like Deepwater, Vindhyan and Himalayan Foreland.
- (iv) More intellectual inputs over physical inputs in basins like Bengal and Rajasthan.
- (v) Sustained efforts in technology induction for data acquisition processing & interpretation.
- (vi) New acreages acquisition under various rounds of New Exploration Licensing Policy (NELP).

ONGC has launched a programme for Improved Oil Recovery (IOR) and Enhanced Oil Recovery (EOR) from the 15 major fields which account for 80% of ONGC's oil production, namely, Mumbai High, Heera, Neelam, Gandhar, Kalol, Sanand, North Kadi, Sobhasan, Santhal, Balol, Jotana, Lanwa, Lakwa, Geleki and Rudra Sagar.

The above 15 fields have been projectized into 19 schemes for IOR/EOR programme, out of which 16 schemes approved by ONGC are at various stages of implementation.

(c) Effective 1st April, 1998, ONGC is being paid for its crude a price higher than the price it got upto March, 1998.

(d) No, Sir.

(e) Does not arise.

[Translation]

Railway Engineering and Transportation Stores

2901. SHRI BRAHMA NAND MANDAL: Will the Minister of RAILWAYS be pleased to state:

(a) the number of stores of Railway Engineering and transportation in various railway zones in the country;

(b) the system for maintenance of stores, transportation of goods and control thereof;

(c) the mechanism to look into the complaints made in regard to the irregularities in its functioning; and

(d) the number of cases of irregularities being looked into and the nature thereof along-with the action taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) Railway keep a total of approximately 1.56 lac. stock items for Engineering and transportation needs in various Railway Zones.

(b) The stores are stocked in nominated depots and system of accountal is computerized. Indian Railway Stores Code lays down the procedure for maintenance of stores, transportation of goods and control thereof. The transportation of goods is done through Rails for bulk and in case of smalls, the road transport is alternatively used wherever considered necessary.

(c) The complaints in regard to irregularities are looked into at various levels within administration and also by the Vigilance organisation.

(d) The information is being collected and will be laid on the Table of the Sabha.

[English]

Setting up of Lignite Based Power Plants

2902. SHRI ANANTA NAYAK: Will the Minister of POWER be pleased to state:

(a) whether the Government have a proposal to set up some lignite based power plants in the country; and

(b) if so, the States where these power plants are proposed to be set up?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI JAYAWANTI MEHTA): (a) and (b) State-wise details of proposals to set up lignite based power plants in the country are given in the statement enclosed.

Statement

List of Lignite based power plants proposed to set up in the country

| Sl. No. | Name of Project/State/Executing Agency | Capacity MW | Status |
|------------------|---|-------------|--|
| 1 | 2 | 3 | 4 |
| RAJASTHAN | | | |
| 1. | Giral TPS M/s Rajasthan Rajya Vidyut Utpadan Nigam Ltd. | 250 | Detailed Project Report awaited |
| 2. | Barsingsar TPS M/s Hindustan Vidyut Corpn. Ltd. | 500 | Fresh Detailed Project Report awaited |
| GUJARAT | | | |
| 3.* | Akrimota TPS M/s Gujarat Mineral Development Corpn. Ltd. | 250 | Under Construction |
| 4. | Kutch Lignite TPS Extn. M/s Gujarat Electricity Board | 75 | Techno-Economic Clearance of CEA awaited |

| 1 | 2 | 3 | 4 |
|------------|---|---------|---|
| 5. | *Surat Lignite Power Project at Mangrol Phase-II M/s Gujarat Industries Captive Power Co. Ltd. | 250 | Detailed Project Report has been received in Central Electricity Authority for Techno-economic appraisal. |
| TAMIL NADU | | | |
| 6.* | Neyveli TPS-I Expansion M/s Neyveli Lignite Corpn. Ltd. | 210 | Under Construction |
| 7. | Neyveli TPS-II Expansion M/s Neyveli Lignite Corpn. Ltd. | 500 | Techno-Economic Clearance of CEA awaited |
| 8.* | Neyveli Zero M/s ST-CMS Electric Co. | 250 | Under Construction |
| 9. | *Srimushnam TPP M/s Tamil Nadu Industries Captive Power Co. Ltd. (TICAPCO) | 250 | Detailed Project Report has been received in Central Electricity Authority for Techno-economic appraisal. |
| Total 9 | | 2535 MW | |

[Translation]

Shifting of NMDC Office from Hyderabad to Baster

2903. SHRI RAJO SINGH:
DR. CHARAN DAS MAHANT:

Will the Minister of STEEL be pleased to state:

(a) whether the Government are contemplating to shift the headquarters of National Minerals Development Corporation (NMDC) from Hyderabad to Baster district of Chhattisgarh; and

(b) if so, the time by when the shifting process is likely to be completed?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI BRAJA KISHORE TRIPATHY): (a) and (b) No, Sir.

[English]

Development of Prototype of Radar

2904. SHRI K. YERRANNAIDU:
SHRIMATI JAYASHREE BANERJEE:

Will the Minister of DEFENCE be pleased to state:

(a) whether the Defence Research Development Organisation has recently developed the first prototype of the surveillance radar for Navy;

(b) if so, the details thereof;

(c) the time by which the indigenous production of surveillance radar is likely to be started; and

(d) the new technologies developed by the Defence Research and Development Organisation during the last three years to help the country's armed forces to become self-reliant and stronger?

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

(b) An airborne surveillance radar for mounting on Advance Light Helicopter (ALH) has been developed. The radar can detect airborne and sea surface targets.

(c) The radar is ready for mounting on ALH. The availability of the helicopter and the user trials are likely to take one year time. The productionisation is likely to start in the year 2004.

(d) In the field of radars, the other technologies developed are: airborne scanner system, slotted wave guide antennas, signal processing for detection of sea

targets against sea clutter, manportable battle field surveillance radar for detection of moving targets on ground and 3 Dimensional transportable/mobile surveillance radar for airborne targets.

[*Translation*]

Commissions Appointed by Government

2905. SHRI JAGDAMBI PRASAD YADAV: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) the number of Commissions constituted by the Government during the last three years alongwith the objectives thereof;

(b) the number of Commissions which have been made permanent out of them;

(c) the details of the amount spent every year by the Government thereon, Commission-wise; and

(d) the number of Commissions that have submitted their reports to the Government and the number of reports out of them, on which follow-up action has been taken by the Government?

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

[*English*]

Deduction of Loan Amounts to States

2906. SHRI K.E. KRISHNAMURTHY:
SHRI MOHAN RAWALE:

Will the Minister of POWER be pleased to state:

(a) whether the Union Government is likely to deduct the loan amount of the States taken from the various Central Organisations from the funds to be released by the Centre to the States;

(b) if so, the details thereof;

(c) the details in regard to the repayment of loan to the Power Finance Corporation by each State Electricity Board as on date; and

(d) the steps taken by the Government for recovery of the outstanding loan?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI JAYAWANTI MEHTA): (a) and (b) Some States default in their repayment of loan and payment of interest payable to the Central Public Sector Undertakings. Presently, such defaults re recovered against their entitlements upto a maximum of 15% of the Central Plan Assistance. Apart from this there is no proposal to deduct the loan amount of the States taken from the Central Organisations.

(c) and (d) The details are given in the statement enclosed. The steps taken by the Power Finance Corporation (PFC) for recovery of the outstanding loan are:

PFC starts disbursing the loan after the loan documents entailing the terms & conditions are finalized and executed between the borrower and PFC. The terms & conditions of the loan includes interalia the rate of interest, period of loan, due dates for payment of interest and Principal etc.

Guarantees and Security

1. As per the policy of PFC, the loans advanced by PFC is guaranteed fully, unconditionally and irrevocably either by the States Government or by any of the Nationalised Banks in respect of the dues payable to the Corporation by the borrowers/Charge on assets.
2. Escrow account Letter of Credit.
3. In case of State power utilities, the Corporation obtains from State Governments an undertaking that PFC will have priority claim on the State Utility's surplus revenue over the obligations in respect of the loans granted by the State Governments to the State Utilities.

The borrowers are intimated, about 10 days in advance of the due date the amount payable by them on the respective due date by way of a demand notice.

If the borrower does not make the payment of installment/interest and other charges on any due date, the same are being shown as outstanding dues payable by the borrower.

Regular follow-ups through letters, discussions and personal visits are being made for recovery of outstanding dues.

As per the Policy prevailing as on date, when the loan is 60 days overdue a formal notice is sent to the

borrowers that disbursements will be suspended on all loans and Escrow account will be invoked unless all outstanding payments are made within 30 days from the date of notice. If payment is not received within that period, disbursement in all loans and new sanctions to the borrowers are suspended which prompts the borrowers to clear the dues at the earliest so that their project implementations do not suffer.

Statement

*Borrower-wise Total Repayment Status
as on 15-March-2002*

(In Lakhs)

| No. | Borrower Name | Total Disbursements | Total Repayments |
|-----|------------------|---------------------|------------------|
| 1 | 2 | 3 | 4 |
| 1. | Govt. of Haryana | 4355 | 2547 |
| 2. | HSEB | 7940 | 7940 |
| 3. | HPGCL | 41092 | 5711 |
| 4. | HVPNL | 8491 | 1637 |
| 5. | Govt. of HP | 261 | 155 |
| 6. | HPSEB | 36124 | 4730 |
| 7. | JKSEB | 2327 | 2327 |
| 8. | J&KPDCL | 4455 | 14 |
| 9. | PSEB | 91396 | 35923 |
| 10. | Rajasthan | 944 | 944 |
| 11. | RSEB | 12056 | 12056 |
| 12. | RRVPNL | 24501 | 4855 |
| 13. | RRVUNL | 131896 | 11900 |
| 14. | Jaipur VV | 13830 | 968 |
| 15. | Jodhpur VV | 6251 | 597 |
| 16. | Ajmer VVNL | 8957 | 670 |
| 17. | UPRVUNL | 23426 | 16722 |
| 18. | UPJVNL | 63 | 63 |
| 19. | UPPCL | 33787 | 27487 |

| 1 | 2 | 3 | 4 |
|-----|--------------|--------|-------|
| 20. | Govt. of Goa | 3234 | 376 |
| 21. | GEB | 57578 | 29225 |
| 22. | GPCL | 383 | 262 |
| 23. | GSECL | 25000 | 7550 |
| 24. | MPEB | 134833 | 47235 |
| 25. | MSEB | 234887 | 62669 |
| 26. | CSEB | 15507 | 2810 |
| 27. | APGENCO | 138840 | 55738 |
| 28. | APTRANSCO | 52202 | 20795 |
| 29. | KPCL | 64234 | 18465 |
| 30. | KPTCL | 106804 | 39044 |
| 31. | VVNL | 5235 | 653 |
| 32. | KSEB | 17592 | 4185 |
| 33. | TNEB | 170416 | 56360 |
| 34. | BSEB | 1532 | 1532 |
| 35. | BSHPCL | 707 | 283 |
| 36. | TVNL | 15800 | 12687 |
| 37. | OSEB | 3555 | 3555 |
| 38. | OPGCL | 24639 | 8952 |
| 39. | OHPCCL | 42314 | 12407 |
| 40. | GRIDCO | 35398 | 5306 |
| 41. | Sikkim PDD | 1250 | 1250 |
| 42. | WBSEB | 12822 | 8798 |
| 43. | WBPDCCL | 27558 | 19625 |
| 44. | DPL | 26073 | 1089 |
| 45. | Arunachal | 149 | 149 |
| 46. | ASEB | 6824 | 283 |
| 47. | Manipur PD | 405 | 405 |
| 48. | Meghalaya | 3 | 3 |
| 49. | Mizoram PD | 3779 | 2825 |

| 1 | 2 | 3 | 4 |
|-------------|------------|---------|--------|
| 50. | Nagaland P | 13728 | 1950 |
| 51. | DVC | 4435 | 315 |
| 52. | NEEPCO | 29157 | 4904 |
| Grand-Total | | 1729024 | 568928 |

[*Translation*]

Fire Incidents in CNG Pipelines

2907. SHRI SATYAVRAT CHATURVEDI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the number of fire incidents in the CNG pipelines occurred during the last three years; and

(b) the concrete steps taken by the Government to prevent such incidents in future?

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) Nil.

(b) Isolation valves have been provided in gas pipeline at distances of 1 to 1.5 km. In case of any gas leakage/fire incident, the isolation valves are immediately closed so that there is no further leakage of gas. In addition the following safety measures have also been adopted.

- Markers have been placed along the pipeline routes.
- Constant surveillance is kept on the pipeline route.
- Regular interaction with the authorities with regard to digging activities along the CNG pipeline network is maintained.

[*English*]

MoU between IRCON and Malaysia

2908. SHRI SUSHIL KUMAR SHINDE: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Indian Railway Construction (IRCON) got a contract for double tracking electrifying the Ipoh-

Padang Besar Section of the main line Railway in Malaysia;

(b) whether the award of this contract was tied to awarding consultancy for this project at a cost of Rs. 400-450 crore to a Chinese firm from SSB, amounting to 8 to 9 per cent of the project;

(c) whether this consultancy Chinese firm had no experience in such jobs, and other firms with expertise in the job had offered consultancy at just 4-5 per cent of the cost; and

(d) if so, the reasons for offering the consultancy part of the Project to the SSB?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) No, Sir. IRCON International Ltd. (IRCON) has not entered into any contract to lay double railway line in Kuala Lumpur in recent past. IRCON has, however, signed a Memorandum of Understanding (MOU) with Government of Malaysia in May, 2001, regarding double tracking of railway line between Ipoh-Padang Besar. Formal agreement incorporating various provisions of the contract has not been signed.

(b) No, Sir.

(c) and (d) No, Sir. M/s SSP has been in the consultancy/design/supervision business and has undertaken large projects in past. The technical capabilities of the firm has been assessed by a Committee of 3 functional directors of IRCON. Negotiations with the firm are underway and the detailed terms and conditions for the contract are yet to be finalised.

Performance of Ordnance Factories

2909. SHRI SHEESH RAM SINGH RAVI: Will the Minister of DEFENCE be pleased to state:

(a) whether the CAG has examined the performance of Ordnance Factories/Organisations in its report no. 7 of 2001;

(b) if so, the salient observations and the action taken thereon; and

(c) the steps taken for improving the working of the ordnance factories/organisations?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) to (c) The performance of Ordnance Factories organization for the year 1999-2000 was reviewed by C&AG in report No. 7 of 2001. The salient observations are furnished below:—

The Ordnance Factories organization comprising of 39 factories are engaged in production of arms, ammunition, equipment, Clothing & General Store items etc. primarily for the Armed Forces of the country. The value of production aggregated to Rs. 7086.49 crore in 1999-2000 from Rs. 5441.12 crore achieved during 1998-99 thereby registering a growth of 30.24%.

The Ordnance Factories also improved capacity utilisation and the total turn over; and as such generated a net budget surplus of Rs. 830.16 crore during 1999-2000. There was an overall reduction in various types of inventory held viz. stock holdings of input materials, work in progress and finished stock. However, production of 69 items out of 364 items for which demand existed and target were fixed was behind schedule. The short fall in production was mainly due to non-finalisation of design or non-availability of bulk production clearance etc. In financial terms, the value of the short fall items was less than 10% of the total turn over. Audit have also pointed out some cases of accounting lapses. Necessary action is being taken by Ordnance Factory Organisation to avoid recurrence of such lapses in consultation with their Associate Finance.

Overhauling of Vehicles/Engines

2910. SHRI SURESH RAMRAO JADHAV: Will the Minister of DEFENCE be pleased to state:

(a) the annual established capacity of Army Base Workshop to overhaul vehicles/engines;

(b) the total number of vehicles/engines overhauled by the Army Base Workshop during the last three years, year-wise;

(c) the reasons for tardy planning and execution of overhaul project; and

(d) the fresh steps taken to utilise established overhaul of Army Base Workshop and to clear the backlog of accumulated vehicles and engines for overhaul?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) The annual established capacity of Army Base Workshops for overhauling vehicles/engines is 60,16,000 man-hours.

(b) The total number of vehicles/engines overhauled by Army Base Workshops during the last 3 years is as follows:—

| Year | No. of Vehicles overhauled | No. of Engines overhauled |
|---|----------------------------|---------------------------|
| 1999-2000 | 440 | 4724 |
| 2000-2001 | 567 | 4581 |
| 2001-2002 (till 28th February, 2002) | 576 | 4319 |

(c) The overhaul projects have been well planned and satisfactorily executed. The Army Base Workshops are being utilised optimally and to their full capacities. There is no tardiness in planning and execution.

(d) The established capacities are being fully utilised. The aspect of increasing the capacities of Army Base Workshops, the norms for subjecting an equipment for overhaul and to meet the challenge of increasing equipments is reviewed constantly by the Army. At present, cases for establishing overhaul facilities for ARV WZT-2, BMP-II and OSA-AK weapon system are in progress.

Proceedings of cases in High Courts on Internet

2911. SHRI NIKHIL KUMAR CHOUDHARY: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether the Government have any plan to put the proceedings and other day to day information of cases taken up in the High Courts on Internet; and

(b) if so, the time schedule fixed up for the same?

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

(b) No, Sir. It is for the High Court concerned to fix the time schedule for the same. The proceedings as well as case status information are available on Internet in respect of the Delhi High Court. High Courts like the High Courts of Gujarat, Rajasthan, Bombay, Calcutta and Himachal Pradesh are in the advanced stage of providing the case status information on the Internet.

[Translation]

Sale of Refineries of HPCL

2912. SHRI RAMDAS ATHAWALE: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government have any proposal to sell oil refineries related to HPCL;

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

(c) whether oil refining division of the HPCL has been incurring losses;

(d) if so, the basic loopholes in the oil refining trade of the HPCL;

(e) whether the management of the HPCL had not taken appropriate steps to explore the necessity of the oil refineries before starting the oil refining projects; and

(f) if so, the details 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) No, Sir.

(b) Does not arise.

(c) Hindustan Petroleum Corporation Limited (HPCL) has been making profits for the last several years.

(d) Does not arise.

(e) and (f) HPCL plans its investment in pipelines and refineries on the basis of updated supply-demand scenario and growth rates.

Setting up of Small Hydrel Power Projects

2913. DR. RAGHUVANSH PRASAD SINGH: Will the Minister of NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether any small hydrel power projects have been set up in States including Bihar;

(b) if so, whether the Bihar State Hydrel Power Corporation has sought assistance for conducting comprehensive survey and exploration work at 30 places in accordance with the circular of the Ministry; and

(c) if so, the time by which the assistance is likely to be provided to Bihar?

THE MINISTER OF STATE OF THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES (SHRI M. KANNAPPAN): (a) 424 Small Hydro Power (SHP) projects

(up to 25 MW capacity) aggregating 1433 MW have been set up in the country including 4 projects of total 44.90 MW capacity in the State of Bihar.

(b) and (c) Yes, Sir. Ministry of Non-conventional Energy Sources has already conveyed its approval for providing support for conducting detailed survey & investigation studies at 46 potential sites to Bihar State Hydro Power Corporation (BHPC). For 16 studies 100% funds, for 19 studies 90% funds and for 11 studies 20% funds have already been released to BHPC depending upon the reports/documents received in the Ministry. The balance funds would be released as per terms and conditions of the scheme and on receipt of reports/documents from BHPC.

[English]

Adulteration of Fuels

2914. SHRI Y.S. VIVEKANANDA REDDY: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Centre for Science and Environment (CSE) has reported to the Supreme Court that 26 per cent of the 72 petrol samples taken, had solvent content—like benzene—higher than the level allowed by his Ministry;

(b) if so, whether according to the Bureau of Indian Standard (BIS) specifications, the percentage of samples falling in the test went down to 8.6 per cent;

(c) whether Bhurelal Committee reported that the adulterated liquid fuel can pass the BIS purity test as solvents mixed in limited quantity do not show up;

(d) whether there are no strict guidelines on how to pick the samples with the Society for Petroleum Limited and his Ministry having different specifications on taking samples from the tankers; and

(e) if so, the steps being considered by the Government to prevent the adulteration of petrol?

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 information is being collected and will be laid on the Table of the House.

Sale of Non-Core Assets

2915. SHRI NARESH PUGLIA: Will the Minister of STEEL be pleased to state:

- (a) whether the Steel Authority of India Limited (SAIL) has sold its non-core assets during the last three years;
- (b) if so, the details thereof;
- (c) the total amount so far earned by SAIL from the sale of its assets;
- (d) whether the amount has been utilised by SAIL; and
- (e) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI BRAJA KISHORE TRIPATHY): (a) to (c) Yes, Sir. The power plants of Durgapur Steel Plant and Rourkela Steel Plant (in 2000-01) and Bokaro Steel Plant (in 2001-02) of SAIL have been converted into joint venture companies with National Thermal Power Corporation (NTPC) & Damodar Valley Corporation (DVC), respectively. The total capital gains to SAIL from these sales works out to Rs. 647 crores.

(d) and (e) The amount so mobilised by SAIL from the divestment of the above said power plants has been utilised for meeting operational requirements, including debt servicing.

Train Dacoities

2916. SHRI E.M. SUDARSANA NATCHIAPPAN: Will the Minister of RAILWAYS be pleased to state:

- (a) the number of major train dacoities during the last three years;
- (b) the details of the enquiries conducted in each case; and
- (c) the steps being proposed by the Government to prevent the incidents of dacoities in train?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) Maintenance of law and order and the security of passengers and their belongings in the running trains and railway premises is the constitutional responsibility of the State Government concerned.

However, as per the information available with this Ministry, the number of train dacoities reported during the last three years that is 1999, 2000 and 2001 is as under:—

| Year | No. of Cases Reported |
|------|-----------------------|
| 1999 | 104 |
| 2000 | 85 |
| 2001 | 97 |

(b) It is not practicable to give details of such enquiries.

(c) Though maintenance of law and order and control of crime on Railway premises including running trains is the responsibility of the State Government concerned, the Railway administration has taken the following steps:

1. Anti-social elements are removed from Railway premises and trains.
2. Coach Attendants/TTEs keep proper watch on the passengers entering/detraining from the coaches.
3. FIR forms are made available with the Train Guards/Stations Masters/RPF to facilitate the travelling public to lodge their reports immediately.
4. Sharing of Special Intelligence and Crime Intelligence between RPF and GRP is done at all levels.
5. Announcement through Public Address system and CCTV at important Railway Stations to alert the travelling passengers against theft of their belongings etc.
6. RPF Assistance booths are provided at important stations to assist passengers in lodging FIRs with Government Railway Police.
7. Periodic High Level co-ordination Meetings with Government Railway Police and Local Police are conducted to analyze the crime position with a view to taking suitable preventive measures.

Production of Biographical Films

2917. SHRI SADASHIVRAO DADODA MANDLIK:
DR. RAGHUVANSH PRASAD SINGH:
MOHD. SHAHABUDDIN:
SHRIMATI KANTI SINGH:

Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether Films Division produces films and biographical films;

(b) if so, the names of the films produced during each of the last three years, till date; and

(c) the details of further programme of production of biographical film alongwith the names of films which are under production?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRIMATI SUSHMA SWARAJ): (a) Yes, Sir.

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

(c) Names of biographical films which are under production are given in the statement enclosed.

Statement

Details of Biographical Films included in the further Production Programme of Films Division

| Sl. No. | Title |
|---------|--|
| 1. | Smt. Ramadevi-A Great Social Reformer of Orissa |
| 2. | Mother Teresa (TR) (famous social worker) (SV) |
| 3. | Maharana Pratap of Chitor (great warrior) |
| 4. | Late Shri Biju Patnaik (National leader) |
| 5. | Sister Nivedita (Social worker) |
| 6. | Kasturba Gandhi (Social Worker) |
| 7. | Vijayalakshmi Pandit (National Leader) |
| 8. | Chandrashekar Azad (Freedom fighter) |
| 9. | Sardar Bhagat Singh (Freedom fighter) |
| 10. | Salil Chowdhary (famous music director) |
| 11. | Madam Bhikaji Cama (Freedom fighter)-Scripting Stage |

[*Translation*]

Channels Disturbed by Pak T.V. in Border Areas

2918. SHRI JASWANT SINGH BISHNOI:
SHRI P.S. GADHAVI:
SHRI HARIBHAI CHAUDHARY:

Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the Government are aware that due to weak transmission network of AIR and Doordarshan the people in the border areas of Gujarat and Rajasthan are forced to view Pakistan T.V. due to close proximity with the Pakistan;

(b) if so, whether the Government propose to strengthen the transmission network of AIR and Doordarshan by enhancing the power transmission by setting up a new transmitters in the border districts of Gujarat and Rajasthan;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRIMATI SUSHMA SWARAJ): (a) to (c) AIR and Doordarshan have a network of 5 Radio Stations and 19 TV Transmitters in the border districts of Rajasthan and Gujarat. TV signals from across the border are also received in the border areas of these states. Strengthening of transmission facilities is a continuous process. The following projects of AIR and Doordarshan are under implementation for enhancing the transmission net work in border districts of Rajasthan and Gujarat:

ALL INDIA RADIO:

(i) Rajasthan - Jodhpur 300 kW MW Tr. (Replacement of 100 KW MW Tr.)

(ii) Gujarat — Bhuj 20 kW MW Tr. (Replacement of 10 KW MW Tr.)

DOORDARSHAN

(i) 1KW HPT at Barmer is being upgraded to 10 KV HPT

(ii) LPT is being set up at Bikaner for DD-II coverage.

(d) Does not arise.

[English]

Modification in Law to Provide Limitation of Pendency of Cases

2919. SHRIMATI RENUKA CHOWDHURY: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether a large number of cases before trial courts and special courts, continue to linger on for over three years on preliminary issues like joinder and misjoinder of parties and the accused;

(b) if so, whether in the interest of justice any modification in law to provide for outer limit on period of pendency is proposed to be brought before Parliament; and

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

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI ARUN JAITLEY): (a) Delay in disposal of cases by trial courts and special courts is due to various factors including delay in disposal of preliminary issues like joinder and misjoinder of parties and the accused.

(b) There is no such proposal under consideration of the Government.

(c) Does not arise.

Expert Committee for DVC

2920. SHRI BASU DEB ACHARIA: Will the Minister of POWER be pleased to state:

(a) whether an Expert Committee was constituted to examine the viability of Panchet Tail Poor Dam of DVC;

(b) if so, whether the Expert Committee has submitted its report long back; and

(c) if so, the action taken thereon?

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

(b) and (c) Yes, Sir. The members were unanimous about the seriousness of the law and order situation because of which the project had to be abandoned. The Government has asked CEA and DVC to re-work jointly the viability of the project, correct project cost and the

resultant tariff as well as the need for the project in view of the possibility of meeting the peak demand through other cheaper sources.

Uplinking Hut of South East Asia

2921. SHRI T.M. SELVAGANPATHI: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the Government are considering to make India the uplinking hut of South East Asia;

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

(c) whether the Government had issued licenses for uplinking to set up their portal in India;

(d) if so, the details thereof;

(e) whether the Government has felt that the entertainment industry should be treated at par with information technology and communication on all fronts; and

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

THE MINISTER OF INFORMATION AND BROADCASTING (SHRIMATI SUSHMA SWARAJ): (a) and (b) The Government has liberalised the Uplinking Policy to permit private companies incorporated in India with permissible Foreign/NRI/OCB/PIO equity to set up uplinking hub for leasing or hiring out their facilities to the broadcasters. All TV channels, irrespective of their ownership, including equity structure, or management control have been permitted to uplink from India provided they undertake to comply with the Broadcasting (Programme and Advertising) Codes laid down by the Ministry of Information and Broadcasting. The Government has also announced in the recent budget rationalisation of customs duty on Earth Station equipment.

(c) and (d) The Government has so far permitted 13 companies to set up 14 uplinking hubs/teleports in the country. The details are given in the enclosed statement.

(e) and (f) This Ministry receives references seeking concessions and facilities for the entertainment sector from time to time. Such proposals are evaluated on merit and taken up with the concerned Ministries. The endeavor is to facilitate the entertainment sector to achieve its potential and promote growth in exports, so that this sector is able to increase its contribution towards generating income and employment in the country.

Statement*Permission Granted for Setting up Teleports in India*

| Sl. No. | Name of the Company | Location of Teleports |
|---------|-----------------------------------|------------------------------|
| 1. | TV Today Network Ltd. | New Delhi |
| 2. | Jain Studios Ltd. | Greater Noida, Uttar Pradesh |
| 3. | Raj TV Network Ltd. | Chennai |
| 4. | Sun TV Ltd. | Chennai |
| 5. | Entertainment TV Network Ltd. | Mumbai |
| 6. | Ushodaya Enterprises Ltd. | Hyderabad |
| 7. | Technology Media Group (P) Ltd. | Bangalore |
| 8. | Essel Shyam Communication Ltd. | Noida, Uttar Pradesh |
| 9. | Intelivision Ltd. | Kelambakkam (Tamil Nadu) |
| 10. | Asianet Communications Ltd. | Thiruvananthapuram |
| 11. | Digital Broadcast India Pvt. Ltd. | Noida, Uttar Pradesh |
| 12. | Essel Shyam Communication Ltd. | Noida, Uttar Pradesh |
| 13. | Sahara Sanchar Limited | Noida, Uttar Pradesh |
| 14. | Television Eighteen India Limited | New Delhi |

Price of Naphtha

2922. SHRI N.N. KRISHNADAS: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the price of Naphtha has been increased recently;

(b) if so, the details thereof;

(c) whether the Government have received representation for bringing down the price of Naphtha; and

(d) if so, the response 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) to (d) Naphtha being a decontrolled petroleum product, its price is not fixed by the Government. Oil companies sell naphtha at market determined prices which are changed

with the variations in the prices of the product in the international oil market.

Purchase of Bullets

2923. SHRI PRABHUNATH SINGH: Will the Minister of DEFENCE be pleased to state:

(a) whether CBI has filed an FIR against four senior officials of his Ministry for committing major irregularities in the purchase of bullets for 130 MM and 122 MM guns from a foreign company as has been brought out in the 'Dainik Jagaran' dated November 18, 2001;

(b) whether the consignment of bullets left Singapore on May 31, 1993 while the officials of his Ministry issued inspection certificate on May 30, 1993 without any inspection;

(c) whether any official had gone to Singapore for inspection;

(d) if so, the details thereof;

(e) whether after inspection of the bullets the same were found unworthy by DGQA;

(f) whether before placing the requirement on the foreign company its credentials were got verified;

(g) if so, the reasons therefor;

(h) whether the said company is untraceable now; and

(i) if so, the action taken by the Government in this regard?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) Yes Sir, CBI has filed an FIR on 27.7.2001.

(b) Yes, Sir.

(c) No, Sir.

(d) Question does not arise.

(e) Yes, DGQA declared the 130 MM ammunition as "UNFIT FOR USE" after Proof Test in India.

(f) and (g) The vendor had come for negotiations to India. It was assumed that the representative of the vendor had the authority to quote, negotiate and enter into contract on behalf of the firm. No formal verification was carried out.

(h) Yes, Sir.

(i) The case was referred to CBI for investigation on 20.4.2000. A First Information Report was filed by CBI on 27.7.2001 against the vendor and officers of Ministry of Defence who had handled this case.

[Translation]

Parity in Prices of Crude Oil

2924. SHRI MOHAN RAWALE:
SHRI SADASHIVRAO DADOBHA MANDLIK:
SHRI G. PUTTA SWAMY GOWDA:

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

(a) whether the Oil and Natural Gas Corporation Limited has demanded parity in price of crude produced by it and the price of crude oil imported from abroad;

(b) if so, the difference between the prices of indigenously produced crude and that of the imported crude; and

(c) the reaction of the Government in regard to this demand on ONGC?

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 Government resolution of 21st November 1997 envisages full deregulation of the prices of the indigenous crude oil effective 1st April 2002. ONGC had requested for the implementation of this decision.

(b) ONGC is currently being paid Rs. 5,570/MT for its crude oil. The weighted average price for import of crude oil for the period April 2001 to March 2002 was about Rs. 8029/MT.

(c) It has been decided that ONGC will get market determined prices for its crude oil with effect from 1st April 2002.

Closing of Bhavnathpur Lime Stone Mines

2925. SHRI BRAJ MOHAN RAM: Will the Minister of STEEL be pleased to state:

(a) the reasons for closing the Units of Bhavnathpur Lime Stone and Dolomite Mines of the Raw Material Division of SAIL;

(b) the reasons for not sending lime stone and dolomite dumped in Bhavnathpur lime stone mines to Bokaro Steel Plant; and

(c) the quantity (in Metric tonne) of lime stone and Dolomite fixed by Bokaro Steel Plant to be purchased from Bhavnathpur Lime Stone mines during the current year?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI BRAJA KISHORE TRIPATHY): (a) No decision has been taken by SAIL to close down Bhavnathpur & Tulsidamar Mines. However, it has been decided to scale down the operations in these two mines in view of poor quality of deposits and high cost of production.

(b) Due to poor quality of material, Bokaro Steel Plant is unable to accept Limestone and Dolomite dumped in Bhavnathpur and Tulsidamar Mines.

(c) The planned quantity of Limestone and Dolomite fixed for Bokaro Steel Plant during 2001-02 vis-a-vis the actual off-take by Bokaro Steel Plant upto February, 02 is as follows:

| ('000 Tonnes) | | |
|---------------|-----------------------|----------------------------------|
| Mines | Targetted Despatch | Actual Despatch (upto Feb'02) |
| Bhavnathpur | 85 | 52 |
| Tulsidamar | 400 | 63 |

[English]

Retirement of Biennial Elections to State Legislative Councils

2926. SHRI A. VENKATESH NAIK: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether the Government of Karnataka had forwarded a proposal for restoration of cycle of retirement of Biennial Elections to the State Legislative Council from the Local Authorities Constituencies in March, 1994 to the Central Government;

(b) whether the proposal is still pending with the Central Government for consideration;

(c) if so, the reasons for delay; and

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

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI ARUN JAITLEY): (a) and (b) Yes, Sir.

(c) and (d) The proposal for restoration of cycle of retirement in respect of biennial elections to the State Legislative Councils has been under consideration of successive Governments since 1991 as part of agenda on reform of electoral laws. In view of the practical difficulties existing in the way of implementation of such a proposal on account of unavailability of the electoral colleges consisting of local authorities constituencies due to various reasons, in the States having Legislative Councils, it has not been possible to concretize a feasible remedy in this regard. Hence, no time frame can be given for implementing this proposal.

Import of Solvent Oil

2927. SHRI G. PUTTA SWAMY GOWDA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the quantum of solvent oil imported during the last three years alongwith the price (C.I.P. value) and the year-wise source of supplier, country-wise;

(b) the production of solvent oil in the country and the quantity distributed/sold by the oil companies to the parties alongwith its rate during the last three years, year-wise and company-wise;

(c) whether after the increase in prices of solvent oil has gone to its peak under O.G.L.;

(d) if so, the details thereof including the rate of duty;

(e) whether solvent oil has become a source of mixing in petrol; and

(f) if so, the steps taken to discourage the mixing of solvent oil in petrol?

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 only solvent oil imported by the public sector oil companies during the last three years was furnace oil. The details of furnace oil imported are given in the enclosed statement-I.

(b) Production of solvent oils and their sales by the public sector oil companies during the last three years are given in enclosed statements-II and III.

(c) and (d) The rates of customs duty on different solvents are given in enclosed statement-IV. Solvent oils are decontrolled petroleum products and can be imported freely.

(e) and (f) Solvents could be used for adulteration of auto fuels. In order to prevent misuse of solvents for adulteration, Government have issued the Solvent, Raffinate and Slop (Acquisition, Sale, Storage and Prevention of Use in Automobiles) Order, 2000. In case a retail outlet dealer is found to be indulging in adulteration by solvents, action is taken against such dealer under the Marketing Discipline Guidelines (MDG) and Dealership Agreement.

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
|----------------------------|---|--------|-------|--------|-------|-------|-------|---|-------|----|-------|--------|
| 10. NGL | | - | - | - | - | - | - | - | - | - | 720.7 | 720.7 |
| 11. MTO | | 37.9 | 117.2 | 39.2 | - | - | - | - | - | - | - | 194.3 |
| 12. Aromex | | - | - | 14.5 | - | - | - | - | - | - | - | 14.5 |
| 13. IOMEX | | - | - | - | - | - | - | - | - | - | - | - |
| 14. Furnace Oil (FO) | | 1264.0 | 290.0 | 2667.4 | 734.0 | 914.2 | - | - | 537.0 | - | - | 6406.6 |
| 15. Light Diesel Oil (LDO) | | 256.6 | 90.2 | 703.3 | 51.0 | 19.4 | 209.0 | - | - | - | - | 1329.5 |

Quantity of Solvents Produced During 1990-00

| | Solvents | HPC | BPCL | IOC | CPCL | BRPL | KRL | MRPL | GAIL | ONGC | Total |
|-----|--------------------------|--------|-------|--------|-------|-------|-------|-------|------|-------|--------|
| 1. | SBP Spirits/SBP Solvents | 12.9 | 21.5 | - | - | - | 4.0 | - | 28.8 | - | 67.2 |
| 2. | C-9 Solvent/Raffinate | - | - | - | - | 7.4 | - | - | - | - | 7.4 |
| 3. | C-6 Raffinates | - | - | - | - | - | - | - | - | - | - |
| 4. | Pentane | - | - | - | - | - | - | - | 16.8 | - | 16.8 |
| 5. | Cixon | - | - | - | - | - | - | - | - | - | - |
| 6. | Solvent 90 | - | - | 7.4 | - | - | - | - | - | - | 7.4 |
| 7. | Hexane | 45.1 | 23.0 | 6.6 | 8.9 | - | - | - | - | - | 83.6 |
| 8. | Heptane | - | - | - | - | - | - | - | - | - | - |
| 9. | Resol | - | - | - | - | - | - | - | - | - | - |
| 10. | NGL | - | - | - | - | - | - | - | - | 316.2 | 316.2 |
| 11. | MTO | - | 52.8 | 124.0 | 71.5 | - | - | - | - | - | 248.3 |
| 12. | Aromex | - | - | 10.2 | - | - | - | - | - | - | 10.2 |
| 13. | IOMEX | - | - | - | - | - | - | - | - | - | - |
| 14. | Furnace Oil (FO) | 1398.2 | 565.7 | 2455.2 | 893.9 | - | 536.0 | 702.9 | - | - | 6551.9 |
| 15. | Light Diesel Oil (LDO) | 334.9 | 98.7 | 914.5 | 32.3 | 222.3 | 21.0 | - | - | - | 1623.7 |

Quantity of Solvents Produced During 2000-01

| Solvents | HPC | BPCL | IOC | KRL | CPCL | BRPL | NRL | MRPL | GAIL | ONGC | Total |
|-----------------------------|--------|-------|--------|-------|-------|-------|-----|-------|------|------|--------|
| 1. SBP Spirits/SBP Solvents | 14.7 | 19.1 | - | 4.0 | - | - | - | - | 30.8 | - | 68.6 |
| 2. C-9 Solvent/Raffinate | - | - | - | - | - | 3.3 | - | - | - | - | 3.3 |
| 3. C-6 Raffinates | - | - | - | - | - | - | - | - | - | - | - |
| 4. Pentane | - | - | - | - | - | - | - | - | 10.5 | - | 10.5 |
| 5. Cixon | - | - | - | - | - | - | - | - | - | - | - |
| 6. Solvent 90 | - | - | 0.1 | - | - | - | - | - | - | - | 0.1 |
| 7. Hexane | 37.8 | 25.3 | 1.5 | - | 8.1 | - | - | - | - | - | 72.7 |
| 8. Heptane | - | - | - | - | - | - | - | - | - | - | - |
| 9. Resol | - | - | - | - | - | - | - | - | - | - | - |
| 10. NGL | - | - | - | - | - | - | - | - | - | 32.9 | 32.9 |
| 11. MTO | 56.6 | 97.2 | 47.6 | 12.0 | - | - | - | - | - | - | 213.4 |
| 12. Aromex | - | - | 9.5 | - | - | - | - | - | - | - | 9.5 |
| 13. IOMEX | - | - | - | - | - | - | - | - | - | - | - |
| 14. Furnace Oil (FO) | 1427.8 | 707.5 | 1974.6 | 784.0 | 833.5 | - | - | 773.8 | - | - | 6501.2 |
| 15. Light Diesel Oil (LDO) | 309.5 | 128.2 | 806.4 | 2.0 | 25.3 | 206.9 | - | - | - | - | 1478.3 |

Statement-III*Company-Wise and Product-Wise Overall Industry Sales for Solvents*

(Figs. in MTs.)

| Product | AOD | BPC | KRL | BRPL | HPCL | IOC | IBP | CPCL | Others | Total |
|----------------|-----|-------|-----|------|--------|--------|-----|------|--------|--------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| 1998-99 | | | | | | | | | | |
| NGL | 0 | 0 | 0 | 0 | 106190 | 223335 | 0 | 0 | 0 | 329525 |
| Hexane-64/69 | 0 | 27771 | 0 | 0 | 0 | 23652 | 71 | 0 | 0 | 51495 |
| Hexane (HPC) | 0 | 0 | 0 | 0 | 42888 | 0 | 0 | 0 | 0 | 42888 |
| Hexane Total | 0 | 27771 | 0 | 0 | 42888 | 23652 | 71 | 0 | 0 | 94383 |
| SBP 55/115 | 0 | 28011 | 0 | 0 | 0 | 2210 | 0 | 0 | 0 | 30220 |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
|--------------------|-------|--------|------|---|---------|---------|-------|---|----|---------|
| Solvent-1425 | 0 | 0 | 0 | 0 | 17873 | 0 | 0 | 0 | 0 | 17873 |
| Rubber Solvent | 0 | 0 | 3132 | 0 | 0 | 11701 | 0 | 0 | 0 | 14834 |
| S B P 32/100 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| SBP Total | 0 | 28011 | 3156 | 0 | 17873 | 13911 | 0 | 0 | 0 | 62950 |
| Natural Heptane | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 0 | 0 | 60 |
| M.T (Laws) | 0 | 115339 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 115339 |
| M. T 140/205 | 202 | 13 | 0 | 0 | 38459 | 37329 | 0 | 0 | 0 | 76004 |
| M T O Total | 202 | 115351 | 0 | 0 | 38459 | 37329 | 0 | 0 | 0 | 191342 |
| Aromex | 4246 | 16 | 0 | 0 | 0 | 5704 | 0 | 0 | 0 | 9966 |
| Iomex | 0 | 0 | 0 | 0 | 0 | 2378 | 0 | 0 | 0 | 2378 |
| Aromex Iomex Total | 4246 | 16 | 0 | 0 | 0 | 8082 | 0 | 0 | 0 | 12345 |
| FO | 58474 | 960524 | 0 | 0 | 1426698 | 4288923 | 32394 | 0 | 0 | 6767013 |
| LDO | 2340 | 159402 | 71 | 0 | 290829 | 814685 | 10633 | 0 | 0 | 1277960 |

1999-00

| | | | | | | | | | | |
|-----------------|-----|--------|------|---|-------|-------|----|---|---|--------|
| NGL | 0 | 0 | 0 | 0 | 26590 | 63931 | 0 | 0 | 0 | 90521 |
| Hexane-64/69 | 0 | 25337 | 0 | 0 | 0 | 11682 | 48 | 0 | 0 | 37067 |
| Hexane (HPC) | 0 | 0 | 0 | 0 | 40954 | 0 | 0 | 0 | 0 | 40954 |
| Hexane Total | 0 | 25337 | 0 | 0 | 40954 | 11682 | 48 | 0 | 0 | 78022 |
| Natural Heptane | 0 | 0 | 0 | 0 | 0 | 818 | 0 | 0 | 0 | 818 |
| SBP 55/115 | 0 | 22393 | 0 | 0 | 0 | 15585 | 0 | 0 | 0 | 37978 |
| Solvent-1425 | 0 | 0 | 0 | 0 | 13871 | 0 | 0 | 0 | 0 | 13871 |
| Rubber Solvent | 0 | 0 | 3591 | 0 | 0 | 19831 | 0 | 0 | 0 | 23422 |
| S B P 32/100 | 0 | 0 | 326 | 0 | 0 | 0 | 0 | 0 | 0 | 326 |
| SBP Total | 0 | 22393 | 3917 | 0 | 13871 | 35416 | 0 | 0 | 0 | 75597 |
| M.T (Laws) | 0 | 121758 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 121758 |
| M. T 140/205 | 217 | 5 | 0 | 0 | 52370 | 62087 | 0 | 0 | 0 | 114678 |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
|--------------------|-------|---------|---|---|---------|---------|-------|---|----|---------|
| M T O Total | 217 | 121763 | 0 | 0 | 52370 | 62087 | 0 | 0 | 0 | 236436 |
| Aromex | 4742 | 0 | 0 | 0 | 0 | 6015 | 0 | 0 | 0 | 10755 |
| Iomex | 0 | 0 | 0 | 0 | 0 | 3223 | 0 | 0 | 0 | 3223 |
| Aromex Iomex Total | 4742 | 0 | 0 | 0 | 0 | 9236 | 0 | 0 | 0 | 13978 |
| FO | 59097 | 1171200 | 0 | 0 | 1305088 | 4212910 | 67711 | 0 | 0 | 6816006 |
| LDO | 3695 | 169148 | 0 | 0 | 341904 | 976062 | 20885 | 0 | 0 | 1511694 |

Company-Wise and Product-Wise Overall Industry Sales for Solvents

2000-2001

| Product | AOD | BPC | KRL | BRPL | HPCL | IOC | IBP | CPCL | NRL | Oths | total |
|----------------|-------|---------|-------|------|---------|---------|-------|------|-----|------|----------|
| NGL | 0 | 0 | 0 | 0 | 6504 | 1 | 0 | 0 | 0 | 0 | 6505 |
| Hexane-64/69 | 0 | 29084 | 0 | 0 | 0 | 3117 | 8 | 0 | 0 | 0 | 32209 |
| Hexane (HPC) | 0 | 0 | 0 | 0 | 38179 | 0 | 0 | 0 | 0 | 0 | 38179 |
| Hexane Total | 0 | 29084 | 0 | 0 | 38179 | 3117 | 8 | 0 | 0 | 0 | 70388 |
| SBP 55/115 | 0 | 16997 | 0 | 0 | 0 | 373 | 0 | 0 | 0 | 0 | 17370 |
| Solvent-1425 | 0 | 0 | 0 | 0 | 13807 | 0 | 0 | 0 | 0 | 28 | 13835 |
| Rubber Solvent | 0 | 0 | 3746 | 0 | 0 | 12833 | 0 | 0 | 0 | 0 | 16579 |
| SBP Total | 0 | 16997 | 3746 | 0 | 13807 | 13206 | 0 | 0 | 0 | 28 | 47784 |
| M.T (Laws) | 0 | 100915 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100915 |
| M. T 140/205 | 242 | 0 | 11542 | 0 | 55164 | 50234 | 0 | 0 | 0 | 0 | 117182 |
| M T O Total | 242 | 100915 | 11542 | 0 | 55164 | 50234 | 0 | 0 | 0 | 0 | 218097 |
| Aromex | 3373 | 0 | 0 | 0 | 0 | 5181 | 0 | 0 | 0 | 0 | 8554 |
| Iomex | 0 | 0 | 0 | 0 | 0 | 98 | 0 | 0 | 0 | 0 | 98 |
| Sub Total | 3373 | 0 | 0 | 0 | 0 | 5279 | 0 | 0 | 0 | 0 | 8652 |
| FO | 60507 | 1260114 | 0 | 0 | 1304759 | 3705590 | 40153 | 0 | 224 | 0 | 06371347 |
| LDO | 3345 | 153520 | 0 | 0 | 341289 | 884828 | 16033 | 0 | 0 | 0 | 01399015 |

Statement-IV

| Product specification | Basic duty Rate | Additional Duty (Counter Velling Duty) | Additional Duty of excise | Special Additional Duty |
|--|-----------------|--|------------------------------|-------------------------------|
| 27.10 (a) Furnace oil | 20% | 16% | Rs. 56.60 per Kilo litre | — |
| 27.10 (b) Light Diesel Oil | 20% | 16% | Rs. 129.45 per Kilo litre | — |
| 29.01 Organic acyclic saturated compounds | 15% | 16% | — | 4% |
| 38.14 Composite Solvents | 35% | 16% | — | 4% |

**Withdrawal of British Petroleum
from IOCL and GAIL**

2928. SHRI RADHA MOHAN SINGH:
SHRI RAMJIVAN SINGH:

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

(a) whether British Petroleum has withdrawn from the joint venture with IOCL and GAIL for setting up the world's first commercial plant for producing di-methyl-ether (BME);

(b) if so, the reasons therefor;

(c) the implications involved with the withdrawal of the British Petroleum from the Joint Venture; and

(d) the steps contemplated by the Government 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) and (b) Yes, Sir. British Petroleum (BP) has withdrawn from the proposed joint venture with Indian Oil Corporation Limited (IOC), Gas Authority of India Limited (GAIL) and the Indian Institute of Petroleum (IIP) for setting up of the first commercial plant for production of di-methyl-ether (DME). As advised by BP, the project does not fit in their strategic priorities.

(c) and (d) Though no capital expenditure has been incurred on the proposed project, the activities of the project have got temporary setback. However, efforts are on to identify a new partner.

Inter Company Transfer of LPG Connections

2929. SHRI P.D. ELANGO VAN: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the steps taken by the Government to create a balanced market condition for various LPG dealers in the country;

(b) whether the Government have issued any orders to the various oil companies to execute the inter-company transfer of LPG connections from the dealers who have crossed the maximum limit norms in both LPG connection and refill sales;

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

(d) the list of LPG dealers/retailers who have more than 20,000 connections and the refill cylinder sale of more than 12,000 cylinders per month in Tamil Nadu who have not obliged the Government order of inter-company transfer of L.P.G. connections; and

(e) the action taken against such dealers who failed to flout the Government orders?

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) Government have issued the directions to Public Sector Oil Marketing Companies (OMCs) to effect the transfer of customers from one distributor to another on the basis of viability norms of various markets in the country.

(c) to (e) OMCs are undertaking the restructuring of area of operation of distributors in various markets to make the unviable distributors viable. OMCs have not come across any instance where a distributor of Tamil Nadu having customer population in excess of 20,000 and refill sales greater than 12,000 per month who have not complied with the Government guidelines.

Reserves of Oil and Gas at Panna Mukta Oilfields

2930. SHRI SULTAN SALAHUDDIN OWAISI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the total reserve of oil and natural gas found at the initial stage at Panna Mukta oilfields;

(b) the total petroleum products and natural gas extracted so far from the Panna Mukta oilfields;

(c) the total reserves balance at Panna Mukta Oilfields as on March 30, 2001;

(d) whether the Government have signed any agreement with private parties for extraction of oil and natural gas from Panna Mukta oilfields; 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) The total reserves of crude oil and natural gas of Panna-Mukta fields at the time of offering the field were 31.22 Million Metric Tonnes (MMT) and 28.0 Billion Cubic Meters (BCM), respectively. The reserves of this fields have subsequently been revised.

(b) The total quantity of crude oil and natural gas produced from the Panna-Mukta fields till 31.3.2001 is 7.54 MMT and 4.93 BCM, respectively.

(c) The total reserves of crude oil and natural gas for Panna-Mukta fields as on 1.4.2001 are 23.23 MMT and 32.66 BCM, respectively.

(d) Yes, Sir.

(e) The Production Sharing Contracts (PSCs) in respect of discovered fields of Panna-Mukta and mid & South Tapti fields were signed on 22.12.1994 with an unincorporated Joint Venture comprising Oil and Natural Gas Corporation Ltd. (ONGC) with 40% stake, Reliance

Industries Ltd. (RIL) with 30% stake and Enron Oil & Gas India Ltd. (EOGIL), a subsidiary of Enron Corporation, with 30% stake as the Contractor under the PSCs for these fields.

Refrigerated Wagons

2931. SHRI A. BRAHMANAIAH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways propose to ply refrigerated wagons from Andhra Pradesh to different parts of the country;

(b) if so, whether the Railways transport a huge quantities of fruit from Nuzvid in Andhra Pradesh;

(c) whether Railways propose to base their refrigerated wagons at Nuzvid for the purpose of transporting perishable fruits etc.; and

(d) if so, the time by which the refrigerated transport be commenced in Andhra Pradesh?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) No, Sir. No such proposal is under consideration with this Ministry.

(b) During the years 2000-2001 and 2001-2002, 18,540 tonnes and 22,674 tonnes of mangoes were loaded at Nuzvid in Andhra Pradesh to various destinations.

(c) and (d) In view of 'a' above, do not arise.

Subsidy to Build up Additional Capacity of Power

2932. SHRI VINAY KUMAR SORAKE: Will the Minister of POWER be pleased to state:

(a) whether the Government of Karnataka has sought extension of interest subsidy scheme to new hydel/thermal power plants undertaken by the State of build up additional capacity during the 10th Plan;

(b) if so, whether the Union Government have referred the matter to the Power Finance Corporation for examination; and

(c) if so, the present status of the proposal?

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

(b) and (c) There is a proposal to extend Accelerated Generation & Supply Programme (AG&SP) Scheme for grant of interest subsidy to 10th Plan. A provision of Rs. 300 crores has been made in the budget for 2002-2003 for AG&SP Scheme.

Gazetted Posts in Railways

2933. SHRI GUNIPATI RAMAIAH: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways Men's Unions have pointed out that a large number of gazetted posts in the Railways are worked charged;

(b) whether such posts are created at will; and

(c) if so, the steps taken to get the matter right?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) Yes Sir, a representation has been received.

(b) No Sir, such posts are created against specific provision made in the sanctioned estimates based on yardsticks approved by Board on year to year basis and cease to operate when a particular project has been completed or sanctioned period expires.

(c) Does not arise.

Payment of Demurrage to Ships

2934. PROF. UMMAREDDY VENKATESWARLU: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government are paying a huge amount as demurrage to ships containing LPG for not off-loading their cargo;

(b) if so, the reasons for slow un-loading of LPG imports;

(c) whether the Government have over-estimated growth in domestic demand for LPG loading to excess stock; and

(d) if so, the steps taken by the Government to re-schedule the entry or arrival of ships containing LPG to 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) and (b) Some amount of demurrage is operationally unavoidable due to detention of ships for various reasons such as:

(i) Port limitations in respect of availability of berth on arrival, waiting for tide and day light, berthing of LPG ships during weekends only etc.

(ii) Delay in ship arrivals because of changes in loading schedules at the load ports, weather conditions etc. leading to bunching of ships carrying LPG imports with other ships on coastal movements.

(iii) Slow unloading of LPG imports because of:

(a) Poor discharge rate due to dockline size limitations.

(b) Ullage constraints arising out fluctuations in productions as also demand materialisation.

(c) and (d) Against the estimated demand of 8099 TMT for public sector undertakings during 2001-02, materialisation is expected to be around 7380 TMT. As against estimated LPG production of 6639 TMT for 2001-02, production is expected to be around 7020 TMT. Following steps have been taken to match the supply with demand.

(a) Regular reviews of demand and production.

(b) Receipt of two LPG imports (26 TMT) were deferred from May/June 2001 (lean period) to October/November 2001 (higher demand period).

(c) Two LPG import parcels (26 TMT) were cancelled during February, 2002.

Coal Bed Methane

2935. SHRI SUBODH MOHITE: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether any of the Public Sector Undertaking is producing the coal-bed Methane;

(b) if so, the details thereof alongwith the reserves available in the country;

(c) whether the Government propose to develop coal-bed methane as an alternate fuel to generate power;

(d) if so, the details thereof;

(e) whether the Government have received any proposal from the United Kingdom in this regard;

(f) if so, the details thereof; and

(g) 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 (d) No, Sir. The Government has approved the Policy for exploration and exploitation of Coal bed Methane (CBM) in the country as an alternative source of energy. This Policy provides for offer of blocks for exploration and exploitation of CBM through global competitive bidding. The reserves base of CMB can be known after exploration. As per the CBM policy, the Contractor has freedom to market the gas and therefore, the utilisation of the gas produced, if nay, for energy sector including power generation can be made, depending upon the commercial viability of the project.

(e) No, Sir.

(f) and (g) Do not arise.

Coal Bed Methane

2936. SHRI G.S. BASAVARAJ: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Union Government propose an investment of around Rs. 270 crore for the exploration and production of coal bed methane in the five blocks awarded to the ONGC-IOC combine;

(b) if so, whether the ONGC-IOC have plans for joint venture of investing Rs. 70 crore in Bokaro and Rs. 39 crore in the north Karanpura blocks in Jharkhand;

(c) whether the Union Government has sanctioned six new pilot projects for the production of gasohol, a mixture of 5 percent ethanol and petrol;

(d) if so, the details of these projects; and

(e) the places where these are likely to be set up?

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) No, Sir. Under the Coal Bed Methane (CBM) Policy, no investment from the Government is required.

(b) The investments by Oil and Natural Gas Corporation Ltd. (ONGC) and Indian Oil Corporation Ltd. (IOC) consortium in the North Karanpura and Bokaro CBM blocks will be made according to the minimum work programme submitted in the respective bids for these blocks.

(c) Yes, Sir.

(d) and (e) The locations of these six pilot projects are given below:—

| | Location | State |
|----|---------------|----------------|
| 1. | Rajamundry | Andhra Pradesh |
| 2. | Bhatinda | Punjab |
| 3. | Pathankot | Punjab |
| 4. | Gonda | Uttar Pradesh |
| 5. | Nazibabad | Uttar Pradesh |
| 6. | Panki, Kanpur | Uttar Pradesh |

Joint Venture by GAIL and HPCL

2937. SHRI KIRIT SOMAIYA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government have given consent to form a joint venture of GAIL and HPCL;

(b) if so, the objectives of this joint venture;

(c) whether this joint venture company is going to make available LPG in the city of Andhra Pradesh;

(d) if so, the details thereof;

(e) the participation of the Government of Andhra Pradesh in this regard and whether the Government is asking the company to have private participation; and

(f) if so, the policy of the Government 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 (c) No, Sir. However, Gas Authority of India Limited and Hindustan Petroleum Corporation Limited have signed a Memorandum of Understanding (MoU) on 19.02.2002 for preparation of a detailed techno-economic feasibility report to finalize formation of a Joint Venture Company for distribution of eco-friendly fuels like natural gas, liquefied petroleum gas and compressed natural gas in the cities of Andhra Pradesh for domestic, commercial and transport sectors.

(d) to (f) Does not arise in view of (a) to (c) above.

Development of Ammunition for 155 Howitzer Guns

2938. COL. (RETD.) SONA RAM CHOUDHARY: Will the Minister of DEFENCE be pleased to state:

(a) whether Ordnance Factory Organisation was to develop 7 types of ammunition for 155 Howitzer Gun indigenously but could develop only 4 types and failed to develop its 3 types;

(b) if so, the reasons for failure to develop 3 types of ammunition and action taken/proposed to be taken by the Government to develop these 3 years of ammunition to save foreign exchange;

(c) whether 4 types of ammunition developed by Ordnance Factory Organisation could not be utilised by the Army due to mismatch in production and supply of fuse, primer and propellant;

(d) if so, the manner in which these 4 types of ammunitions were produced without property testing and who gave the go ahead for production resulting a huge loss to the exchequer;

(e) the details of ammunition which could not be utilised due to mismatch and cost involved therein; and

(f) the action taken/proposed to be taken by the Government to fix responsibility for such losses?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) Ordnance Factories (OFs) developed 5 types out of the 7 types of ammunition to be developed for 155 mm Gun system.

(b) Technology documents for two types of ammunitions i.e. 155 mm smoke Infra Red and 155mm Cargo were not received from Bofors due to imposition of ban and the Authority Holding Sealed Particulars

(AHSP) i.e. Controller of Quality Assurance (Ammunition) CQA (Ammn.) could not vet the indents for these two ammunitions. As a result Ordnance Factories could not develop/produce these two ammunitions. Army do not need Infra Red shell as smoke shell will be used in lieu. Attempts are being made to develop Cargo shell by Defence Research and Development Organisation (DRDO).

(c) No, the ammunitions supplied by the Ordnance Factories are fully utilized alongwith imported Fuzes and Primers wherever required.

(d) to (f) Does not arise in view of (c) above.

[Translation]

Rail Projects In Jharkhand

2939. SHRI RAVINDRA KUMAR PANDEY:
PROF. DUKHA BHAGAT:
SHRI RAM TAHAL CHAUDHARY:
SHRI BRAJ MOHAN RAM:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Railway has signed any MoU with the Government of Jharkhand for completion of Rail projects in the State;

(b) if so, the details thereof and the target fixed for their completion, project-wise;

(c) the names of rail projects for laying new rail lines in the newly created Jharkhand State;

(d) the rail lines on which the work is going on and the rail lines on which the work has been stopped;

(e) the hurdles being faced in completing the on-going projects; and

(f) the time by which the on-going projects are likely to be completed after removing those hurdles?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) to (f) An MOU has been signed on 19th February, 2002 between the Government of Jharkhand and the Ministry of Railways for execution of the following projects on cost sharing basis.

1. Ranchi-Barkakana-Hazaribagh-Koderma New Line

2. Ranchi-Lohardaga Gauge Conversion with extension to Tori
3. Deogarh-Dumka New Line
4. Dumka-Rampurhat of Mandharhill-Rampurhat New Line
5. Koderma-Giridih New Line
6. Koderma-Tilaiya New Line (falling in Jharkhand State).

All the above are sanctioned and on-going projects. The main objective of the MOU is to expedite the project development and implementation. As per the agreed terms of MOU, the projects are targeted for completion in five years time frame. The cost of these projects is to be shared by Ministry of Railways and Government of Jharkhand in the ratio of 1:2.

Apart from these projects work of new line from Deogarh-Sultanganj and Goalkhera-Manoharpur 3rd line have also been taken up. The work of Goalkhera-Manoharpur 3rd line has low operational priority. The works will be progressed and completed in the coming years as per availability of resources.

[English]

Launching of New Channel

2940. SHRI ANANDRAO VITHOBA ADSUL:
SHRI VILAS MUTTEMWAR:
SHRI G. MALLIKARJUNAPPA:

Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

- (a) whether the Doordarshan propose to launch a new 24 hour Hindi Channel DD-Bharati;
- (b) if so, the salient features of the channel;
- (c) the benefits likely to accrue to the users from this channel;
- (d) whether all the cable operators have been directed to telecast this channel mandatory;
- (e) if so, the details thereof; and
- (f) if not, the reasons therefor?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRIMATI SUSHMA SWARAJ): (a)

Prasar Bharati has intimated that the DD-Bharati Channel has started functioning from 26.1.2002 and it is predominately a Hindi Channel.

(b) and (c) This channel has been positioned as a channel for life enrichment, having focus on education, health, life style, education and entertainment for children and youth. It has a window for art, culture, heritage, literature, travel and tourism.

(d) to (f) Prasar Bharati has intimated that an amendment to the earlier notification under the Cable Television Networks (Regulation) Act, was issued on 4.2.2002, making DD-Bharati (in lieu of DD News) a Channel, to be carried by all cable operators in Andaman & Nicobar Islands, Bihar, Chattisgarh, Delhi, Goa, Haryana, Himachal Pradesh, Jharkhand, Madhya Pradesh, Rajasthan, Uttar Pradesh and Uttaranchal.

Returns from Railway Investments

2941. SHRI RAMSHETH THAKUR: Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Planning Commission has expressed serious concern over the returns from railway investment;
- (b) if so, the reaction of his Ministry in this regard;
- (c) the suggestions made by the Planning Commission to make the Railway profitable; and
- (d) the steps taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) and (b) Some of the Railway projects have not been supported by the Planning Commission because the financial returns on such projects are expected to be either low or negative. While Railways keep in view the aspect of financial returns from investments on projects, some of the financially unremunerative projects are taken up on considerations of social desirability or of operational convenience. Planning Commission has also expressed concern over the large shelf of Railway projects resulting in a thin spread of resources and leading to cost and time overruns in project execution, adversely affecting the returns from investments. They have suggested that the projects should be prioritised for more productive use of resources. Railways have prioritised the ongoing shelf of projects on the basis of their physical progress and their operational importance.

(c) Some of the strategies recommended by the Planning Commission for the Railways are as follows:—

- (i) Capacity augmentation on the High Density corridors, particularly the Golden Quadrilateral;
- (ii) Rationalisation of tariff to reduce cross subsidization;
- (iii) Decreasing the speed differential between trains by raising the speed of freight trains to 100 KMPH;
- (iv) Setting up ICDs to facilitate intermodal transport;
- (v) Creation of warehousing facilities;
- (vi) Indexing Railway fare and freight to increase in costs;
- (vii) Phase out subsidies;
- (viii) Harnessing private sector participation in Railway projects; and
- (ix) Restructuring Railways to focus on its core business i.e. running of transport services on commercial lines, while spinning off non-core/peripheral activities into independent cost and profit centers.

(d) Some of the steps taken by the Railways in this regard are as follows:—

- (i) Railways are formulating a comprehensive plan for augmenting capacity on the high density corridors on the Golden Quadrilateral;
- (ii) Steps have been initiated to rationalise fare and freight to some extent. Railways will eadeavour to further rationalise the fare and freight to reduce the incidence of cross subsidy;
- (iii) Steps have been initiated to reduce speed differentials between trains by raising the speed of some freight trains to 100 KMPH;
- (iv) CONCOR is being given the required support to facilitate intermodal transport. Pipavav Rail Corporation Ltd. has also been recently permitted to enter into container transport business;
- (v) In order to augment the resource base, not only participation of private parties in Railway projects is being explored but also financial participation by the State Governments in Railway projects is also being encouraged;

- (vi) For handling the non-core activities like catering etc., Railways have formed a separate Indian Railway Catering and Tourism Corporation.

[*Translation*]

Export and Import of Equipment and Weapons

2942. SHRI BRAHMA NAND MANDAL: Will the Minister of DEFENCE be pleased to state:

(a) the export and import of defence equipments and weapons during the last three years; and

(b) the likely demand of Indian defence equipments from abroad in the coming years, and the likely import of defence equipments in future years?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) and (b) The information about direct exports of defence equipments and weapons during the last three years is given below:

| (Rs. in crores approx.) | | |
|-------------------------|-----------|-----------|
| 1998-1999 | 1999-2000 | 2000-2001 |
| 137.00 | 82.00 | 215.00 |

The information about details of imports cannot be disclosed in the interest of the national security. Import of equipments/weapons is made after a continuous assessment of the strength of our adversaries, taking into consideration the indigenous capacity and external threat perception. The demand of Indian defence equipment from abroad during 2001-2002 and 2002-2003 is expected to the tune of Rs. 178 crores and Rs. 224.00 crores respectively.

Undeserved Members in Jury of Bhartendu Puraskar Yojana

2943. SHRI JAGDAMBI PRASAD YADAV: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) the details of objectives and procedure of Bhartendu Puraskar Yojana;

(b) whether some members in jury have no desired qualifications for the membership at present;

(c) if so, the details thereof along with the reasons therefor, member-wise; and

(d) the steps taken by the Government to appoint renowned Hindi scholars in the jury?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRIMATI SUSHMA SWARAJ): (a) The Bhartendu Harishchandra Award Scheme was instituted in 1983 to encourage original writing in Hindi in the field of Journalism & Mass Communication. Under this scheme, awards are now given in four categories namely Journalism & Mass Communication, National Integration, Women's Problem and Children's Literature.

On receipt of entries/manuscripts, Evaluation Committees for each category are constituted comprising members who are scholars/reowned persons in their respective fields. The awards are decided by these Evaluation Committees.

(b) to (d) Utmost care is taken to select only the scholars/reowned persons in the related fields on the Evaluation Committees.

Setting up of Thermal Power Plant in Yamuna Nagar

2944. SHRI RATTAN LAL KATARIA: Will the Minister of POWER be pleased to state:

(a) the reasons for not starting work on the thermal power plant at Yamuna Nagar, Haryana, even after so many years of land acquisition; and

(b) the time by which the Government are likely to start work on this project?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI JAYAWANTI MEHTA): (a) and (b) The Yamuna Nagar Thermal Power Project with a capacity of 4x210 MW was cleared by the Central Electricity Authority and approved by the Planning Commission in 1984 as a State Sector Project. Efforts made to implement this project through foreign independent power producers as well as through NTPC have not been successful. NTPC was not in a position to take up this project since it involved transportation of coal over 1430 km; the cost of power generated was not found to be viable proposition in the long run and the project was taken back by the State in 1994. Efforts to execute it through M/s. Eisenberg Group of Companies also did not fructify as the developer could not achieve financial closure. The process of inviting competitive bids through International competitive bidding process taken up in the year 1998 also did not mature.

[English]

Multi-Modal Transport System in Hyderabad

2945. SHRI K.E. KRISHNAMURTHY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have cleared the Multi-Modal Transport System in Hyderabad;

(b) whether any budgetary allocation is being made to this project in the present budget;

(c) if so, the details thereof; and

(d) the time by which it is likely to be executed for construction?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) Yes Sir.

(b) and (c) Allocation of Rs. 25 crores has been proposed in the Railway Budget for the year 2002-03.

(d) The project is targetted to be completed in the financial year 2002-03.

Expenditure on GRP

2946. SHRI SUSHIL KUMAR SHINDE:
SHRI CHANDRAKANT KHAIRE:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the expenditure incurred on Government Railway Police posted in Maharashtra on various establishments of the Central, Western, South Central and South Eastern Railways, is to be shared between the Government of Maharashtra and the Railways on 50:50 basis;

(b) if so, whether a huge amount of such expenditure to be recovered from the Railways;

(c) if so, the accumulation of such arrears during 1998-99, 1999-2000, 2000-2001 and at present; and

(d) the reasons for such accumulated arrears and the steps being taken to ensure clearance of such share of expenditure timely?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) Yes, Sir.

(b) and (c) Bills amounting to Rs. 42.92 crores received from State of Maharashtra on this account are under scrutiny on respective Railways at present. Some of these bills were initially submitted including claims on account of staff not covered by competent sanction. Even now audit certificates for a part of the claims are not available.

(d) Accumulation has occurred mainly on account of excess operation of posts of Government Railway Police by State Government without approval of Railway Administration and non-submission of mandatory audit certificates along with claims. The claims thereof are under scrutiny and clearly admissible bills will be paid after internal check and on receipt of requisite audit certificates.

[*Translation*]

Procurement of Helicopter

2947. SHRI SURESH RAMRAO JADHAV:
SHRIMATI JAS KAUR MEENA:

Will the Minister of DEFENCE be pleased to state:

(a) whether the Government propose to procure helicopter from Britain;

(b) if so, the details thereof alongwith its cost;

(c) whether the Britain has agreed to provide spare parts of Sea King Harrier helicopters;

(d) if so, the details thereof and the reasons for delay in the supply of the said spare parts; and

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

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) and (b) There is no proposal at present to procure helicopters from Britain.

(c) to (e) The British supplier has applied for restoration of licenses fro the original designer/firms in the USA. The Government of India has also taken up the matter with the US Government. Once the Licenses are reinstated, the supply of spares will commence.

Filling up of SCs/STs/OBCs Vacancies In Defence Estate

2948. SHRI RAMDAS ATHAWALE: Will the Minister of DEFENCE be pleased to state:

(a) whether 15%, 7.5% and 27% posts reserved for scheduled castes, scheduled tribes and other backward classes respectively in the Indian Defence Estate Services have not been filled;

(b) if so, the reasons therefor;

(c) the number of total sanctioned posts in Group-A of the Indian Defence Estate;

(d) the number of scheduled castes, scheduled tribes and other backward classes and general category persons working on these posts and the percentage of persons of each category separately as on July 2, 1997 as per the instructions contained in para 5 of the official Memorandum No. 36012/2/96-Estt. (Reservation) dated July 2, 1997 of Department of Personnel and Training; and

(e) the details of the vacancies created during 1999, 2000 and 2001 and year-wise details of the number of scheduled castes, scheduled tribes, other backward classes and general category persons appointed against the vacancies?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) to (e) The information is being collected and will be laid on the Table of the House.

[*English*]

Failure of Multinational Oil Companies to Exploit Oil

2949. SHRI ASHOK N. MOHOL:
SHRIMATI JAYASHREE BANERJEE:

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

(a) whether the Government of Rajasthan has reported about the gross failure of multinational companies to exploit oil and gas reserves in the border districts of the State; and

(b) if so, the details of the report and the steps taken by the Government 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) No, Sir.

(b) Does not arise.

Defence Cooperation with France

2950. SHRI Y.S. VIVEKANANDA REDDY: Will the Minister of DEFENCE be pleased to state:

(a) whether France is keen to enhance defence cooperation with India in all the fields, including military-to-military relationship;

(b) if so, whether France is also ready to enter into joint venture with India in the defence field as well as research and development (R&D) for producing new equipments including radars and helicopters;

(c) if so, whether any agreement has been reached between India and France in this regard; and

(d) if so, the details thereof?

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

(c) and (d) No agreement has been reached so far between India and France.

Oil and Gas Fields on Equity Sharing Basis

2951. SHRI NARESH PUGLIA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government have requested Iran to give its PSU oil companies some of the discovered and proven oil and gas fields on equity sharing basis;

(b) if so, the details thereof;

(c) whether Iran has agreed to the said proposal of India; 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) Under the policy prevailing in Iran, the oil and gas

sector projects are offered to foreign companies, predominantly on "Buy Back" arrangements, which does not permit equity ownership in such projects, therefore,

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

Godhra Train Fire Incident

2952. SHRI ARUN KUMAR:
SHRI CHANDRESH PATEL:

Will the Minister of RAILWAYS be pleased to state:

(a) the number of persons killed/injured in Godhra train fire incident on February 27, 2002;

(b) the details of compensation paid to the injured and families of the deceased;

(c) the number of miscreants arrested;

(d) whether most of the RPF and GRP personnel in duty at Godhra Railway Station were not available when the mob attacked the train;

(e) if so, the reasons therefor and the action taken against the guilty; and

(f) whether the RPF is not empowered to open fire in such acts at railway stations and if so, the steps taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) 58 persons were killed and 38 passengers were injured in Godhra train fire incidents on 27.2.2002.

(b) Rs. 15,000/- was paid to each of family of the deceased, Rs. 5,000/- each of the grievously injured and Rs. 500/- each to those who suffered simple injury as ex-gratia.

(c) As per information available with this Ministry, 60 persons have been arrested so far.

(d) No, Sir. The staff was available in their respective duty beats.

(e) Does not arise.

(f) No, Sir. RPF personnel are empowered to exercise right of private defence under such circumstances.

I-Cards to Voters In the Country

2953. DR. RAGHUVANSH PRASAD SINGH:
 SHRI G.J. JAVIYA:
 SHRI SUKDEO PASWAN:
 SHRIMATI KANTI SINGH:
 SHRI S.D.N.R. WADIYAR:
 SHRI PAWAN KUMAR BANSAL:
 SHRI VILAS MUTTEMWAR:

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

(a) whether there has been any progress in providing Voters Identity Cards by the Election Commission till date;

(b) the percentage of electorate provided Identity Cards by the Election Commission so far, State-wise, and Union Territory-wise;

(c) the total cost incurred thereon;

(d) the time by when all the voters are likely to be provided with such cards and its use made mandatory for casting one's vote at an election; and

(e) the steps taken to remove discrepancies noted so far in the preparation of such cards and their reflection in the electoral rolls?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI ARUN JAITLEY): (a) and (b) Yes Sir. A statement showing the progress made in the issuance of defect-free photo identity cards to electors in the country is laid on the Table of the House.

(c) A sum of Rs. 424,45,61,710/- has so far been released by the Central Government to the States/Union territories towards reimbursement of its share of expenditure on the scheme of electors' photo identity cards.

(d) The scheme to issue photo-identity cards to electors is not a project but a programme for the completion of which no time limit can be fixed as the registration of electors is a continuous and ongoing process (excepting for a brief period between the last date for filing nomination and completion of electoral process) on account of more number of persons becoming eligible for the right of franchise on attaining the age of 18 years as also due to movement of electors. The Election Commission had made the use of these cards along with other forms of identification compulsory for identification of voters during the General Elections to the Legislative Assemblies of Haryana, Kerala, Tamil Nadu, West Bengal and Pondicherry in 2001 and during the recent General Elections to the Legislative Assemblies of Manipur, Punjab, Uttaranchal and Uttar Pradesh.

(e) The Central Government has not been assigned any specific role in the implementation of the scheme except that it has to reimburse 50% of the expenditure on the scheme. The Election Commission of India, which monitors and implements the scheme, has informed that it has issued instructions that the electors' photo identity card numbers should be reflected against names of the holders in the electoral roll. It has also provided for necessary safeguards for dealing with any discrepancies occurring in the process of implementation of the scheme.

Statement*Election Commission of India**Status report on progress of electors' photo identity cards*

| Sl. No. | States/UTs | Total Electors | Electors issued with defect-free Identity Cards | Percentage (4 as % of 3) |
|---------|-------------------|----------------|---|--------------------------|
| 1 | 2 | 3 | 4 | 5 |
| 1. | Andhra Pradesh | 50,898,945 | 32,568,406 | 63.99 |
| 2. | Arunachal Pradesh | 638,718 | 373,452 | 58.47 |
| 3. | Assam | 14,426,221 | 67,479 | 0.47 |
| 4. | Bihar | 58,438,317 | 21,681,836 | 37.10 |

| 1 | 2 | 3 | 4 | 5 |
|-----|----------------------|------------|------------|-------|
| 5. | Goa | 934,980 | 518,103 | 55.41 |
| 6. | Gujarat | 30,437,773 | 23,177,051 | 76.15 |
| 7. | Haryana | 12,248,696 | 9,105,465 | 74.34 |
| 8. | Himachal Pradesh | 3,773,424 | 2,657,692 | 70.43 |
| 9. | Jammu & Kashmir | 5,022,782 | 0 | 0.00 |
| 10. | Karnataka | 35,123,307 | 24,612,144 | 70.07 |
| 11. | Kerala | 22,835,568 | 18,344,689 | 80.33 |
| 12. | Madhya Pradesh | 32,055,990 | 22,452,302 | 70.04 |
| 13. | Maharashtra | 58,285,729 | 44,455,999 | 76.27 |
| 14. | Manipur | 1,441,936 | 1,033,733 | 71.69 |
| 15. | Meghalaya | 1,192,198 | 713,079 | 59.81 |
| 16. | Mizoram | 457,434 | 0 | 0.00 |
| 17. | Nagaland | 966,275 | 625,996 | 64.78 |
| 18. | Orissa | 25,049,023 | 18,232,312 | 72.79 |
| 19. | Punjab | 15,606,639 | 11,785,471 | 75.52 |
| 20. | Rajasthan | 31,543,376 | 23,797,921 | 75.45 |
| 21. | Sikkim | 257,062 | 200,077 | 77.83 |
| 22. | Tamil Nadu | 47,365,189 | 31,662,414 | 66.85 |
| 23. | Tripura | 1,848,602 | 1,249,171 | 67.57 |
| 24. | Uttar Pradesh | 98,863,132 | 56,419,336 | 57.07 |
| 25. | West Bengal | 48,672,291 | 41,699,354 | 85.67 |
| 26. | A & N Islands | 258,296 | 195,072 | 75.52 |
| 27. | Chandigarh | 538,607 | 381,048 | 70.75 |
| 28. | Dadra & Nagar Haveli | 11,847 | 86,800 | 77.61 |
| 29. | Daman & Diu | 71,931 | 45,645 | 63.46 |
| 30. | NCT of Delhi | 8,707,531 | 5,800,683 | 66.62 |

| 1 | 2 | 3 | 4 | 5 |
|------------------------|--------------|--------------------|--------------------|--------------|
| 31. | Lakshadweep | 36,738 | 31,813 | 86.59 |
| 32. | Pondicherry | 658,927 | 555,675 | 84.33 |
| 33. | Chhattisgarh | 12,737,705 | 5,398,879 | 42.39 |
| 34. | Jharkhand* | — | — | — |
| 35. | Uttaranchal | 5,167,525 | 2,726,709 | 52.77 |
| All India Total | | 626,672,714 | 402,655,806 | 64.25 |

*Included in Bihar. Separate figures for the State are not available.

Note: Programme in Assam and Mizoram is currently not under way as there are disputes regarding illegal immigration and citizenship issues.

Special Trains to Clear Summer Rush

2954. SHRI RAM MOHAN GADDE:
SHRI M.V.V.S. MURTHI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government is going to run some special trains to clear the summer rush; and

(b) if so, the details of trains likely to be started?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) and (b) Yes, Sir. It is proposed to run about 3240 Summer Special Trains on 72 routes. The All India Summer Specials Time Table indicating the details of the trains has been published and released in February, 2002.

[Translation]

Theft of Coal in Various Railway Zones

2955. SHRI RAJO SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) the number of incidents of theft of coal reported in various railway zones during the last three years;

(b) the action taken by the Government in this regard; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) The number of incidents of theft of coal reported over various Railway zones for the last three years i.e. 1999, 2000 and 2001 is as under:—

| Railways | 1999 | 2000 | 2001 |
|---------------|------|------|------|
| Central | 76 | 59 | 70 |
| Eastern | 112 | 54 | 78 |
| Northern | 8 | 11 | 3 |
| North Eastern | 1 | — | 2 |
| N.F. | — | 1 | — |
| Southern | — | — | — |
| South Central | 27 | 29 | 16 |
| South Eastern | 4 | 6 | 8 |
| Western | 57 | 53 | 42 |

(b) and (c) 356, 320 and 389 persons were arrested for coal theft and dealt under the provision of RP (UP) Act during the year 1999, 2000 and 2001 respectively.

[English]

Development of Energy Sector by Kazakhstan

2956. SHRIMATI SHYAMA SINGH: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether Kazakhstan has sought help of Indian oil and gas firms in the development of its energy sector;

(b) if so, the details of agreements signed between both the countries in this regard;

(c) whether ONGC-Videsh propose to explore possibilities of oil and gas fields in Karazhanbas sea; and

(d) if so, the benefits likely to accrue to ONGC on this particular assignment?

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) In the Fourth meeting of the Indo-Kazakhstan Joint Commission held in New Delhi on 11.2.2002, both sides recognized the expertise and competence of services being offered by the Indian oil companies, such as Indian Oil Corporation Ltd. (IOC), Gas Authority of India Ltd. (GAIL) and Engineers India Ltd. (EIL). However, no agreement in this regard had been signed with Kazakhstan side.

(c) and (d) Participation of ONGC-Videsh Ltd. in the tender for Karazhanbas-sea block depends on the results of the techno-economic studies.

Use of "Apradhi" word in Delhi Court

2957. SHRIMATI RENUKA CHOWDHURY:
SHRI SUSHIL KUMAR SHINDE:

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

(a) whether Government's attention has been drawn to the fact that an accused even in simple case is called "Apradhi" and the summons sent to such accused are headlined as "Summons-ba-naam Apradhi", in Hindi especially in Delhi Courts;

(b) whether Hindi equivalent of the term "accused" is "Abhiyukta";

(c) whether the Government have considered the incalculable injury to the psyche of innocent persons accused of any simple offence by use of the word "apradhi" for them in the summons;

(d) whether any instructions are proposed to be issued for use of appropriate judicial terminology on court-summons and other documents to avoid uncalled for injury to innocent minds; and

(e) if so, the details thereof?

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

(b) Yes, Sir.

(c) to (e) This is for the Delhi High Court to use the appropriate legal terminology in Hindi as per relevant provisions of the Code of Criminal Procedure, 1973.

Revival of IISCO

2958. SHRI BASU DEB ACHARIA:
SHRI PRABODH PANDA:

Will the Minister of STEEL be pleased to state:

(a) whether Board of Industrial and Finance Reconstruction has urged the Government to submit revival package of Indian Iron and Steel Company Limited by February 23, 2002;

(b) if so, the details thereof; and

(c) the action taken by the Government to revive the premier steel manufacturing unit?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI BRAJA KISHORE TRIPATHY): (a) to (c) On its last hearing dated 23.11.2001, BIFR has granted 3 months time till February 2002 for submission of a fully tied up plan for revival of Indian Iron and Steel Co. (IISCO). Steel Authority of India Limited (SAIL) had accordingly submitted a proposal for revival of the country to the Ministry of Steel which is turn examined the proposal and prepared a revival package which is presently under consideration of the Government. In the meantime, BIFR has been requested for extension of time by six months for submission of a final proposal.

Privatisation of Power Sector

2959. SHRI ANANTA NAYAK: Will the Minister of POWER be pleased to state:

(a) the States where power sector has been privatized;

(b) whether any review has been made on the working of power sector after privatisation;

(c) if so, whether the privatisation has achieved success in the power sector in those States; and

(d) if not, the reform measures proposed to be adopted by the Government to bring about improvement in power sector?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI JAYAWANTI MEHTA): (a) to (d) Private distribution companies are operating successfully in Mumbai, Kolkata, Ahmedabad and Surat for a long time.

Orissa has privatized distribution by disinvesting 51% shareholding and one generating company by disinvesting 49% shareholding in 1999. Uttar Pradesh entrusted responsibility for distribution of a joint venture distribution company in Greater Noida in 1993.

Since initiation of reforms/restructuring and privatisation in Orissa, improvements have been reported in terms of reduction of T&D losses, increase in collection efficiency, metering etc. The distribution companies have reported reduction of T&D losses, reduction of financial losses from Rs. 286 crores to Rs. 191 crores during the same period. Metering has increased from 30% at the time of take over to about 80% by the end of 2001-02. However, the overall health of the sector has not recovered fully. The Government of Orissa appointed a High Power Committee to review the ongoing power sector reforms in the State. The Committee submitted its report to the Government of Orissa in November, 2001 indicating steps that would contribute towards the solution of the problem and difficulties being experienced during transition.

The Government of India has been encouraging States to undertake reforms so as to improve the financial health of the power sector. A Conference of Chief Ministers/Power Ministers was organized in March, 2001 which recognized that the real problem of management and challenge of reforms lies in the distribution sector. It was resolved inter alia to undertake full metering of all consumers, energy audit at all 11 KV feeders, develop an effective Management Information System (MIS), launch an effective programme for identifying and eliminating theft, achieve commercial viability in distribution in 2-3 years through measures like creation of profit centres, handing over of local distribution to panchayats/local bodies/franchisees/users associations, privatisation of distribution etc.

The Government of India has signed Memorandum of Understanding (MoU) with twenty States. The MoUs are a joint commitment of the Centre and the States to undertake reforms in a time bound manner. The State Governments' commitment in these MoUs include

constitution/operationalisation of SERCs, 100% metering of 11 KV feeders and all consumers, energy audit, reduction of technical and commercial losses, achievement of commercial viability in distribution etc. Government of India has committed its support through additional allocation of power from Central Generating Stations and financial assistance through Accelerated Power Development Programme (APDP) for strengthening of sub-transmission and distribution as well as for renovation and modernisation of thermal and hydel power plants.

Techno-Warriors by Navy

2960. SHRI A. NARENDRA: Will the Minister of DEFENCE be pleased to state:

(a) whether Indian Navy is likely to raise Techno-Warriors;

(b) if so, the details thereof;

(c) whether any final decision has been taken by the Government in this regard; and

(d) if so, the details thereof?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) to (d) There is no specific proposal for raising 'Techno-Warriors' by the Indian Navy. However, as part of its continuous efforts of modernisation, the Navy intends to train its personnel on contemporary technologies of modern warfare.

[Translation]

DD/AIR Projects in Rajasthan

2961. SHRI JASWANT SINGH BISHNOI: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether there is any proposal to increase the transmission capacity of Falouri Television Centre in Jodhpur district of Rajasthan;

(b) if so, the details thereof; and

(c) the time by when it is likely to be made effective?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRIMATI SUSHMA SWARAJ): (a) There is no proposal to increase the capacity of the TV transmitter at Phalodi in Jodhpur district of Rajasthan.

(b) and (c) Do not arise.

[English]

Impact of New Tariffs

2962. SHRI A. VENKATESH NAIK:
SHRI P. MOHAN:

Will the Minister of POWER be pleased to state:

(a) whether the Government are aware that with the implementation of new tariff order of Central Electricity Regulatory Commission (CERC) investment from the States Sector in power would be seriously affected from its impact on NTPC's realization from SEBs;

(b) if so, whether the Government are also aware that State Electricity Boards (SEBs) are likely to be losing Rs. 2,300 crore annually after the implementation of CERC order, whereas NTPC is expected to bear a loss of about Rs. 2000 crore a year; and

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

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI JAYAWANTI MEHTA): (a) to (c) The Government of India constituted the Central Electricity Regulatory Commission (CERC) under the Electricity Regulatory Commissions (ERC) Act, 1998. The functions of CERC inter alia include regulation of tariff of generating companies owned or controlled by the Central Government and promotion of competition, efficiency and economy in the activities of the electricity industry. The Central Commission while determining the terms and conditions for fixation of tariff is guided by the principles, inter alia that generating companies may earn an adequate return and at the same time they do not exploit their dominant position in generation, sale of electricity.

The Central Government deleted the provisions of Section 43A (2) of the Electricity (Supply) Act, 1948 with effect from 15th May, 1999 in exercise of powers under section 51 of the ERC Act, 1998. The Government of India had informed CERC in June 1999 that while regulating tariff they would be free to depart from the norms fixed vide the 1992 tariff notification.

CERC issued orders on 4.1.2000, 15.12.2000, 21.12.2000 on Availability Based Tariff (ABT) and Tariff Principles/Norms. In addition to being a performance-based tariff for the supply of power by central generating stations, the ABT is aimed at incentivising maintenance of grid discipline. By these orders CERC revised the norms fixed

by the Central Government in the tariff notification of 1992. National Thermal Power Corporation (NTPC) has estimated a reduction in revenue to the tune of Rs. 981 crore in the current financial year due to the orders of the CERC.

CERC has also allowed NTPC to charge 5% of capacity charge in every bill as development surcharge to meet the requirement of funds for enhanced capacity addition. NTPC has not taken into account the earning which it would get from this surcharge while estimating the reduction in revenue.

Any reduction of tariff due to enhanced efficiency norms will benefit the SEBs. Loss to SEBs can come from the unscheduled interchanges (UI) charges, which are leviable in the event of failure of SEB to maintain grid discipline. If SEBs maintain grid discipline, they will not be required to pay UI charges.

Railway Projects undertaken by IRCON

2963. SHRI G. PUTTA SWAMY GOWDA:
SHRI AMBAREESHA:

Will the Minister of RAILWAYS be pleased to state:

(a) the rail projects currently being undertaken by the IRCON in different countries, country-wise;

(b) whether all these projects are progressing smoothly without any cost and time overrun;

(c) if not, the reasons therefor; and

(d) the total foreign exchange earned by the IRCON out of these projects?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) The country-wise rail projects currently under execution by IRCON are as under:

| Country | Name of Projects |
|----------|--|
| 1 | 2 |
| Malaysia | (i) Rail from Palabuhan-Tanjung-Pelepas-Johar in Malaysia completed on 12th January, 2002 and inaugurated by Prime Minister of Malaysia on 21st January, 2002. |

| | 1 | 2 |
|------------|-------|---|
| | (ii) | Leasing and Maintenance of 30 Nos. of diesel loco to KTMB. |
| | (iii) | Installation of track in Kuala Lumpur central station and other infrastructure works—Projects is recently completed and maintenance work is on. |
| Iran | (i) | Signalling project, Iran—Project likely to be completed in March. |
| Bangladesh | (i) | Bahgabandhu (Jamuna) bridge railway link project. |
| UK | (i) | Project of Engineering support services to two British companies for signalling and electrical works in UK |

(b) and (c) All these railway projects are progressing smoothly except that there is some time overrun in respect of the rail project being executed in Bangladesh for reasons beyond IRCON's control. There is no cost overrun.

(d) The total net foreign exchange earned from the aforesaid projects upto 31.12.2001 is Rs. 431.43 crores.

Regularisation of Contract Engineers in EIL

2964. SHRI P.S. GADHAVI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the decision of the Board of Engineers India Limited (EIL) to recruit/regularise the contract engineers for the Batch 2001 onwards has since been implemented and the contract engineers have been reinstated;

(b) if so, the complete details of recruitment of contract engineers as on January 31, 2002; and

(c) the time by which all the contract engineers are likely to be absorbed permanently against the decision of the Board?

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) Engineers India Limited (EIL) in June, 2000 decided that 50% of the vacancies/requirement of Management Trainees would be filled on an annual basis from contract engineers working in the company or who have left the

service of the company on completion of contract period/foreclosure of contract and meet the selection criteria. However, no contract engineer has been recruited/absorbed by EIL after the above mentioned decision due to non-availability of vacancies of Management Trainees in the company.

(c) Absorption of contract engineers would depend on the quantum of business available to EIL. It is not possible to indicate any time frame for absorption of the contract engineers.

Withdrawal of World Bank from NJHPP

2965. SHRI RADHA MOHAN SINGH:
SHRI RAMJIVAN SINGH:

Will the Minister of POWER be pleased to state:

(a) whether the World Bank has withdrawn from the Nathpa Jhakri Hydro Power Project of the NJPC;

(b) if so, the reasons therefor;

(c) the stake of the Government in the project; and

(d) the manner in which the project is proposed to be implemented by the Government?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI JAYAWANTI MEHTA): (a) and (b) The World Bank has not withdrawn from Naptha Jhakri Hydro-electric Project of the Naptha Jhakri Power Corporation (NJPC). The loan sanctioned by the World Bank for construction of the Project initially had a closure date of December, 1997, which was extended to December, 1998 and then again upto March, 2002 so as to be concurrent with the Project commissioning date. The project commissioning was delayed due to the setback caused by the unprecedented flash flood of August, 2000. While the World Bank have expressed their full satisfaction with the progress of the Project, they have indicated their inability to extend the loan closing date beyond March, 2002, stating that the loan is the oldest in their portfolio of active loans and has already been extended for a period of 4¹/₂ years from its earlier closing date of December, 1997.

(c) and (d) Naptha Jhakri Hydro-electric Project is a Joint Venture of Government of India and Government of Himachal Pradesh with cost sharing in the ratio of 3:1. The Project is being financed on 1:1 debt: equity pattern. The equity is being contributed by the Government of India and the Government of Himachal Pradesh and the

loan portion is being funded by the World Bank, Power Finance Corporation and other sources.

Use of Forged Wheelsets

2966. SHRI PRABHUNATH SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether forged wheelsets have been used in the wagon building when the CAG asked for the file No. 96/RS(B)/951/4 (CAG Report No. 9 of 1999)-page (184-185) for audit scrutiny was not made available to the audit;

(b) if so, whether the matter of using forged wheelsets for imported origin was enquired;

(c) if so, the outcome thereof;

(d) the reasons for not producing the file when asked for by audit; and

(e) the measures taken to bring to book the guilty railway officials and to tone up the railway administration in the field of getting material?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) It is true that in the past forged wheelsets of imported origin were also used in the wagon building as a balancing requirement when the capacity of Wheel & Axle Plant, Bangalore (WAP) was not adequate. The last contract for forged wheelsets was placed in year 1996. Presently WAP are in a position to meet full requirements of wheelsets and hence no further purchase of forged wheelsets has been made by Indian Railways.

It is not true that File No. 96/RS(B)/951/4 was not made available to audit for scrutiny. The file was in fact made available to Audit in August '98. Since this file was too voluminous, Audit desired that only relevant papers dealing with the instructions may be made available for audit scrutiny. Accordingly, a part file was constituted and the same was made available to them as per their desire. Subsequently, as advised by Audit, main file was also sent to them on 29.10.98, which remained with Audit till 01.3.2002.

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

(c) to (e) Do not arise.

Wasteful Expenditure

2967. SHRI RAMJEE MANJHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether financial resources of the Railways, on the one hand, are being squandered while, on the other hand, the Railways do not have money to execute the projects for a long;

(b) if so, whether the Government have carried out any survey of the wasteful expenditure resorted to by the Railways like the one pointed out by the CAG in their Report 9 of 1999 on page 150 of the import of Rail Grinding Machine at a cost of Rs. 7.77 crores in April 1994 which remained without use till December 31, 1998; and

(c) the measures taken to bring utmost economy in the Railway expenditure to expedite the execution of long pending projects?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) and (c) No, Sir. Due care is taken to ensure that the finances of the Railways are put to the best possible use. Extant instructions to the zonal Railways emphasize that economy and austerity should be ensured both in revenue as well as in plan expenditure.

The resource crunch that has been experienced in the past couple of years has been on account of reduced internal generation of funds due to the considerable increase of working expenses as a result of the implementation of the recommendations of the Fifth Central Pay Commission. The large shelf of projects has also contributed to the problem. With a continuing endeavour at economy, the working expenses have begun to stabilise.

(b) Regarding the import of the Rail Grinding machine referred to by the C&AG, it is submitted that grinding of rails extends their working life thereby reducing the need for renewal of rails, which in turn is expected to yield not only monetary savings but also other benefits such as reduced rail fractures.

Indian Railways imported one rail grinding machine in 1990 (not 1994) for a pilot project in the K K Line, the heaviest traffic density line on difficult terrain. Given the terrain in which it was used and the inexperience of Indian Railways with such equipment, the percentage

utilisation was not as good as it should have been. In subsequent years, the productivity was affected due to non-availability of imported spares in the indigenous market and long time taken for importing the spares in case of breakdown.

To improve the utilisation, now an Annual Maintenance Contract has been entered into with the original equipment manufacturer's representatives and the repairs of the machine are in progress under the Annual Maintenance Contract.

Non-Functioning of FM/TV Station at Dharmapuri (Tamil Nadu)

2968. SHRI P.D. ELANGOVAN: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether FM Radio Station and TV relay station at Dharmapuri are not functioning;

(b) if so, the reasons therefor;

(c) whether additional funds for about six crores is needed for the proper commissioning and functioning of the FM Radio Station at Dharmapuri; and

(d) if so, whether the Government have any plan to allocate requisite funds and staff strength to facilitate proper functioning of FM Radio Station and TV relay station at Dharmapuri in Tamil Nadu?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRIMATI SUSHMA SWARAJ): (a) to (d) The TV relay Station at Dharmapuri is reported to be functioning satisfactorily. A local radio station with 10 KW FM Tr. and Studios at Dharmapuri is under implementation. This project is expected to be completed within the proposed capital cost. No cost escalation is envisaged at this stage. Adequate staff strength is available for proper functioning of TV relay station.

Accidents of Army Vehicles

2969. SHRI SULTAN SALAHUDDIN OWAISI: Will the Minister of DEFENCE be pleased to state:

(a) whether there is an alarming rate of accidents involving army vehicles;

(b) if so, the total loss suffered by Indian Army in regard to man and material due to such accident;

(c) whether the number of army personnel died in these accidents are more than in any conflict as reported in the *Times of India* dated December 13, 2001 captioned 'Army alarmed, by loss of men in road accident; and

(d) if so, the steps taken by the Government in this regard?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) and (b) During Operation PARAKRAM, between 19th December 2001 to 15th March 2002, 50 Army personnel were killed due to vehicle accidents. Materials loss is being ascertained.

(c) No, Sir.

(d) Does not arise.

Rural Electrification in Karnataka

2970. SHRI VINAY KUMAR SORAKE: Will the Minister of POWER be pleased to state:

(a) whether the Government of Karnataka has sought for a reduction in the rate of interest of 12% for rural electrification works by Rural Electrification Corporation, to 7.5%;

(b) if so, whether this reduction in the rate of interest was sought because of remote location of unelectrified hamlets/villages with no corresponding return on huge capital outlays;

(c) if so, whether the Government have issued any directive to the Rural Electrification Corporation to examine this issue; and

(d) if so, the steps taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI JAYAWANTI MEHTA): (a) to (d) Rural Electrification Corporation (REC) is a financial institution. The rate at which it lends money depends on the cost at which REC is able to raise funds. REC has reduced interest rates on its loans to Power Utilities by 2% during this financial year. Interest rates presently applicable vary from 10% for Dalit Basti schemes to 11.5% for System Improvement Schemes.

One Time Settlement for Companies

2971. SHRI A. BRAHMANAIAH: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether the Government have announced a policy of One-Time Settlement for companies wishing to wind up their activities;

(b) if so, the fees or fines or levies collected under the aegis of this scheme during 2000-2001;

(c) whether there is any proposal to extend such a scheme for other long pending problems for companies; and

(d) if so, the details of steps to simplify the procedures involved in rectifying arrears etc. by companies?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI ARUN JAITLEY): (a) No, Sir. However, the Government had announced a Scheme namely-'The Fast Track Section 560 Scheme' from 28.9.2000 to 31.1.2001 for getting the names of companies struck off from the Register of Companies. The Scheme was extended upto 31.3.2001 for the State of Gujarat only on account of the earthquake.

(b) An amount of Rs. 5.27 crores was collected under the Fast Track Section 560 Scheme as fee during 2000-2001.

(c) and (d) There is no such proposal at this time.

Grievances of Customers

2972. PROF. UMMAREDDY VENKATESWARLU: Will the Minister of RAILWAYS be pleased to state:

(a) whether railways have an active Railway Tariff Tribunal to go into various customer grievances, with particular reference to the pricing of railway services and the implementation of the same;

(b) if so, the way in which such a mechanism work;

(c) whether railways are aware that the abolition of 'telescopic' system of fares for travelling passengers has caused undue burden on passengers;

(d) the steps the Government proposed to take to introduce 'telescopic fares' for passengers already holding a ticket for travel; and

(e) whether the Government propose to do away with the present system of issuing fresh tickets for onward journeys of passengers?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) and (b) No, Sir. However on the Indian Railways, there is a Railway Rates Tribunal dealing with freight rates. It has the jurisdiction to examine any complaint against the Railway administration in regard to unreasonable preference to any particular description of traffic, unreasonable charging or levying of any charge. RRT does not deal with fixation of fares for carriage of passengers.

(c) to (e) No, Sir. 'Telescopic' system of passenger fares has not been abolished. Furthermore, as per Rail Budget 2002-03, it is proposed to rationalise the fare structure on the said principle. Due to Computerised Passenger Reservation System on Indian Railways, the facility of booking journey tickets from anywhere to anywhere exists.

Surplus Stocks to hit Oil Companies

2973. COL. (RETD.) SONA RAM CHOUDHARY: 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 captioned, 'Surplus stocks to hit Oil Cos' appearing in the 'Hindustan Times' dated February 1, 2002;

(b) if so, whether there is wide variation between projected estimate by oil producers and the amount actually produced; and

(c) if so, the preventive measures taken/proposed to be taken by the Government to avoid holding surplus stocks in future and to avoid unnecessary keep the ship waiting due to lack of storage space and to pay a huge amount of demurrages?

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) and (c) As per the revised estimates, indigenous production of petroleum products ex-refineries and fractionators during the current year 2001-02 is estimated as 106.02 MMT as against the original estimates of 110.02 MMT. Ships (ocean tankers) used to incur demurrages in the past when products, predominantly Diesel and Kerosene, were imported. At present, country is surplus in Petrol and Diesel and self-sufficient in

Kerosene and therefore, import of these products has been stopped. This scenario is likely to continue. No major imports of petroleum products are anticipated in near future.

Construction of New Airbase for Fighter Jets

2974. SHRI ANANDRAO VITHOBA ADSUL: Will the Minister of DEFENCE be pleased to state:

(a) whether the Indian Air Force has decided to have a new airbase for fighter-jets at Lengpui airport near Aizawal; and

(b) if so, the time by which the said airbase is likely to be constructed?

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

(b) Does not arise.

Memorandum of Understanding between India and China

2975. SHRI G.S. BASAVARAJ: Will the Minister of STEEL be pleased to state:

(a) whether India and China have stepped up their steel output despite OECD cutbacks;

(b) if so, whether India and China have been able to increase their steel production;

(c) if so, the details thereof;

(d) the total growth India was achieved in steel during the current year; and

(e) the steps being taken to improve it further?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI BRAJA KISHORE TRIPATHY): (a) OECD has not decided on any cutback in Indian steel production.

(b) and (c) The details of production of finished steel in India and China during the last 3 years are as under:

(In million tonnes)

| | 1998-99 | 1999-2000 | 2000-2001 |
|--------|---------|-----------|-----------|
| India | 24 | 27 | 29 |
| China* | 115 | 124 | 127 |

(*Source: International Iron and Steel Institute)

(d) During the period from April 2001 to January 2002, the estimated production of finished steel in the country was 25 million tonnes. This figure is higher by 1.2% over the production during the corresponding period of the last year.

(e) It is expected that domestic production would increase in response to the increase in consumption levels as a result of various Government initiatives. The Government has taken several steps to raise consumption level of steel in the country: (i) constitution of a National Campaign Committee to promote steel consumption through development of markets especially in the rural areas, (ii) encouraging usage of steel in new application areas such as grain storage systems, crash barriers in highways and expressways, (iii) providing financial support to R&D ventures in iron and steel sector to reduce production cost, (iv) constitution of a Committee to augment use of domestic steel in the automobile sector, (v) organising seminars for dissemination of knowledge on the use of steel and (vi) setting up of service centers to supply steel products as per the specific needs of the consumers.

[Translation]

Jamalpur Factory

2976. SHRI BRAHMA NAND MANDAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether new type of works are being allotted to 140 years old Jamalpur rail factory, under Eastern Railways;

(b) if so, the details thereof;

(c) the expenditure likely to be incurred in this task along with the details of jobs being undertaken in this factory during the last 10 years;

(d) the expenditure incurred by the Railways in this regard during the last three years, year-wise;

(e) whether the Government propose to close Jamalpur Rail Factory; and

(f) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) Yes, Sir.

(b) A new activity of periodical overhaul (POH) of wagon in allotted to Jamalpur Workshop for which facilities are being developed in two phases. The details are as under:

| | Anticipated Cost (Rs. in Crores) |
|--|-------------------------------------|
| (i) Jamalpur—Facilities for POH of 400 wagons per month. | 20.62 |
| (ii) Jamalpur-Augmentation of POH of wagons from 400 to 900 per month. | 9.21 |

(c) (i) The expenditure likely to be incurred towards the creation of infrastructure for POH of wagons is Rs. 29.83 Crores [as indicated in response to question (b)].

(ii) Important activities undertaken in this workshop during last 10 years are POH of Diesel Locomotives, POH of wagons, rebuilding of unloadable wagons, manufacture and POH of various Cranes and Tower Cars, manufacture of medium phosphorus Brake-blocks and heavy duty Lifting Jacks, apart from repairs to assemblies & sub-assemblies for day to day maintenance of rolling stock on the open line.

(d) The revenue expenditure incurred in the last three years for the various activities listed in para c (ii) above are:

| | |
|-----------|----------------|
| 1998-1999 | Rs. 131 Crores |
| 1999-2000 | Rs. 156 Crores |
| 2000-2001 | Rs. 158 Crores |

(e) No, Sir.

(f) Does not arise.

[English]

**Panel for Identification of Frequency
of FM Radio Stations**

2977. SHRI ASHOK N. MOHOL: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether her Ministry has constituted any panel for identification of frequencies to set up FM radio stations in the second phase;

(b) if so, whether the said panel has submitted its report to the Government;

(c) if so, the details thereof;

(d) whether the Government have identified the cities where F.M. Radio stations are likely to be set up along with their frequencies; and

(e) if so, the details thereof, name-wise and State-wise?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRIMATI SUSHMA SWARAJ): (a) A Committee had been constituted under the Chairman, BECIL for planning of frequencies for FM radio stations to be taken up in the second phase.

(b) No, Sir.

(c) Does not arise.

(d) and (e) In the proposal for setting up of FM radio stations in the private sector, 70 cities were identified where these stations were to be set up in the second phase. State-wise list of these cities is enclosed in the statement. This list will be finalised on receipt of the recommendations of the Frequency Planning Committee and on the basis of the experience gained in the implementation of the phase-I of private FM stations.

Statement

*Proposed List of Cities of FM. Radio
Stations for Phase-II*

| S.No. | Name of city | Name of State/U.T. |
|-------|--------------|---------------------------|
| 1 | 2 | 3 |
| 1. | Port Blair | Andaman & Nicobar Islands |
| 2. | Vijayawada | Andhra Pradesh |
| 3. | Guntur | Andhra Pradesh |
| 4. | Warrangal | Andhra Pradesh |
| 5. | Rajamundry | Andhra Pradesh |
| 6. | Nellore | Andhra Pradesh |
| 7. | Itanagar | Arunachal Pradesh |
| 8. | Gaya | Bihar |
| 9. | Durg | Chattisgarh |
| 10. | Silvasa | Dadra & Nagar Haveli |
| 11. | Daman | Daman |

| 1 | 2 | 3 |
|-----|-------------------|------------------|
| 12. | Surat | Gujarat |
| 13. | Vadodara | Gujarat |
| 14. | Bhavnagar | Gujarat |
| 15. | Hissar | Haryana |
| 16. | Karnal | Haryana |
| 17. | Simla | Himachal Pradesh |
| 18. | Jamshedpur | Jharkhand |
| 19. | Dhanbad | Jharkhand |
| 20. | Ranchi | Jharkhand |
| 21. | Bokaro Steel City | Jharkhand |
| 22. | Jammu | J&K |
| 23. | Hubli | Karnataka |
| 24. | Mangalore | Karnataka |
| 25. | Belgaum | Karnataka |
| 26. | Gulbarga | Karnataka |
| 27. | Davangere | Karnataka |
| 28. | Kozhikode | Kerala |
| 29. | Kannur | Kerala |
| 30. | Kollam | Kerala |
| 31. | Kavaratti | Lakshadweep |
| 32. | Gwalior | Madhya Pradesh |
| 33. | Ujjain | Madhya Pradesh |
| 34. | Nasik | Maharashtra |
| 35. | Sholapur | Maharashtra |
| 36. | Amravati | Maharashtra |
| 37. | Kolhapur | Maharashtra |
| 38. | Bhiwandi | Maharashtra |
| 39. | Sangli | Maharashtra |
| 40. | Malegaon | Maharashtra |
| 41. | Akola | Maharashtra |

| 1 | 2 | 3 |
|-----|-------------|---------------|
| 42. | Nanded | Maharashtra |
| 43. | Imphal | Manipur |
| 44. | Aizwal | Mizoram |
| 45. | Kohima | Nagaland |
| 46. | Rourkela | Orissa |
| 47. | Pondicherry | Pondicherry |
| 48. | Amritsar | Punjab |
| 49. | Jodhpur | Rajasthan |
| 50. | Kota | Rajasthan |
| 51. | Bikaner | Rajasthan |
| 52. | Ajmer | Rajasthan |
| 53. | Udaipur | Rajasthan |
| 54. | Gangtok | Sikkim |
| 55. | Erode | Tamil Nadu |
| 56. | Salem | Tamil Nadu |
| 57. | Vellore | Tamil Nadu |
| 58. | Tiruppur | Tamil Nadu |
| 59. | Tuticorin | Tamil Nadu |
| 60. | Agartala | Tripura |
| 61. | Dehradun | Uttaranchal |
| 62. | Meerut | Uttar Pradesh |
| 63. | Gorakhpur | Uttar Pradesh |
| 64. | Aligarh | Uttar Pradesh |
| 65. | Moradabad | Uttar Pradesh |
| 66. | Saharanpur | Uttar Pradesh |
| 67. | Jhansi | Uttar Pradesh |
| 68. | Bareilly | Uttar Pradesh |
| 69. | Asansol | West Bengal |
| 70. | Durgapur | West Bengal |

[Translation]

Role of Press Club of India

2978. SHRI JAGDAMBI PRASAD YADAV: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) the role of Press Club of India in propagating and disseminating the Government information free of cost; and

(b) the concessions being provided by the Government to the club?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRIMATI SUSHMA SWARAJ): (a) The Press Club of India does not play any direct role in propagating and disseminating Government information. It is a non-governmental organization managed by the members of the Club. However, as a meeting point for the journalists, at large, it serves as a catalyst for dissemination of information including that about Government's policies and programmes and comments thereon. Through its activities like "Meet the Press" programmes etc. the Club often invites opinion makers, ministers, leaders of opposition parties etc. for a direct dialogue with members of the Press.

(b) No concessions are being provided by this Ministry to the Press Club.

[English]

Ban on Telecast of Opinion Surveys and Exit Polls

2979. SHRI RAM MOHAN GADDE:
SHRI M.V.V.S. MURTHI:
SHRI ANANTA NAYAK:

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

(a) whether there is demand for ban on publication and telecast of opinion surveys and exit polls as well as other restrictions on media reporting election to protect the democratic values; and

(b) if so, the details with the response of the Union Government?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI ARUN JAITLEY): (a) and (b) The Election

Commission of India has informed that taking cognizance of the views expressed by all the recognized National and State Political parties it had issued guidelines on 20.1.1998, 19.11.1998, 21.5.1999 and 20.8.1999 in connection with the conduct of opinion polls and exit polls. These guidelines were challenged before some High Courts and also before the Supreme Court on the ground that the Commission had no authority to issue the same and that they were violative of the fundamental right of free speech and expression guaranteed by article 19 (1) (a) of the Constitution. A Constitution Bench of the Supreme Court, which heard the matter on 14.9.1999, expressed some reservations about the powers of the Commission to issue these guidelines. Thereupon, the Election Commission withdrew these guidelines on 14.9.1999.

[Translation]

Amendment in Peoples' Representation Act

2980. SHRI RAMDAS ATHAWALE: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether the Election Commission has advised the Government to amend the People's Representation Act in order to regulate the excess expenditure incurred by the candidates in elections; and

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

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI ARUN JAITLEY): (a) and (b) Yes, Sir. The Government has received some proposals on electoral reforms from the Election Commission of India, wherein, *inter alia*, it has been suggested that (i) the 'Explanation 1' to section 77 (1) of the Representation of the People Act, 1951, which provides that the expenditure incurred by a political party or by any other association or body of persons or by any individual (other than the candidate or his election agent) in connection with an election, shall not be deemed to be expenditure incurred or authorized by the candidate or his election agent for the purposes of ceiling of election expenditure and due to which it has not been possible to have a practical check on the election expenditure, should be omitted to ensure that the role of money power in elections is curbed significantly; and (ii) the Election Commission be empowered to fix before every election the ceiling on election expenses incurred or authorized by the candidates at elections, under Rule 90 of the Conduct of Elections Rules, 1961, which is presently done by the Government in consultation with the Election Commission. The Government has accepted the

suggestion of the Commission for omission of aforesaid 'Explanation 1' to section 77 (1) of the Representation of the People Act, 1951 by incorporating relevant provision in the Election and Other Related Laws (Amendment) Bill, 2002, introduced in the Lok Sabha on 19.3.2002. The Government is, however, not in favour of entrusting the Election Commission with the job of fixing ceiling on election expenditure, in line with the recommendation of the Committee on State Funding of Elections (Indrajit Gupta Committee), which was in favour of maintaining the status quo in this regard.

[English]

Validity of Tenders

2981. SHRI ARUN KUMAR: Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 3701 dated August 16, 2001 regarding Validity of Tender and state:

- (a) whether the information has since been collected;
- (b) if so, the details thereof;
- (c) the reaction of the Government thereon; and
- (d) if not, the reasons for delay?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) Yes, Sir.

(b) and (c) The assurance given to Lok Sabha Unstarred Question No. 3701 answered on 16.8.2001, has been fulfilled on 4.2.2002.

(d) Does not arise.

Telecast of Educational Programmes on Private Channels

2982. SHRI Y.S. VIVEKANANDA REDDY: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the Prasar Bharati Chairman criticised private television channels for telecasting 'idiotic' programmes;

(b) if so, whether not a single Indian private television channel is telecasting educational programmes with science and technology as focus;

(c) whether the Government are considering to prescribe any norms to ensure the telecast of educational programmes by all the television channels;

(d) if so, the details thereof;

(e) if not, the reasons therefor;

(f) whether Prasar Bharati is aiming at providing a new concept of education called 'edutainment' a mix of education and entertainment; and

(g) if so, the details thereof?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRIMATI SUSHMA SWARAJ): (a) Prasar Bharati has informed that Chairman, Prasar Bharati had stated that private channels, being primarily driven by profit motive, mostly telecast entertainment programmes which neither carry any social message nor have social relevance.

(b) Such information about Private Television Channels is not maintained by the Government.

(c) No Sir.

(d) Does not arise.

(e) There are no legal provisions for precensorship of programmes or for directing private channels to telecast a particular genre of programmes.

(f) and (g) Prasar Bharati has introduced the concept of education through entertainment, or 'edutainment', through its channel DD-Bharati. The programming mix of this Channel consists of children's programmes and segments relating to health, culture, literature, dance and other performing and fine arts.

Commissioning of Imported Transformers

2983. SHRI RAMSHETHH THAKUR:
SHRI M.V.V.S. MURTHI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railway Board had procured 17 transformers from M/s China United Electric Import and Export Corporation with the help of ADB loan;

(b) if so, whether all these transformers have been commissioned;

(c) if not, the reasons therefor;

(d) whether some of these transformers have developed defects after their receipt at Kolkata Port;

(e) whether the Railway Board has failed to encash bank warranty inspite of defects developed in these transformers;

(f) if so, the reasons for releasing performance guarantee bond to Chinese firm;

(g) whether the Government have investigated the whole episode; and

(h) if so, the action taken against the officials involved therein?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) Yes, Sir.

(b) 11 Transformers have been commissioned and the remaining 6 are in process of commissioning.

(c) The delay in commissioning has been due to defects and deficiencies detected in the transformers.

(d) The material was received at Kolkata in properly packed condition. The defects were noticed at the erection sites while opening the packing for erection and commissioning of the transformers.

(e) to (g) Once the firm failed to attend to the defects and deficiencies in the transformers, action for encashment of the Warranty Bank Guarantee was initiated. Since the Warranty Bank Guarantee was current, the Performance Bank Guarantee was not held back. Later, on firm's request, the matter was referred to arbitration. The Arbitrators gave an Interim Award for extension of the Warranty Bank Guarantee. Since the firm failed to extend the Warranty Bank Guarantee, as required under the Interim Award, Railway Administration has moved a petition in Delhi High Court for its enforcement. The case is presently, subjudice.

(h) Does not arise.

[Translation]

Removal of Encroached Railway Land in Bihar

2984. SHRI RAJO SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) the details of buildings demolished to remove unauthorised occupation on railways land in Bihar during the last three years;

(b) the details of T.L.R. report in regard to the land in each area;

(c) the number of cases for which suits have been filed;

(d) the details of cases in which verdict was given in favour of railways against the railways;

(e) whether the Government are considering out of court settlement for some of these cases; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) 3323 no. of encroachments were removed.

(b) No T.L.R. report has been received.

(c) 4.

(d) 1 in favour of railways; nil against the railways.

(e) No, Sir.

(f) Does not arise.

[English]

Setting up Herbal Beverage Units

2985. SHRI A. NARENDRA: Will the Minister of DEFENCE be pleased to state:

(a) whether the DRDO has set up a unit to make herbal beverage;

(b) if so, the details thereof;

(c) the places where such units are likely to be set up; and

(d) the expenditure likely to be incurred thereon?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) and (b) DRDO has not set up any unit to make herbal beverage but technology has been transferred to M/s Compact International Ltd., New Delhi.

This firm has set up a unit at Leh and started production in the year 2001.

(c) DRDO is ready for transferring the technology to any other firm willing to set up such units at any place.

(d) Since DRDO is not setting up such units, Government is not incurring any expenditure.

National Steel Institute, Puri

2986. SHRIMATI RENUKA CHOWDHURY: Will the Minister of STEEL be pleased to state:

(a) whether a National Steel Institute has been set up and inaugurated at Puri (Orissa) to help the Steel Industry facing the international competition;

(b) if so, the main challenges faced by Indian Steel Industry;

(c) whether Steel Industry is lagging behind in technology; and

(d) if so, the manner in which the Steel Industry is likely to improve its pattern/functioning?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI BRAJA KISHORE TRIPATHY): (a) Yes, Sir. The main activities of the Institute are: (i) research and development; (ii) training and skill endorsement; and (iii) consultancy services in techno-economic and managerial division.

(b) The domestic steel industry is passing through a difficult time due to low demand, excess capacity of steel production, falling steel prices, high costs of input materials etc. Increasing competition from imports and a progressive closure of export markets are some of the other challenges faced by the Indian steel industry. There is also a lack of skilled technicians and modern technology suited to Indian conditions.

(c) and (d) Many of the steel plants have adopted latest technologies. However, there is still a scope for improvement in many techno-economic parameters of different plants. The industry needs to concentrate on upgradation of technology so as to improve quality and reduce cost of production to become more competitive with other steel plants of the world. The Government has also been encouraging research and development activities with financial assistance from the Steel Development Fund (SDF). Institutes such as the Institute for Steel Development and Growth (INSDAG), the National Institute

for Secondary Steel Technology (NISST) and the Biju Patnaik National Steel Institute (BPNSI) are also helping the process of technological upgradation in the steel industry.

Mudkhed-Adilabad Gauge Conversion Project

2987. SHRI SURESH RAMRAO JADHAV: Will the Minister of RAILWAYS be pleased to state:

(a) whether the work on Mudkhed-Adilabad Gauge Conversion Project in South Central Railway under BOLT Scheme has been stopped;

(b) if so, the reasons therefor;

(c) whether the Committee setup to suggest ways and means to complete the project, has submitted its report;

(d) if so, the details thereof; and

(e) the steps taken for early execution of the project?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) Yes, Sir.

(b) M/s Sakthi Concrete Industries, who were awarded the work of Mudkhed-Adilabad Gauge conversion under BOLT scheme, failed to progress with work due to their failure to tie up finances despite number of extension given by the railway.

(c) to (e) Yes, Sir. After considering various options, the Committee has recommended for termination of the contract at the risk & cost of the Agency and to get it executed with railway funds. Accordingly, the same had been terminated on 26.11.2001 as per the terms and conditions between Railways and the Agency, at their risks & cost. Railway has since taken up the work with Railway's finances.

Defective CNG Dispensers

2988. SHRI NARESH PUGLIA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the CNG dispensers installed by Indraprastha Gas Limited at various CNG stations in the capital have been found to be defective;

(b) if so, the details thereof;

(c) whether due to installation of defective CNG dispensers, CNG run vehicles are being supplied unmetered gas; and

(d) if so, the corrective measures taken by the Government 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) and (b) No, Sir.

(c) Some instances of unmetered gas were reported which were not due to defective dispensers but because of the lapse on the part of CNG filling personnel.

(d) A reputed Consultancy Agency M/s MECON has been appointed to conduct surprise checks and those found guilty of tampering have been removed from service. Also, the suppliers of the dispensers have been asked to incorporate additional provisions in the dispensing units to prevent dispensing of unmetered gas therefrom.

Naphtha Based Power Plants

2989. SHRI VINAY KUMAR SORAKE:
SHRI N.N. KRISHNADAS:

Will the Minister of POWER be pleased to state:

(a) whether some power projects in the country are running with Naphtha as fuel;

(b) if so, the names of such projects, State-wise;

(c) whether the Government of Karnataka has urged the Union Government to devise means for all Independent Power Producers to switch over to an alternate feedstock like LNG or DME substituting Naphtha as liquid fuel;

(d) if so, whether the Government have examined the proposal in depth; and

(e) if so, the Government's comments on finding alternate feedstock for IPPs?

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

(b) As per available information, the following power projects are operational with naphtha as the primary fuel:—

| Sl. No. | Name of the project/project developer | Cap. (MW) |
|--------------------|--|-----------|
| TAMIL NADU | | |
| 1. | Basin Bridge of Tamil Nadu Electricity Board | 120 |
| GUJARAT | | |
| 2. | Hazira CCGT of M/s Essar Power Ltd. | 515 |
| 3. | Baroda CCGT of Gujarat Industries Power Corporation Ltd. | 167 |
| GOA | | |
| 4. | Project of M/s Reliance Salgaocar Power Company Ltd/Sancoale | 40 |
| KARNATAKA | | |
| 5. | Barge mounted power project of M/s. Tanir Bavi Power Company | 220 |
| KERALA | | |
| 6. | Eloor CCGT of M/s BSES Kerala Power Ltd. | 173 |
| 7. | Kayamkulam project of National Thermal Power Corporation | 350 |
| MAHARASHTRA | | |
| 8. | Dabhol power project of M/s Dabhol Power Company (Phase-1) | 740 |

Apart from the above mentioned power projects, some captive power plants in the country have also been operating based on naphtha. Some of the gas based power projects also run on naphtha as a fall back option in the event of short supply/non supply of gas.

(c) to (e) The Government of Karnataka along with several other State Governments and project developers had proposed certain measures to reduce the cost of naphtha used for generation of electricity. On 31st January, 2002, two notifications have been issued exempting some of the ongoing power projects based on naphtha (including one project in Karnataka proposed by the State Government), from payment of Excise Duty/Counter Vailing Duty on the naphtha used by these projects. This is expected to bring down the cost of naphtha and the tariff to the consumers.

Refineries at Bina and Bhatinda

2990. PROF. UMMAREDDY VENKATESWARLU: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government have plans to abandon the proposed refineries at Bina and Bhatinda in the public sector;

(b) if so, whether there is excess capacity in the refinery sector in the country;

(c) if so, whether delay in investments in the proposed Bina and Bhatinda refineries have been necessitated;

(d) if so, the additional capacity which is likely to be added by the Bina and Bhatinda refineries; and

(e) the steps proposed to be taken to review these options?

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) No, Sir.

(b) While the crude oil refining capacity in the country as on 1.1.2002 was 114.67 million metric tonnes per annum (MMTPA), the estimated demand of petroleum products for the year 2001-2002 is 99.437 MMTPA.

(c) to (e) Implementation of Bharat Oman Refineries Limited (BORL)'s 6 million metric tonnes per annum (MMTPA) refinery at Bina (Madhya Pradesh) has been

delayed due to non-receipt of certain environmental clearances. The project is expected to be completed within 48 months from the date of commencement of project execution.

Subsequent to the withdrawal of M/s Exxon (the prospective joint venture partner) from Hindustan Petroleum Corporation Limited (HPCL)'s 9 MMTPA Punjab Refinery Project at Bhatinda (Punjab) in February, 1999, Government permitted HPCL in October, 2000 to execute the project through a subsidiary of HPCL. The project is under implementation and is expected to be completed by the year 2005.

Speed of Goods Traffic

2991. SHRI A. BRAHMANAIAH: Will the Minister of RAILWAYS be pleased to state:

(a) whether railways had hoped that after electrifying certain routes, the speed of goods traffic, would increase appreciably;

(b) whether railways have actually studied and monitored such aspects of goods traffic, particularly and specifically in newly electrified track routes which were financed by the World Bank;

(c) if so, the details of findings by the Railways on the speed of goods trains in the Jhansi-Itarsi sector and the Ballarshah-Vijayawada section;

(d) the reasons for the low level of efficiency in the movement of goods trains even after electrification; and

(e) the steps proposed to be taken to improve such aspects of railway operations?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) Yes, Sir.

(b) and (c) Yes, Sir. Important aspects of goods traffic like average speed etc. of all routes including electrified routes of Jhansi-Itarsi and Ballarshah-Vijayawada section financed by World Bank, have been monitored. The increase in the average speeds of goods trains after electrification of these sections, was between 15% to 26%.

(d) The question does not arise in view of (b) and (c) above.

(e) Railways have planned for introduction of more and more high power electric locomotives and high speed wagon stock gradually to improve the productivity further.

Energy Consumption

2992. COL. (RETD.) SONA RAM CHOUDHARY:
SHRI VILAS MUTTEMWAR:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways have yet to evolve controls to monitor electric energy consumption in traction;

(b) whether there is no provision for energy meters in locomotive either to monitor electric energy consumption or to work out electricity consumed for electric traction of different classes of service;

(c) if so, the reasons therefor and the likely time by which the Government propose to evolve control/monitor electric energy consumption in traction;

(d) whether only standard specific energy consumption adopted by Railways is erroneous and not reliable;

(e) whether due to non-evolving of controls to monitor electric energy consumption, some State Electricity Boards had charged higher tariff from Railways than those charged from other bulk consumers; and

(f) if so, the remedial measures taken/proposed to be taken by the Government to avoid excess payment to SEBI?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) No, Sir. There is full control over electricity drawn for traction. At all sub-stations from where electricity is drawn for traction, electric energy meters are provided for monitoring energy consumed for electric traction.

(b) Electric energy meters are being provided on all new builds of 3-phase electric locomotives manufactured at Chittaranjan Locomotive Works (CLW). Specification for microprocessor based speed cum energy-monitoring systems have been drawn up and prototypes have also been cleared after successful service trials, for provision on conventional locomotives.

(c) As already mentioned in reply to part (a) earlier, mechanism already exists to pay for metered electric energy drawn at all electricity supply points for traction.

(d) No, Sir. Research, Designs and Standards Organisation (RDSO) conducts instrumented trials from

time to time for measuring electric energy consumed in different services, based on which norms are updated for apportionment of consumption amongst different services; for example, suburban trains, long distance Mails/Express trains, etc. Such apportionment, however, does not alter the total energy drawn, which is metered at every point of supply by the State Electricity Boards. There is no scope for unaccounted drawal of energy from the traction network or from the electric locomotives.

(e) It is true that some State Electricity Boards (SEBs) are charging the Railways a tariff which is higher than some of the other bulk consumers. However, it has no relevance, whatsoever, with the control mechanism to monitor electric energy consumption, which, as brought out at Para (a) & (c), already exists. Notwithstanding this, the State Electricity Boards and the State Electricity Regulatory Commissions (SERCs) are being constantly pursued to charge a reasonable tariff for electric traction power supply.

(f) Besides pursuing the cases with the individual SEBs & SERCs for reducing tariff to reasonable level, Railways are pursuing efforts for availing direct power from Central Generating agencies like National Thermal Power Corporation (NTPC), Nuclear Power Corporation (NPC), etc.

Railways have already met with appreciable success by availing direct supply from NTPC for Ghaziabad-Kanpur section of Northern Railway at reduced cost since November, 2000. Proposals for availing power from NTPC and NPC at other places are under active consideration in consultation with Ministry of Power.

Further, a Memorandum of Understanding has been signed with NTPC on 18.2.2002 for exploring possibility of setting up joint venture power projects between Railways and NTPC.

New Pilot Projects

2993. SHRI ANANDRAO VITHOBA ADSUL: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Union Government have sanctioned six new pilot projects for the production of gasohol;

(b) if so, the details of these projects; and

(c) the places where these projects are likely to be set up?

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) and (c) The locations at which 5% ethanol blended petrol would be provided are:

| | | |
|---------------|---|-----------------|
| Bhatinda | — | Punjab |
| Pathankot | — | Punjab |
| Gonda | — | U.P. |
| Panki, Kanpur | — | U.P. |
| Nazibabad | — | U.P. |
| Rajamundry | — | Andhra Pradesh. |

Outstanding Dues Against FM Radio Players

2994. SHRI ASHOK N. MOHOL: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the attention of the Government has been drawn to the news-item captioned "F.M. Radio players

evade paying licence fee" appearing in the 'Hindustan Times' dated December 9, 2001;

(b) if so, the number of FM Radio players who have not been paid their licence fee, city-wise;

(c) the amount outstanding against each of them; and

(d) the action taken by the Government to recover the outstanding dues?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRIMATI SUSHMA SWARAJ): (a) Yes, Sir.

(b) Three (3) licencees in respect of seven (7) non-metro FM Radio stations have so far not paid up the licence fees, which had become due.

(c) A statement indicating the amount of outstanding dues against each company is given in the statement enclosed.

(d) Bank Guarantees of Rs. 190 lakhs in respect of one (1) licencee have been encashed. The encashment of Bank Guarantees of two (2) licencees has been stayed by Mumbai High Court. The cases are being pursued.

Statement

(Rs. in lakhs)

| Sl.No. | Name of City | Name of Company | Balance amount due |
|--------|---------------|--------------------------------|--------------------|
| 1. | Bhopal | M/s. Vertex Broadcasting Co. | 40.00 |
| | Indore | Pvt. Ltd. | 65.00 |
| | Visakhapatnam | | 25.00 |
| 2. | Hyderabad | M/s. Entertainment Network | 735.00 |
| | Lucknow | India Ltd. | 530.00 |
| 3. | Nagpur | M/s. Music Broadcast Pvt. Ltd. | 715.00 |
| | Patna | | 450.00 |

Mobile Police Stations in 24 Express Trains

2995. SHRI G.S. BASAVARAJ: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are considering for providing mobile police stations to be operative on 24 express trains to check the activities of inter-state dacoit gangs committing various offences and terrorising passengers by resorting to looting;

(b) if so, the time by which this proposal is likely to be implemented; and

(c) the other protection likely to be given to the railway passengers?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) and (b) No, Sir. Maintenance of law

and order on Railways is the responsibility of the State Government; mobile police stations have already been provided on some of the trains in certain States.

(c) Maintenance of law and order over the Railways is the responsibility of the State Governments which they discharge through their Government Railway Police (GRP). In addition to various measures being taken by the GRP to improve the safety and security of the passengers, the Railway administration is taking the following steps to assist GRP:—

1. Anti-social elements are being removed from Railway premises and trains by RPF.
2. Proper watch is being kept by Coach Attendants/TTEs on the passengers entering/detraining from the coaches and the coaches are properly locked during their run especially in night hours.
3. FIR forms are made available with the Train Guards/Station Masters/RPF to facilitate the travelling public to lodge their reports immediately.
4. Sharing of Special Intelligence and Crime Intelligence between RPF and GRP is being done at all levels.
5. Announcement through Public Address System and CCTV at important Railway Stations to alert the travelling passengers against theft of their belongings etc.
6. Periodic co-ordination meetings with Government Railway Police and Local Police are being conducted to analyse the crime position on Railways with a view to take suitable preventive measures.
7. Wherever the State Government wants to establish mobile post in the running trains, necessary facilities like accommodation etc. are being provided.

Financial Losses to Railways

2996. SHRI ARUN KUMAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether crores of rupees are being wasted by the Railways because of the negligence of the officials of the Railways;

(b) whether the officials responsible for causing financial loss to Railways have been identified;

(c) if so, the details thereof;

(d) whether a loss of Rs. 11.89 crores has been caused for not recovering loss/damage and deterioration therein by the wagon builders in Yelahanka as per CAG report 9 of 1999 page 183; and

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

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) No, Sir.

(b) Does not arise.

(c) Does not arise.

(d) In regard to CAG report of 1999 Page 183, it is clarified that Audit's contention regarding loss of Rs. 11.89 crores is not correct. Out of Rs. 11.89 crores indicating in the CAG report, Rs. 8.33 crores pertains to the damage in imported wheelsets. The system of recovery from the respective suppliers and/or insurers in such cases of damages is an ongoing process. The total amount shown by the Audit pertains to supplies made in nineteen eighties and nineties which were reclaimed during the period from 1984-85 to 1997-98 by WAP. Records of recovery from the respective suppliers/insurers of wheelsets for more than Rs. 6.8 crores have already been traced out and Audit advised.

An amount of about 3.54 crores pertains to wheelsets manufactured by WAP. Adequate care is taken on Indian Railways to ensure that during loading, unloading and transportation of wheelsets, no damage takes place. However, inspite of all possible precautions some damages are inevitable in the above processes. During the corresponding period, WAP have manufactured about 300,000 wheelsets valuing more than Rs. 1000 crore. Thus, the value of damaged wheelsets is within reasonable percentage limits and negligibly small compared to the value of wheelsets manufactured and transported from WAP. Wagon builders are responsible and liable for recovery of cost of rectification only for the damage to wheel sets occurring in wagon builders' premises.

(e) Several measures for bringing down chances of enroute damage to the wheel sets to the bare minimum have been taken, such as:

- improved packing.
- application of anti corrosive paint on journal.
- sealing the journal with Fibre Reinforced Plastic (FRP) cover etc.

[*Translation*]

Allocation of Natural Gas to Jharkhand

2997. SHRI JAGDAMBI PRASAD YADAV: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the quantum of natural gas being allocated to the Jharkhand State and the details of industries benefited by it;

(b) whether the Government are contemplating to increase the allocation of natural gas to ensure promotion of natural gas based industries in the State; and

(c) 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 (c) Presently, there is no allocation of natural gas to consumers in the State of Jharkhand. However, Gas Authority of India Limited is in the process of signing a Gas Cooperation Agreement with the Government of Jharkhand for undertaking a systematic techno-economic feasibility study for meeting the demand of natural gas of the consumers in the State.

[*English*]

Leakage of Oil and Gas from Pipelines

2998. SHRI RAMSHETHH THAKUR:
SHRI CHANDRESH PATEL:

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

(a) the details of cases reported by oil companies about leakage of oil and gas from the pipelines during the last three years which has posed a threat on safety aspect;

(b) the total loss of life and property held in each of such incidents and the responsibility fixed thereon;

(c) the steps taken by the Government to modernise the pipeline network and to make it secured;

(d) the steps being taken by the Government to prevent recurrence of such incidents; and

(e) the details of compensation provided to the person affected due to leakage of pipelines?

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) Transportation of Oil and Gas through the pipeline is being carried out by Oil and Natural Gas Corporation Ltd. (ONGC), Oil India Ltd. (OIL), Gas Authority of India Ltd. (GAIL) and to some extent by other oil companies whose operations are spread out through the country. These companies have been taking various steps to prevent occurrence of leakage of oil and gas.

With a view to ensure safety and security in operations, oil companies have taken a number of measures, which, *inter alia*, include carrying out a campaign to educate the local people about dangers involved in attempting pilferage/theft, intensification of inspection of oil wells and installations and constant review and monitoring of this situation.

Govt. of India has constituted a committee headed by Maj. Gen. (Retd.) S.C.N. Jatar, former Chairman & Managing Director of ONGC Videsh Ltd. and Oil India Ltd. to look into a fire incident of ONGC to review the security measures for oil & gas pipelines in ONGC, to review the emergency response capability of ONGC with particular reference to fires and blow-outs and to recommend upgradation of capability in ONGC to international standards.

As regards details of cases of oil companies about leakage of oil and gas from pipelines during the last 3 years, total loss of life and property held in each of such incidents, fixation of responsibilities and compensation provided to the affected persons, the information is being collected and will be laid on the Table of the House.

Setting up of Geo-Spatial Technology Institute

2999. SHRI RAM MOHAN GADDE: Will the Minister of DEFENCE be pleased to state:

(a) whether his Ministry is planning to set up a Geo-Spatial technology institute to cater to the needs of the armed forces;

(b) if so, the details thereof;

(c) whether the Government of Andhra Pradesh has requested the Union Government to set up this institute in Hyderabad keeping in view the presence of many

defence related institutions and institutions of information technology;

(d) if so, the reaction of the Government in this regard; and

(e) the location identified and the time by which the said institute is likely to be set up?

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

(b) Does not arise.

(c) Yes, Sir.

(d) The request has been considered by the Department of Defence Research and Development and Department of Space, being the concerned Departments. There is no proposal for setting up of such institute.

(e) Does not arise.

Merger of Cantonment Boards with Municipal Authority

3000. SHRI SULTAN SALAHUDDIN OWAISI: Will the Minister of DEFENCE be pleased to state:

(a) whether the Union Government have agreed to merge Cantonment Boards with the Municipal Authority concerned for proper development;

(b) if so, the details thereof;

(c) whether the Government of Andhra Pradesh has requested to merge Secunderabad Cantonment Board with the Hyderabad Municipal Corporation keeping in view the long pending demand of the people of cantonment areas; and

(d) if so, the steps taken or being taken by the Union Government in this regard?

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

(b) Does not arise.

(c) Yes, Sir.

(d) The proposal has not been found feasible.

[Translation]

Expansion of Marketing and Distribution Network of LPG and CNG

3001. SHRI RAJO SINGH: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government propose to promote the marketing and distribution network of LPG and CNG in the Northern States especially in Bihar, Uttaranchal and Jharkhand; 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) At present, Public Sector Oil Marketing Companies have the plan to set up 176,61 and 54 LPG distributorships in the State of Bihar, Uttaranchal and Jharkhand respectively. At present, CNG is being supplied by Indraprastha Gas Limited and Mahanagar Gas Limited and there is no plan to market CNG in the States of Bihar, Uttaranchal and Jharkhand.

[English]

Excise Duties on Petrol and Diesel

3002. SHRIMATI RENUKA CHOWDHURY: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the increase in excise duties on petrol and diesel to about three times of the Government have reduced the prices of these items, taking advantage of fall in global oil prices;

(b) if so, the details thereof;

(c) whether kerosene and LPG prices have also been similarly reduced; and

(d) 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) and (b) Effective midnight of 11th/12th January 2002, the excise duty on petrol was increased from 32% to 90% and that on diesel from 16% to 20%. Consequently, the

ex-storage point price (exclusive of duty, local levies etc.) of petrol was reduced from Rs. 18999.01/KL to Rs. 10620/KL and that of diesel was reduced from Rs. 11934.60/KL to Rs. 11040/KL.

Effective midnight of 28th February/1st March 2002, the excise duty on petrol has been revised from 90% to 32% plus Rs. 6/litre special additional duty of excise. The excise duty on diesel has been revised from 20% to 16%. Additional duty of excise of Re. 1 per litre already being levied on petrol and diesel continues.

(c) No, Sir.

(d) Kerosene for public distribution system and domestic LPG are subsidized products.

[*Translation*]

Missing of MI-8 Helicopter

3003. SHRI RAMDAS ATHAWALE: Will the Minister of DEFENCE be pleased to state:

(a) whether an Indian Army MI-8 helicopter was found missing on 26th February, 2001;

(b) if so, whether the Government had conducted any enquiry in this regard; and

(c) if so, the findings thereof?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) to (c) A MI-8 helicopter of the Indian Air Force went missing on 26th February, 2001. Subsequently, the wreckage of the helicopter was located in the jungle near the town 'Ziro' in Arunachal Pradesh. A Court of Inquiry was ordered to investigate the incident. The Court of Inquiry has concluded that the accident occurred when the helicopter was trying to negotiate bad weather in the area.

[*English*]

Centralisation of Film Units

3004. SHRI SURESH RAMRAO JADHAV: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the Government propose to centralise all Film units *i.e.*, Film Division, National Film Archives of India, Children's Film Society and National Film Development Corporation etc., under one umbrella Organisation;

(b) if so, the details thereof;

(c) if not, the reasons therefor; and

(d) the steps taken by the Government to restructure its organisational set up?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRIMATI SUSHMA SWARAJ): (a) No Sir.

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

(c) Each of the units perform a specialised function.

(d) It has been decided to rationalize the staff structure without in any way impinging in the functioning of the various units.

Train Introduced between Bangalore and Howrah

3005. SHRI G. MALLIKARJUNAPPA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the winter special train introduced between Bangalore and Howrah will be running between the two cities permanently from January 15, 2002;

(b) if so, whether the train will run as a weekly service;

(c) whether it has been helpful to both States; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) to (d) Yes, Sir. 8003/8004 Howrah-Yeswantpur Express was introduced w.e.f. 15.1.2002 as a weekly service passing through the States of Kamataka, Andhra Pradesh, Orissa and West Bengal. The frequency of 8003/8004 Howrah-Yeswantpur Express has been increased to bi-weekly w.e.f. 25.2.2002 on a permanent basis.

[*Translation*]

Misuse of Railway Tickets

3006. SHRI HARIBHAU SHANKAR MAHALE: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have received complaints regarding the misuse of railway tickets during the year 2000 by the railway passenger ticket agencies;

(b) if so, the details thereof; and

(c) the steps taken or proposed to be taken by the Government to check the misuse of tickets?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) to (c) No separate data is maintained for the complaints regarding misuse of railway tickets by the Rail Travellers' Service Agents. However, some irregularities have been noticed regarding functioning of Rail Travellers' Service Agents during the checks conducted in reservation offices from time to time. Frequent checks are conducted on the premises of Rail Travellers' Service Agents to see if any irregularities are committed by them and appropriate action is taken in case of irregularities detected.

[English]

Suboptimal utilisation of Passenger capacity in Rajdhani Express

3007. DR. B.B. RAMAIAH: Will the Minister of RAILWAYS be pleased to state:

(a) whether Rajdhani Express trains are suffering a suboptimal utilisation of passenger capacity;

(b) whether the said suboptimal utilisation is due to poor realisation of value for money to passengers; and

(c) the steps the Government propose to take to improve the quality of service in these trains?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) No Sir.

(b) Does not arise.

(c) Improvement in the quality of service on these trains is an ongoing process. Steps such as improved on-board services through assistance of professionals, training of staff and proper monitoring followed by remedial action is undertaken.

Procurement of AJT

3008. SHRI RAMJIVAN SINGH:
DR. SUSHIL KUMAR INDORA:
SHRIMATI JAS KAUR MEENA:
SHRI NAWAL KISHORE RAI:
SHRI CHANDRA BHUSHAN SINGH:
SHRI SHANKAR PRASAD JAISWAL:
SHRI SUSHIL KUMAR SHINDE:
SHRI RAMDAS RUPALA GAVIT:
SHRI RADHA MOHAN SINGH:
DR. ASHOK PATEL:
SHRI SUNDER LAL TIWARI:
DR. LAXMINARAYAN PANDEYA:
SHRI SATYAVRAT CHATURVEDI:

Will the Minister of DEFENCE be pleased to state:

(a) whether the Government have finalised procurement of Advance Jet Trainer;

(b) if so, the details thereof along with its cost;

(c) whether the Britain has fixed higher cost of its AJT than its original price;

(d) if so, whether the Government are considering other option for acquiring AJTs at lower cost;

(e) if so, the names of the countries from which the proposal have received in this regard; and

(f) the time by which the final decision is likely to be taken?

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

(b) Does not arise.

(c) to (e) Negotiations with the vendor are in progress. Various options for acquisition of AJT are under examination by the Government.

(f) It would not be possible to lay down a time limit for such a major procurement project. However, the Government is keen in early finalisation of the acquisition process.

[Translation]

Expenditure on Air Journey

3009. SHRI BIR SINGH MAHATO: Will the Minister of RAILWAYS be pleased to state:

(a) the amount spent on undertaking air journeys by the senior Officers of departments under his Ministry during the last three years;

(b) whether there is any mechanism available with the Government to determine the need for undertaking air/rail journeys;

(c) if so, the details thereof;

(d) whether recommendations of the mechanism have ever been overlooked; and

(e) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) to (e) The information is being collected and will be laid on the Table of the Sabha.

[English]

Porbandar Railway Station

3010. SHRI G.J. JAVIYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any plan to make Porbandar Railway Station into all weather port jetty; and

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

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) No, Sir.

(b) Additional facility at Porbandar is not considered necessary for the present and projected traffic at the station.

Complaint Received from Passengers of Sonipat

3011. SHRI KISHAN SINGH SANGWAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether representations/complaints received from commuters/passengers of Sonipat regarding non-receipt of refunds have been pending since long in the office of Chief Commercial Manager (Refunds), Eastern Railways;

(b) if so, the details and the reasons for not sending the refunds; and

(c) the time by when the passengers are likely to get the refunds?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) No, Sir.

(b) and (c) Do not arise.

Derailment of Bogies of Mumbai-Allahabad Express Train

3012. SHRI RAGHUNATH JHA: Will the Minister of RAILWAYS be pleased to state:

(a) whether nine bogies of the Mumbai-Allahabad Pawan Express Train derailed 68 kms of Jabalpur on January 1, 2002 killing one passenger and injuring seven others;

(b) if so, the causes of the derailment;

(c) whether rail fracture is one of the reason;

(d) if so, whether this is not the first accident on account of rail fracture;

(e) if so, the action taken to find out the reasons for purchasing defective and sub-standard tracks; and

(f) the action taken against the personnel responsible for purchasing such defective/sub-standard tracks?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) No, Sir. There was no such derailment on 01.01.2002. However, on 04.01.2002 there was a derailment of 9 coaches of 5219 Dn Lokmanya Tilak Terminus-Darbhanga Pawan Express between Karakbel and Shridham stations on Itarsi-Jabalpur Section of Jabalpur Division. Seven passengers had been injured (four simple and 3 trivial) in this accident.

(b) and (c) Commissioner of Railway Safety, Central Circle is conducting an enquiry into this accident. He has not yet submitted his Final Report. As per provisional findings of his Preliminary Report the derailment occurred due to multiple rail fracture.

(d) This accident is not the first accident on account of rail fracture. About 7% of consequential derailment/accidents are attributed to rail/weld fractures.

(e) Does not arise in this case yet. Improvement in specification of rails and follow up to improve quality has been a continuous effort. Bhilai Steel Plant is supplying rails as per specifications of Indian Railways and are in line with the International Union of Railways (IUC) specifications.

Bhilai Steel Plant (BSP), the only indigenous suppliers of rails, was not able to produce rails to improved specifications, due to inadequate infrastructure facilities and accordingly, some temporary relaxations were granted to Steel Authority of India Limited/BSP, without compromising safety, to avoid imports. Except for few cases of rejection of defective rails, rails supply by Bhilai Steel Plant has been to the standards fixed by Railways.

(f) Does not arise.

[Translation]

Policies for Women

3013. SHRI PUNNU LAL MOHALE:
SHRI P.R. KHUNTE:

Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the Government propose to develop communication policy keeping in view the needs and feelings of women;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRIMATI SUSHMA SWARAJ): (a) to (c) It is the endeavour of this Government to keep in view gender sensitivity in its policy formulation. The Media Units of Ministry of Information and Broadcasting provide publicity to the programmes and policies of Department of Women and Child Development. In addition the Ministry has laid down guidelines for its Media Units to ensure that the feelings of women are not offended.

The Prasar Bharati already has Programme and Advertisement Code. The Code inter-alia does not permit telecast/broadcast of any programme or advertisement which contains anything obscene or defamatory. Doodarshan and All India Radio strictly abide by the code while telecasting/broadcasting their programmes.

The programmes of private channels and foreign satellite channels, when transmitted through cable television networks in the country, are required to adhere to the programmes and advertisement codes prescribed under the Cable Television Networks (Regulation) Act, 1995 and Rules framed thereunder. Rule 6 (1) (k) does not permit telecast of programmes/advertisements which denigrate women through the depiction in such a way as to have the effect of being obscene, indecent or derogatory to women.

In sanctioning the films for public exhibition, the Central Board of Film Certification (CBFC) is guided by the principles laid down by it and the objectives set by it. CBFC ensures that the scenes degrading or denigrating women in any manner are not shown in the films and human sensibilities are not offended by vulgarity, obscenity, depravity, sex and violence.

In so far as the Print Media is concerned, the Government does not interfere in matter relating to the Press. The Press Council of India (PCI) is a statutory authority established for preserving the freedom of the Press and for maintaining and improving the standards of newspapers and news agencies in India. PCI has set the norms for journalistic conduct according to which Newspapers/Journalists shall not publish anything which is obscene, vulgar or offensive to public good taste.

[English]

Advertisement on Chat Lines and Friendship Networks

3014. DR. B.B. RAMAIAH: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the Government are aware of the advertisement appearing in prominent dailies for chat lines and friendship network; and

(b) if so, whether there is any proposal for banning such advertisements?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRIMATI SUSHMA SWARAJ): (a) Yes, Sir.

(b) The Government does not interfere in functioning of the Press. The Press Council of India, a body enjoined upon to maintain and improve the standards of newspapers and news agencies in the country, had in 1998 appealed to the owners and editors of newspapers

not to accept such advertisements. Some newspapers responded positively to the appeal. The Press Council of India is seized of the mushrooming of similar offers from centres operating within the country.

Wasteful Expenditure in Defence Installation

3015. SHRI RAGHUNATH JHA: Will the Minister of DEFENCE be pleased to state:

(a) whether in spite of 522.21 lakh unutilised man hours during 1994-95 to 1999-2000, Vehicle Factory, Jabalpur, resorted to overtime work of 229.05 man hours involving payment of Rs. 52.51 crore as has been pointed out by CAG in its Audit Brochure 2001;

(b) if so, the reaction of the Government thereto and the action taken against the erring officials in this regard;

(c) the measures taken to avoid such wasteful expenditure in the defence installations;

(d) whether the CAG has also brought out low capacity utilisation of factory and incurring expenditure without sanction etc.; and

(e) if so, the reaction of the Government thereto and the action taken to bring about improvement and proper control and supervision of the of the Government over the working of the vehicle factory at Jabalpur and elsewhere in the country?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) to (e) Vehicle Factory, Jabalpur (VFJ) was producing Shaktiman and Nissan vehicles earlier. Both these vehicles were phased out and production of Stallion and LPTA vehicles started from March 1998 under the "Transfer of Technology" (TOT) agreement with M/s Ashok Leyland and Telco respectively. The production initially started using Semi Knocked Down (SKD) and Completely Knocked Down (CKD) assemblies/sub-assemblies supplied by the Original Equipment Manufacturers (OEM) viz. Ashok Leyland and Telco and the backward integration/manufacture of components/Sub assemblies etc. were progressively established at VFJ. The phased manufacturing plan covers all the major sub-assemblies/assemblies except engines and cabin assembly. During the process of development, VFJ has to use manpower for inhouse development and manufacture of tools, gauges, fixtures, equipments etc. required for bulk production of components in addition to development and productionisation of the aggregates. The output man hours is computed on the basis of time required for the finished products and therefore does not

account for the time required for development/productionisation of aggregates.

The unutilized Direct Labour was 86.55 lakh man hours between 1994-1995 and 1999-2000 (Direct input man hours-612.76 lakhs and output man hours-526.21 lakh) and not 522.21 lakh man hours as calculated by CAG was actually utilized by VFJ for development of the aggregates of the new vehicles. Working on overtime in selective areas was needed to (i) synchronise the development process of all the aggregates so that these are available simultaneously for faster development and (ii) execute the Indents received from the Army for new generation vehicles with a short lead time within the time frame desired by the indenter. Expenditure on overtime was incurred with due scrutiny and output overseen at corporate level by Ordnance Factory Board.

[*Translation*]

Industrial Relations Commission

3016. SHRI NIKHIL KUMAR CHOUDHARY: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether the Government propose to set up Industrial Relation Commission and Rent Tribunal as an alternative for the courts;

(b) if so, the salient features thereof; and

(c) the steps taken by the Government to dispose of the pending cases in the courts?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI ARUN JAITLEY): (a) and (b) There is no proposal of the Ministry of Labour to set up Industrial Relations Commission.

As regards setting up of Rent Tribunal as an alternative for the courts, article 323 (B) under the Constitution (75th Amendment) Act, 1993, provides that the appropriate Legislature may, by law, provide for the adjudication or trial by tribunals of any disputes, complaints, or offences, with respect to all or any of the matters specified in clause (2) with respect to which such Legislature has power to make laws. One of the items as stated in article 323 (B) (2) (h) pertains to rent, its regulation and control and tenancy issues including the right, title and interest of landlords and tenants.

The Government has written to the State Governments and Union territories to suitably amend their

Rent Control Legislation. A Model Legislation was communicated to the States/UTs. The Model Legislation among other things suggested setting up a two-tier system of adjudication with Rent Controllers and Tribunals and installing speedy and simplified procedure for settlement of dispute.

(c) 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, improvement in the standards of Legal education, 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.

Materials Purchased by Bokaro Steel Plant

3017. SHRI BRAJ MOHAN RAM: Will the Minister of STEEL be pleased to state:

(a) the rate of lime stone and dolomite per tonne/per cubic metre being purchased by Bokaro Steel Plant from

various parties;

(b) the transportation charges of lime stone and dolomite per tonne/per cubic metre from Bhavanathpur lime stone to Bokaro Steel Plant; and

(c) the details of silica in lime stone being purchased by Bokaro Steel Plant being produced by Bhavanathpur lime stone mines, party-wise?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI BRAJA KISHORE TRIPATHY): (a) The Bokaro Steel Plant has well devised procedures for meeting its various requirements. It is always the endeavour of the plant authorities to ensure the most viable arrangements for meeting such requirements. It will not be in the interests of the plant to divulge commercially sensitive information about its day to day operation.

(b) Railway freight charge for limestone/dolomite from Bhavnathpur to Bokaro Steel City is Rs. 315.00 per tonne.

(c) The details of silica in limestone are given below:

(Actual average :April'01-Feb.'02)

| Source | Percentage of Silica in Limestone |
|---|-----------------------------------|
| (i) M/s. RSMML (Rajasthan State Mines & Minerals Ltd.), Jaisalmer | 1.15% |
| (ii) M/s. RSMDC (Rajasthan State Mineral Development Corporation Ltd.), Jaisalmer | 1.15% |
| (iii) Bhavnathpur | 7.05% |

[English]

Direction for Screening of Documentaries/Films

3018. SHRI SUBODH MOHITE: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the film exhibitors are not screening the documentaries produced by the media unit despite Supreme Court's direction for compulsory screening of documentaries;

(b) if so, the reasons therefor;

(c) whether the Prasar Bharati proposes to start a new channel for documentaries and films;

(d) if so, the details thereof; and

(e) if not, the steps proposed for screening of these documentaries?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRIMATI SUSHMA SWARAJ): (a) and (b) As per the verdict of the Hon'ble Supreme Court, cinema exhibitors are bound to screen approved films in their cinema houses by obtaining the same either from Films Division or from any other source. Most of the cinema exhibitors in the country are screening the

documentary films supplied by the Films Division. However, 62 cinema exhibitors who are members of Eastern India Motion Picture Association, Kolkata and another 110 cinema exhibitors in Uttar Pradesh are not exhibiting the documentaries of Films Division. While cinema exhibitors in U.P. are reportedly showing films supplied by a private agency, 62 cinema exhibitors in West Bengal are not screening the documentary films of Films Division on the plea that these are not approved by the Film Advisory Board, Government of West Bengal. They have filed Writ Petitions before the High Court, Kolkata. The matter is sub-judice.

(c) to (e) There is no proposal at present, to start a new channel for telecast of documentary films. A Memorandum of Understanding has been signed between Doordarshan and Films Division for telecast of documentaries produced by Films Division on various channels of Doordarshan on sponsorship basis. Accordingly, 13 Doordarshan Kendras are telecasting documentaries produced by Films Division on a weekly basis.

Upgradation of MIG

3019. SHRI PRABHUNATH SINGH: Will the Minister of DEFENCE be pleased to state:

(a) whether some contracts were concluded in March 1996 with foreign manufacturers relating to MIG upgradation programme and the contract explicitly stipulated that the equipment to be delivered by the manufacturer would be of new, unused and of current production;

(b) if so, the fact thereof;

(c) whether the manufacturer supplied 2000 weapons worth Rs. 7.06 crore in December 1998 which were of 11 years old which was against the contract clause of the equipment;

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

(e) whether the equipment was received by Air Force without inspection and the payment was made to the manufacturer;

(f) if so, the reasons therefor and the action taken in the matter; and

(g) the time by which the ageing MIG Bis would be upgraded to minimise the high accident risk?

THE MINISTER OF DEFENCE (SHRI GEORGE FERNANDES): (a) and (b) The contract for upgradation of MiG-21 Bis aircraft was concluded in March 1996, with a foreign manufacturer. This contract explicitly stated that the equipment to be delivered would be new, unused and of current production.

(c) A certain number of armament items manufactured in May 1996 were supplied with propellant manufactured in 1988.

(d) The manufacturer has been asked to replace the items. The payment for these items has been withheld.

(e) and (f) There was no provision in the contract for inspection of the equipment before delivery. The rockets were inspected after they were received. When found that old equipment was supplied, payment has been withheld and the manufacturer has been asked to replace the items.

(g) The issue of ageing of the aircraft is not directly linked to accidents. The upgradation of the Bis aircraft is expected to be completed by the financial year 2004-2005.

ONGC Ship Sagar Sandhani

3020. SHRI BASU DEB ACHARIA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the ship "Sagar Sandhani" on ONGC was sent for dry docking at Singapore in March, 2001;

(b) if so, whether the said ship has started operating;

(c) if not, the reasons therefor;

(d) whether some equipments banned in India were fitted in the ship; 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) Yes, Sir. The Ship Sagar Sandhani of ONGC was sent to M/s. Geco-Prakla International Ltd. for upgradation of geophysical and marine equipments for conversion of the vessel from "single steamer and single source" to "dual steamer and dual source" to Singapore on March 31, 2001.

(b) No, Sir.

(c) The vessel is held up at Singapore for want of export license from Government of USA regarding US manufactured Geopoint Benthos Hydrophone fitted in Nessie-4 steamer.

(d) No, Sir.

(e) Does not arise in view of the reply to (d) above.

Cases Before Special Courts on Joinder and Misjoinder Issue

3021. SHRI SUSHIL KUMAR SHINDE: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether a large number of cases before special courts continue to linger on for over years on preliminary issues like joinder and misjoinder of parties and the accused;

(b) whether in the interest of justice, any modification in law to provide for outer limit of pendency is proposed to be brought before Parliament; and

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

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI ARUN JAITLEY): (a) Delay in disposal of cases by special courts is due to various factors including delay in disposal of preliminary issues like joinder and misjoinder of parties and the accused.

(b) There is no such proposal under consideration of the Government.

(c) Does not arise.

Setting up of 1000 MW TPP in A.P.

3022. SHRI Y.S. VIVEKANANDA REDDY: Will the Minister of POWER be pleased to state:

(a) whether the Government have asked the National Thermal Power Corporation (NTPC) to study viability of setting up a 1000 MW power plant at Shankarpalli of Andhra Pradesh;

(b) if so, whether after a joint venture agreement for setting up a 500 MW power plant with the State Government, NTPC acquired land for the project several years ago and subsequently backed out on technical grounds;

(c) if so, the main reasons stated by NTPC in this regard;

(d) whether the Government have been urged to revive the projects as it aimed at ensuring uninterrupted supply of power to the twin cities of Hyderabad and Secunderabad; and

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

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI JAYAWANTI MEHTA): (a) to (c) Hyderabad Metro Combined Cycle Power Project (650 MW) near Shankarpalli in Andhra Pradesh was originally envisaged with naphtha as the main fuel. The National Thermal Power Corporation (NTPC) accordingly submitted a Feasibility Report to the Central Electricity Authority for techno-economic clearance. However, due to the high cost of naphtha and the resultant prohibitive tariff, the project proposal could not be pursued further. NTPC had also undertaken an internal study of various alternative fuels for use in such projects. The study brought out that the proposed plant will not be viable with naphtha/Liquefied Natural Gas as fuel as the cost of generation is likely to be over Rs. 4 per unit, which will make the tariff unaffordable, from such power plants.

The domestic gas from Krishna-Godavari basin will be the most economic fuel for this project, but the possibility of obtaining linkage from this source is very remote and uncertain. Some alternatives to gas from domestic sources like Coal Bed Methane and gas hydrates were examined, but were not found suitable at present.

(d) and (e) Non-viability of naphtha/LNG based power plant at Shankarpalli was informed to the Government of Andhra Pradesh. It is considered that the allocation of power from power projects like Simhadri Thermal Power Project (1000 MW), Talcher Super Thermal Power Project Stage-II (2000 MW) and Ramagundam Super Thermal Power Project Stage-III (500 MW) is expected to meet the power requirement of Andhra Pradesh.

Rail Tariff Regulatory Authority

3023. SHRI SUBODH MOHITE: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are considering to set up an independent rail tariff regulator Authority;

(b) if so, the details thereof;

(c) if not, the reasons therefor; and

(d) the measures to be taken for tariff rebalancing and reforms in the Indian railway?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) No, Sir.

(b) Does not arise.

(c) In the Rakesh Mohan Committee Report, there is a recommendation for setting up of an Indian Rail Regulatory Authority. The Committee's Report is under examination by a Committee of senior Railway officers.

(d) Reform is an ongoing process. In the Railway budget 2002-2003 presented to Parliament, an effort has been made to rationalize the freight and fares to reduce existing anomalies in the tariff structure.

Cases of Senior Citizens

3024. DR. RAGHUVANSH PRASAD SINGH: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to refer to the reply given to Unstarred Question 1923 on November 23, 2001 and state:

(a) whether the Government have assessed the court cases relating to senior citizens languishing in jails through out the country;

(b) if so, the number of cases pending in various courts in the country, State-wise; and

(c) whether the Government have drawn attention to the State Government for their early disposal of cases or to introduce amnesty scheme to give them relief at the fag end of their lives?

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

The courts are functioning under the direction of the Supreme Court and the High Courts. However, from time to time, Government is seeking information on disposal of cases of senior citizens from the High Courts. The requisite information in respect of Unstarred Question No. 1923 answered on 29th November, 2001 is still being collected.

(c) The Hon'ble Chief Justice of India wrote to the Chief Justices of all the High Courts to identify and

dispose of matters on priority basis in which persons above 65 years of age were involved. The Hon'ble Chief Justice of India, further, wrote a letter dated 29th November, 1999 to all the Chief Justices of the High Courts suggesting that every Chief Metropolitan Magistrate or the Chief Judicial Magistrate of the area, in which a District jail falls, may hold his Court once or twice in a month, in jail to take up the cases of those under-trial prisoners which will include senior citizens too who are involved in petty offences. The State Governments were requested to take necessary action for expeditious disposal of criminal cases concerning the under-trials pending in various courts.

The amnesty scheme, however, falls within the domain of the State Governments.

Passenger Facilities at Railway Stations

3025. DR. SAHIB SINGH VERMA:
SHRI K.E. KRISHNAMURTHY:
SHRI AKBOR ALI KHANDOKER:

Will the Minister of RAILWAYS be pleased to state:

(a) whether many Railway stations in large cities (like Delhi, Mumbai, Calcutta) are not able to cope with the present day traffic needs, and are generally crowded;

(b) if so, the programme of the Government to improve them in terms of, entries and exits from two sides of the station, separation of pedestrian movements from light vehicular traffic, separation of light vehicular from heavy vehicular traffic and adequate parking of different modes of vehicles;

(c) whether assessment of the total funds required for such facilities have been made; and

(d) if so, the different sources of funding for this essential work?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) and (b) The stations are able to meet the present day traffic needs. However, congestion may occur at major railway stations in the morning and evening hours due to peak passenger traffic at these times. To cope with increasing traffic, measures have been taken by Railways to ensure the free flow of traffic to and from railway stations like provision of both sides entries and exits at important stations, provision of pathways for pedestrian, adequate parking facilities for different modes

of vehicles etc. Further, additional spaces have been created at some platforms and concourse of stations by measures like reduction in the size of catering stalls, providing seating arrangements around pillars, provision of additional Foot over Bridges (FOB) for faster dispersal of passengers, locating enquiry counters near FOBs. Providing additional platforms, separate suburban terminal etc. are also being undertaken as some important stations to ease the congestion at such stations.

(c) and (d) The passenger traffic has been growing continuously and provision/upgradation of such facilities is a continuous process. Every year some new works are sanctioned in addition to the ongoing works in progress. It is difficult to quantify the exact amount of funds required to be provided at various major stations as arising of such needs with time is a continuous process. Funds for such works are allotted under Plan head "Passenger Amenities", "Traffic Facilities & Yard Remodelling" etc. based on the actual type of work required.

Licences to Private FM Companies for FM Stations

3026. SHRI A. VENKATESH NAIK:
SHRI KODIKUNNIL SURESH:
SHRI N.N. KRISHNADAS:

Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the Government have issued licences to the private companies for operating FM station;

(b) if so, the names thereof, State-wise;

(c) the number of licences issued so far;

(d) whether the licence holders have started the operation of the FM stations;

(e) if not, the reasons therefor;

(f) whether they have asked for extension of time;

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

(h) whether some licence holder has surrendered their FM licences of non-metro cities due to high fees; and

(i) if so, the amount of money forfeited given as bank guarantee?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRIMATI SUSHMA SWARAJ): (a) to (c) Yes, Sir. Licence Agreements have been signed with 16 private companies in respect of 37 stations in 19 cities. The details are given in the statement enclosed.

(d) Licence holders of FM stations at Bangalore, Indore, Lucknow and Ahmedabad have started operations.

(e) to (g) The licencees have asked for extension of time quoting problems in setting up colocated facilities, obtaining requisite clearances etc. In Delhi, Chennai and Kolkata, the licencees have been given extension of time to setup colocated facilities in Prasar Bharati's towers by 29th August, 2002. In Mumbai, the licencees have been given time to setup colocated facilities by 29th December, 2003. During this period, they have been permitted to operationalise individuals stations to be set up by 29th April, 2002. In the case of 7 non-metros, the licencees have paid the balance of the licence fee for the first year and have been granted a deemed operationalised station status.

(h) Yes, Sir.

(i) Bank guarantees of Rs. 1,90,00,000/- (Rs. One crore ninety lakhs only) have been encashed. Encashment of Bank guarantees of Rs. 25,42,50,000/- (Rs. Twenty five crore, forty two lakhs and fifty thousands only) has been stayed by Mumbai High Court.

Statement

| S.No. | Name of State | No. of FM stations | Name of the companies |
|-------|----------------|--------------------|---|
| 1 | 2 | 3 | 4 |
| 1. | Andhra Pradesh | 3 | Entertainment Network (India) Ltd. Vertex B' casting Co. Ltd. Udaya TV Ltd. |
| 2. | Bihar | 1 | Music B' cast Pvt. Ltd. |

| 1 | 2 | 3 | 4 |
|-----|----------------|---|--|
| 3. | Gujarat | 1 | Entertainment Network (India) Ltd. |
| 4. | Karnataka | 1 | Music B' cast Pvt. Ltd. |
| 5. | Maharashtra | 7 | Entertainment Network (India) Ltd. Radio Today (Mumbai) Millenium (Mumbai) B' cast Pvt. Ltd. Radio-Mid day West (India) Ltd. Music B' cast Pvt. Ltd. |
| 6. | Madhya Pradesh | 4 | Entertainment Network (India) Ltd. Vertex B' casting Co. Ltd. |
| 7. | NCT Delhi | 5 | Entertainment Network (India) Ltd. Radio Today (Delhi) Music B' cast Pvt. Ltd. Millenium (Delhi) B' cast Pvt. Ltd. Mid day Radio North (India) Ltd. |
| 8. | Orissa | 2 | Entertainment Network (India) Ltd. |
| 9. | Tamil Nadu | 6 | Entertainment Network (India) Ltd. Mid day B' casting South (India) Ltd. Millenium (Chennai) B' cast Pvt. Ltd. Sun TV Pvt. Ltd. |
| 10. | Uttar Pradesh | 2 | Music B' cast Pvt. Ltd. Entertainment Network (India) Ltd. |
| 11. | West Bengal | 5 | Entertainment Network (India) Ltd. Vertex B' casting Co. Ltd. Radio Today (Calcutta) India FM Radio Pvt. Ltd. Hitz FM Radio Pvt. Ltd. |

**Disposal of Cases against Politicians
and Senior Government Officials**

3027. SHRI IQBAL AHMED SARADGI: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether the Union Government have taken any steps for the expeditious disposal of cases pending in

the courts against politicians and senior Government officials;

(b) if so, the details thereof;

(c) the number of cases disposed of as a result thereof till now; and

(d) the action to be taken by the Union Government to clear such cases expeditiously still pending?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI ARUN JAITLEY): (a) and (b) In *Arivazhagan Vs. State*, the Supreme Court of India, vide judgement dated 8th March, 2000 (reported in 2000 (2) scale 263) *inter alia*, directed that:—

".....It is true that the concept of speedy trial must apply to all trials, but in the trials for offences relating to corruption the pace must be accelerated with greater momentum due to a variety of reasons....."

(c) No separate data is maintained in this regard.

(d) Government has taken various steps for speedy disposal of cases. These include, *inter-alia*, establishment of Special Courts (including Special CBI Courts/tribunals, filling up the vacant posts of Judges/Judicial Officers in the courts and making necessary amendments in the procedural laws.

Agreement between Konkan Railways and Iraq

3028. SHRI Y.V. RAO: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Konkan Railway Corporation and Iraq Government have signed a deal for railway work in Iraq;

(b) if so, the details of the work to be done by KRC;

(c) whether KRC proposes to raise funds from the market for this purpose; and

(d) if not, the source from which KRC proposes to invest a huge amounts in overseas work?

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) No, Sir. A Memorandum of Understanding (MOU) has been signed by Konkan Railway Corporation with Government of Iraq covering various aspects of cooperation in Railway Sectors such as New Railway projects, Sky Bus Metro, Sleeper Factory, Exchange of expertise & training, Supply of services, materials & equipments etc. The MOU is regarding cooperation, between the two countries in general, without any financial commitment from either side.

(b) Does not arise.

(c) Does not arise.

(d) As no contract has been entered into by KRCL, no decision in this respect has been taken.

12.00 hrs.

PAPERS LAID ON THE TABLE

[Translation]

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (PROF. RITA VERMA): Sir, on behalf of DR. MURLI MANOHAR JOSHI: I beg to lay on the Table a copy of the Detailed Demands for Grants (Hindi and English versions) of the Ministry of Human Resource Development for the year, 2002-2003.

[Placed in Library, *See* No. LT 5333/2002]

THE MINISTER OF INFORMATION AND BROADCASTING (SHRIMATI SUSHMA SWARAJ): Sir, I beg to lay on the Table—

- (1) A copy of the Detailed Demands for Grants (Hindi and English versions) of the Ministry of Information and Broadcasting for the year 2002-2003.

[Placed in Library, *See* No. LT 5334/2002]

- (2) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Institute of Mass Communication, New Delhi, for the year 2000-2001, along with Audited Accounts.
- (ii) Statement regarding Review (Hindi and English versions) by the Government of the working of the Indian Institute of Mass Communication, New Delhi, for the year 2000-2001.
- (3) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (2) above.

[Placed in Library, *See* No. LT 5335/2002]

[English]

THE MINISTER OF STATE OF THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES (SHRI M. KANNAPAN): I beg to lay on the Table—

- (1) A copy of the Annual Report (Hindi and English versions) of the Centre for Wind Energy Technology, Chennai, for the year 2000-2001, along with Audited Accounts.

- (2) A copy of the Review (Hindi and English versions) by the Government of the working of the Centre for Wind Energy Technology, Chennai, for the year 2000-2001.

[Placed in Library, *See* No. LT 5336/2002]

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI BRAJA KISHORE TRIPATHY): I beg to lay on the Table a copy of the Detailed Demands for Grants (Hindi and English versions) of the Ministry of Steel for the year, 2002-2003.

[Placed in Library, *See* No. LT 5337/2002]

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): I beg to lay on the Table—

- (1) A copy of the Notification S.O. 259 (E) (Hindi and English versions) published in Gazette of India dated the 28th February, 2002 specifying the rate of duty of Excise in respect of crude oil at the rate rupees one thousand eight hundred per tonne under sub-section (4) of section 15 of the Oil Industry Development Act, 1974.

[Placed in Library, *See* No. LT 5338/2002]

- (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 Biecco Lawrie Limited, Kolkata, for the year 2000-2001.
- (ii) Annual Report of the Biecco Lawrie Limited, Kolkata, for the year 2000-2001, along with Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library, *See* No. LT 5339/2002]

- (b) (i) Review by the Government of the working of the IBP Company Limited, Kolkata, for the year 2000-2001.
- (ii) Annual Report of the IBP Company Limited, Kolkata, for the year 2000-2001, along with Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library, *See* No. LT 5340/2002]

THE MINISTER OF STATE OF THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES (SHRI M. KANNAPAN): On behalf of Shri Gingee N. Ramachandran, I beg to lay on the Table a copy of the Detailed Demands for Grants (Hindi and English versions) of the Parliament, Secretariats of the President and Vice-President for the year 2002-2003.

[Placed in Library, *See* No. LT 5341/2002]

12.01 hrs.

PUBLIC ACCOUNTS COMMITTEE

Twenty-Ninth and Thirtieth Reports

[*English*]

SHRI M.V.V.S. MURTHI (Visakhapatnam): I beg to present the following Reports (Hindi and English versions) of the Public Accounts Committee (2001-2002):—

- (1) Twenty-Ninth Report on "Aircraft accidents in Indian Air Force."
- (2) Thirtieth Report on "Excesses over Voted Grants and charged Appropriations (1999-2000)."

12.01½ hrs.

COMMITTEE ON PUBLIC UNDERTAKINGS

Study Tour Reports

[*English*]

DR. VIJAY KUMAR MALHOTRA (South Delhi): I beg to lay on the Table the following Study Tour Reports (Hindi and English versions) of the Committee on Public Undertakings on:—

- (1) Instrumentation Limited;
- (2) Cochin Shipyard Limited;
- (3) Hindustan Latex Limited; and
- (4) Rural Electrification Corporation Limited.

12.02 hrs.

COMMITTEE ON THE WELFARE OF SCHEDULED CASTES AND SCHEDULED TRIBES

Statements

[English]

SHRI RATILAL KALIDAS VARMA (Dhandhuka): I beg to lay the Statements (Hindi and English versions) showing Final Action Taken replies of the Government on the recommendations/observations contained in the following reports of the Committee on the Welfare of Scheduled Castes & Scheduled Tribes:

1. 17th Report (10th Lok Sabha)—Reservation for and employment of SCs and STs in Minerals and Metals Trading Corporation of India Limited.
2. 4th Report (13th Lok Sabha)—Employment and Financial Assistance provided to SCs and STs under Jawahar Rozgar Yojana.
3. 40th Report (10th Lok Sabha)—Reservation for and employment of SCs and STs in Unit Trust of India.
4. 10th Report (13th Lok Sabha)—Reservation for and employment of SCs and STs in Delhi Development Authority and housing facilities provided to them.
5. 6th Report (11th Lok Sabha)—Rehabilitation of displaced tribals by major projects in Madhya Pradesh.

12.03 hrs.

STANDING COMMITTEE ON AGRICULTURE

Statements

[English]

SHRI S.S. PALANIMANICKAM (Thanjavur): I beg to lay on the Table a copy each (Hindi and English versions) of the following Statements of the Standing Committee on Agriculture:—

- (1) Statement showing Action Taken by the Government on the recommendations contained

in the 1st Report (13th Lok Sabha) on action taken by the Government on the recommendations contained in the 18th Report (12th Lok Sabha) on 'Demands for Grants (1999-2000)' of the Ministry of Agriculture (Department of Agriculture and Cooperation).

- (2) Statement showing Action Taken by the Government on the recommendations contained in the 13th Report (13th Lok Sabha) on action taken by the Government on the recommendations contained in the 6th Report (13th Lok Sabha) on 'Demands for Grants (2000-2001)' of the Ministry of Agriculture (Department of Agriculture and Cooperation).
- (3) Statement showing Action Taken by the Government on the recommendations contained in the 14th Report (13th Lok Sabha) on action taken by the Government on the recommendations contained in the 7th Report (13th Lok Sabha) on 'Demands for Grants (2000-2001)' of the Ministry of Agriculture (Department of Agriculture Research & Education).
- (4) Statement showing Action Taken by the Government on the recommendations contained in the 3rd Report (13th Lok Sabha) on action taken by the Government on the recommendations contained in the 20th Report (12th Lok Sabha) on 'Demands for Grants (1999-2000)' of the Ministry of Agriculture (Department of Animal Husbandry & Dairying).
- (5) Statement showing Action Taken by the Government on the recommendations contained in the 15th Report (13th Lok Sabha) on action taken by the Government on the recommendations contained in the 8th Report (13th Lok Sabha) on 'Demands for Grants (2000-2001)' of the Ministry of Agriculture (Department of Animal Husbandry & Dairying).
- (6) Statement showing Action Taken by the Government on the recommendations contained in the 4th Report (13th Lok Sabha) on action taken by the Government on the recommendations contained in the 22nd Report (12th Lok Sabha) on 'Demands for Grants (1999-2000)' of the Ministry of Food Processing Industries.
- (7) Statement showing Action Taken by the Government on the recommendations contained in the 16th Report (13th Lok Sabha) on action

taken by the Government on the recommendations contained in the 9th Report (13th Lok Sabha) on 'Demands for Grants (2000-2001)' of the Ministry of Food Processing Industries.

- (8) Statement showing Action Taken by the Government on the recommendations contained in the 5th Report (13th Lok Sabha) on action taken by the Government on the recommendations contained in the 21st Report (12th Lok Sabha) on 'Demands for Grants (1999-2000)' of the Ministry of Water Resources.
- (9) Statement showing Action Taken by the Government on the recommendations contained in the 17th Report (13th Lok Sabha) on action taken by the Government on the recommendations contained in the 10th Report (13th Lok Sabha) on 'Demands for Grants (2000-2001)' of the Ministry of Water Resources.

[English]

MR. DEPUTY SPEAKER: Now, I have received a letter from Shri Deve Gowda. Shri Dasmunsi has also given a notice.

...(Interruptions)

MR. DEPUTY SPEAKER: Please take your seats.

...(Interruptions)

MR. DEPUTY SPEAKER: I will give you the floor.

...(Interruptions)

MR. DEPUTY SPEAKER: I will call you, Shri Shrichand Kriplani. I will give you the floor. Do not speak like this.

...(Interruptions)

MR. DEPUTY SPEAKER: Shri Ramji Lal Suman, I will give you the floor. Please take your seat.

...(Interruptions)

MR. DEPUTY SPEAKER: Hon. Members, I will give you the floor.

...(Interruptions)

MR. DEPUTY SPEAKER: Hon. Members, please sit down.

...(Interruptions)

MR. DEPUTY SPEAKER: Nothing will go on record.

...(Interruptions)*

[Translation]

MR. DEPUTY SPEAKER: Yesterday also several members did not get the chance to speak. Now all of you will get the chance.

[English]

I have received a number of notices. Some Members have given notice for suspension of Question Hour. Shri Deve Gowda has written to me, so also many other Members. All will get chance one by one. Please keep quiet. I will give you a chance.

...(Interruptions)

MR. DEPUTY SPEAKER: Shri Priya Ranjan Dasmunsi, I will give you the floor after Shri Deve Gowda.

...(Interruptions)

[Translation]

SHRI SHIVRAJ SINGH CHOUHAN (Vidisha): Mr. Deputy Speaker, Sir, he raised this matter yesterday. He raises this matter daily...(Interruptions) Sir, he is trying to spoil the atmosphere of the House...(Interruptions) This matter was raised yesterday also...(Interruptions) Sir, he is spoiling the atmosphere...(Interruptions)

[English]

MR. DEPUTY SPEAKER: Shri Kriplani, I will give you the floor.

...(Interruptions)

[Translation]

SHRI SHIVRAJ SINGH CHOUHAN: Mr. Deputy Speaker, Sir, I may also given a chance to speak.

MR. DEPUTY SPEAKER: You will also get a chance to speak.

...(Interruptions)

*Not Recorded.

[English]

MR. DEPUTY SPEAKER: Shri Prahlad and Shri Chauhan, you will also get the chance to speak.

...(Interruptions)

SHRI H.D. DEVE GOWDA (Kanakapura): Hon. Deputy Speaker, Sir, thank you very much for having permitted me to raise this issue in the 'Zero Hour'. Sir, the incidents are still continuing in Gujarat. We have not yet seen the normalcy returning there. ...(Interruptions)

SHRI E. AHAMED (Manjeri): Let him have his say. ...(Interruptions) Why are you not tolerating what he says? ...(Interruptions) This is unfair. ...(Interruptions)

SHRI PRIYA RANJAN DASMUNSI (Raiganj): Has he no relevance?... (Interruptions) If this is going to be the attitude, no business will be allowed to be taken up here. ...(Interruptions) They can stop people outside Parliament, but not inside Parliament. ...(Interruptions) There is a limit. ...(Interruptions)

SHRI H.D. DEVE GOWDA: Sir, I do not want to hurt the feelings of my friends. The only thing that I want to say is that the VHP has plans to hold *Asthi Yatra* throughout the country on the incidents of Godhra. I would like to ask the Defence Minister whether it is going to help. He went there for three days to create a healthy and peaceful atmosphere. We used to see him on the television the kind of trouble that he had taken in this regard. He had to face the angry mob. If this *Asthi Yatra* of VHP takes place throughout the country, is it going to create an atmosphere of peace in the country and bring harmony between the two communities? The reputation of the country as a whole has already been sufficiently damaged. To find out as to who is at fault is a matter to be investigated by the Commission of Inquiry, which the Government has already instituted. In the meanwhile, if this *Asthi Yatra* takes place throughout the country, is it not going to further damage and create tension among the two communities? I am making this submission not for the sake of any political gain. Let the hon. Prime Minister and the Home Minister ask the VHP not to take this *Asthi Yatra* throughout the country.

It is going to create not only tension but also innocent people will suffer. We have seen enough. We have not raised so many issues. In my home State, in several cities, I have seen the damage caused. I have personally gone there and visited the places. I did not want to raise these issues.

I, therefore, appeal to the Prime Minister and the Home Minister to ask the VHP President and the Gujarat Unit of VHP not to venture into this *Yatra* which is not going to help create a healthy and a peaceful atmosphere, which is not going to maintain harmony between the two communities. That is my sincere appeal. It is going to further create problems and the country is going to be divided on the basis of religion. This the sincere appeal that I would like to make.

[Translation]

DR. VIJAY KUMAR MALHOTRA (South Delhi): Mr. Deputy Speaker, Sir, hon. Shri Devegowda ji said that such things should not take place which could create communal disharmony in the country. Hon. Devegowda made a mention of the 'Yatra' of Vishwa Hindu Parishad and also made an appeal in this regard. Very humbly, I would request him to appeal to the Members sitting on his right side and behind him as they have been making provocative speeches continuously for the last few days. ...(Interruptions)

[English]

SHRI PRIYA RANJAN DASMUNSI: This is the kind of accusation made against us. Dr. Vijay Kumar Malhotra is in the habit of defending their action. ...(Interruptions) Let him ask his counterparts to listen to the hon. Prime Minister's appeal and not to give sermon to us. ...(Interruptions) They are defying the Prime Minister every day. They are giving lectures to us. ...(Interruptions)

MR. DEPUTY SPEAKER: I will give the floor to you.

...(Interruptions)

[Translation]

SHRI PAWAN KUMAR BANSAL (Chandigarh): Mr. Deputy Speaker, Sir, he is leveling an allegation on us. ...(Interruptions)

SHRI KIRTI JHA AZAD (Darbhanga): Mr. Deputy Speaker, Sir, whose name have you called to speak. ...(Interruptions) why he has got up from his seat. ...(Interruptions)

SHRI PAWAN KUMAR BANSAL: It has been proved as to who is responsible for the riots but they are leveling allegation on us ...(Interruptions)

SHRI RAMDAS ATHAWALE (Pandharpur): We will certainly raise such issues if the minorities are subjected to attack like this...(Interruptions)

[*English*]

MR. DEPUTY SPEAKER: Shri Ramdas, this is 'Zero Hour'.

[*Translation*]

DR. RAGHUVANSH PRASAD SINGH (*Vaishali*): Mr. Deputy Speaker, Sir, has he given a notice...(*Interruptions*) on what subject he is speaking?...(*Interruptions*)

SHRI KIRTI JHA AZAD: Will you allow a person to speak who is leveling such kind allegations....(*Interruptions*)

DR. RAGHUVANSH PRASAD SINGH: The situation is outrageous. ...(*Interruptions*) Please tell us that against whom POTO would be used. ...(*Interruptions*)

[*English*]

MR. DEPUTY SPEAKER: Nothing will go on record except the version of Dr. Vijay Kumar Malhotra.

...(*Interruptions*)"

[*Translation*]

MR. DEPUTY SPEAKER: Shri Raghuvansh ji you can put forth your views only when I give you the floor. Just now, I have given floor to him. Nobody will be able to speak if such an uproar continues in the House.

...(*Interruptions*)

DR. VIJAY KUMAR MALHOTRA: Mr. Deputy Speaker, Sir, I was requesting that it would be good if both the sides agree to check the spread of communal disharmony. Provocative statements are being made there for the last three four days. ...(*Interruptions*) They are opposing the 'Asthi Yatra' in Godhara which is being performed for the people who are killed or burnt alive there. They are saying that it would create disharmony and if minorities are blamed for this act, it may lead to reactions and counter-reactions in the country. ...(*Interruptions*) Mr. Deputy Speaker Sir, I want to say that now peace has been restored in Gujarat. Effective efforts are being made to restore peace there. However, instead of contributing in those efforts, they are insisting on the resignation of the Chief Minister. They are exaggerating the facts that people are being killed in police firing and incidents of stabbing are taking place and in this way, they are raising a hue and cry. Such a

propaganda would create disharmony between both the communities. Sir, I appeal you to make them understand the facts. Peace has been almost restored in Gujarat....(*Interruptions*)

MR. DEPUTY SPEAKER: Shri Vijay Kumar Malhotra, shall I make them understand?

DR. VIJAY KUMAR MALHOTRA: I have observed that none of the Congress members has visited the riot affected areas. They are only seen giving statements on television....(*Interruptions*)

12.18 hrs.

At this stage Shri Dinsha Patel and Shri Pravin Rashtrapal came and stood on the floor near the Table.

12.18¹/₄ hrs.

At this stage Shri Dinsha Patel and Shri Pravin Rashtrapal went back to their seats.

[*English*]

MR. DEPUTY SPEAKER: Shri Vaghela, I would give, you the floor. Now, please go to your seat.

...(*Interruptions*)

MR. DEPUTY SPEAKER: Dr. Malhotra I am telling you to conclude now.

...(*Interruptions*)

MR. DEPUTY SPEAKER: Hon. Members, what is this? Please resume your seats.

...(*Interruptions*)...

[*Translation*]

DR. VIJAY KUMAR MALHOTRA: Mr. Deputy Speaker, Sir, I would like to request that if we want peace to be restored there, a censure motion should be passed against four councillors of Congress who have been found guilty for 'Godhra incident' and have links with the ISI. ...(*Interruptions*) The House should adopt this motion unanimously. I think it will help in restoration of peace there. ...(*Interruptions*)

SHRI PRIYA RANJAN DASMUNSI: Mr. Deputy Speaker, Sir, when I gave a notice regarding suspension of Question Hour, you directed me to raise this issue

during 'Zero Hour'. Being a Member of the main opposition party, I should have been given an opportunity to speak first. However, as per the convention of the House, when senior leader and former Prime Minister Shri Devegowda draw your kind attention, I abided your ruling and listened to him attentively.

Mr. Deputy Speaker, Sir, after two days, the House will be adjourned for 16 days. Two important festivals of Hindu and Muslims will be falling during that period. We should celebrate Holi and Muharram with peace and happiness. Hon'ble Prime Minister has appealed to maintain harmony not only in the House, but all over the country. Any appeal made by a leader outside the House or inside the House has an importance. We have not rejected that appeal, rather we have tried to cooperate. We have tried to avoid bitter words while condemning the incidents which took place in Godhra or other places in Gujarat. The Union Government have announced that the Gujarat Government has constituted an inquiry committee to probe into these incidents. However, Shri Devegowda and we demanded that this matter should be got inquired into by a sitting judge of Supreme Court. But the Government have not taken the final decision in this regard.

I do not want to mention the name of any person, or leader or category and hurt them in the House unless we get a clear report of the enquiry. Of course, I would say one thing that situation in Gujarat has not become normal. During the last few days, our hon. M.Ps. have been coming into the well to express their feelings but I called them back. Sir, our friend Shri Madhusudan Mistry is an M.P. from Hammatnagar constituency, yesterday morning he came to me and said while weeping that he should atleast be given a chance to speak something. His entire constituency is reeling under crisis then what should be his duty in this House as an M.P. Shri Dinsha Patel is an M.P. from Nadiad. He is sick and had, stayed in Nadiad for a few days. He has come to the House today for the first time. He rang me up at 2 or 3 O'clock. ...*(Interruptions)* and asked whether he would not be given a chance to speak?

SHRI KIRIT SOMAIYA (Mumbai North West) The M.P. from Godhara did not ask to speak when train at Godhara was burnt. ...*(Interruptions)*

SHRI PRIYA RANJAN DASMUNSI: Mr. Deputy Speaker, Sir, Shri Dinsha Patel, M.P. from Nadiad has reached here today itself since all this has started. He said that he wants to meet the hon. Prime Minister and tell him about the pitiable condition there. Now please think about this point also.

Mr. Deputy Speaker, Sir, one thing is very clear that condition in Gujarat is not normal. Whatever the reason may be, but situation is deteriorating. We have not ignored the call to maintain harmony in the country given by the hon. Prime Minister. I had mentioned day before yesterday that one of the organisation organised a conference and challenged the statement of the hon. Prime Minister, but I would not name it. The leader of the other side abused and criticised him. Whether ignoring the appeal of the hon. Prime Minister that too as an

[English]

aftermath of Gujarat

[Translation]

can be justified? Perhaps Shri Malhotra has forgotten all this. We have not done this. Whether we gave any statement and ignored hon. Prime Minister's appeal? We have not given any such statement. This statement has been given from Bangalore. Keeping all this in mind, the Government should tell about the up-to-date situation in Gujarat. The steps taken by the hon. Home Minister to control the situation before the House meet again, we would always remain under apprehensions if we are not told properly. Editorials in many newspapers have been published during the last seven days in this regard. Now it is different if Shri Malhotra denies the truth. But the description being made here is not our analysis, but is the research of journalists, which says that situation is not good. I can name one newspaper which has been writing against the Congress Party for the last 40 years. I do not know whether the hon. Home Minister has noticed today's headlines of that newspaper. But I would like to tell you that Shri Vijay Kumar Malhotra is saying that all this is being done by the Congress Party and the Opposition. If this is the official stand of the Government, the Government may themselves tell us whether we had power to make the situation out of control and deteriorate it. But the opposition is deteriorating the situation and so we cannot keep the things under control, but can atleast say something. We want to know the stand of the Government and not Shri Vijay Kumar Malhotra. He is Chief Whip of the Government. Sir, through you, I would like to ask the Government that the hon. Minister of Home Affairs before Muharram and Holi, may take into confidence, the entire House and create such an environment so as to control the situation and to prevent any reaction even outside Gujarat and inform the House accordingly. We all wish to co-operate in this regard. No one of us wishes that the society may get divided or tension prevails in the country.

Mr. Deputy Speaker, Sir, I would praise one thing that the hon. Minister of Home Affairs in Gujarat Government refused them to carry 'Asthi Kalash' of the victims of this incident. I want to say that please do not think that there is politics in this. Why does Shri Vijay Kumar Malhotra repeatedly say that we did not condemn the Godhara incident. Who did not condemn it? Infact, we reached Gujarat earlier than Shri Vijay Kumar Malhotra. Can we can there that destroy everything. We also informed the Government in the House that how to deal with the situation. Our hon. Leader of Opposition, Smt. Sonia Gandhi alongwith her entire team went to Gujarat. Whether Shrimati Sonia Gandhiji would instigate anyone in Gujarat in front of Shri Pramod Mahajan?
...(Interruptions)

Mr. Deputy Speaker, Sir, wife of Ehsan Jafri, who was burnt alive, gave a statement. The statement of his wife on the T.V. is an excellent statement with regard to secularism in the country. She said "despite losing my husband, I would say that we wish to live together and be united." Whether we have instigated anyone. He is repeatedly saying that I have mentioned that who were the Municipal Councillor of Goa. All these documents as to who was in the parties, who adopted which symbol as per the Gujarat Government's notification may kindly be placed by the Home Minister on the Table and we shall see what is right and what is wrong. This is not right that today one would agree to the points of those who are friendly with him and when tomorrow the same persons are ousted, then they would be implicated under wrong pretexts. I, therefore, request that the Government should give a statement on the situation in Gujarat and maintain brotherhood, so that there may not be differences among society. Strict vigilance may be kept on people and organisations doing such acts and steps may be taken to check this. This is my request.

SHRI RAMJI LAL SUMAN (Firozabad): Mr. Deputy Speaker, Sir, it is wrong to say repeatedly that Godhara incident has not been condemned. We have been condemning it since the incident took place. Today the matter of concern is that this phase of violence which started from Godhara, is not coming to an end. The communal violence is continuing and Devegowda ji has just now said that today a statement of Vishwa Hindu Parishad has been published in the newspaper that it will take the 'Asthi Kalash' (ashes) of the persons who died in the Godhara incident at all 750 places in the country. This is a conspiracy to instigate violence in the country. Just now Shri Vijay Kumar Malhotra ji was saying as if he is making all-out efforts for restoring peace in the country and we are responsible for the present situation. If you observe, you would find that conspiracy

for an organised communal violence is being made in the country. Recently, the Sangh had made a proposal, but it was actually not the Sangh's proposal because the BJP President Jana Krishnamurthi was present in RSS Conference as also former President Kushabhau Thakre, Pyarelal Khandelwal and Sanjay Joshi were also present. I would like to say to my colleagues of the allied parties that the agenda of RSS and BJP is being implemented and they are being mislead. My friend Shri Vinay Katiyar is sitting here. He is a very fine person. He gave one statement that the hair kept in Hazrat Bal is not that of Paigambar Saheb. This created tension in Jammu and Kashmir and the Chief Minister Shri Farookh Adbullah of the National Conference, an ally of the NDA, himself demanded his arrest. Riot may occur in the beginning, but if the Government have strong will power it will not recur. Riots have occurred in an organised manner in Gujarat, people belonging to minority i.e. Muslims are terrorised.

I humbly request you to call hon'ble Minister of Home Affairs immediately and ask him to give statement on the situation....(Interruptions)

[English]

MR. DEPUTY SPEAKER: I will call you later on.

...(Interruptions)

MR. DEPUTY SPEAKER: There are three names.

...(Interruptions)

[Translation]

SHRI VINAY KATIYAR (Faizabad): Mr. Deputy Speaker, Sir, since my name has been taken, it is necessary for me to give clarification. ...(Interruptions)

MR. DEPUTY SPEAKER: Give clarification, when I will call you.

SHRI VINAY KATIYAR: It does not matter whether you give me permission to clarify it, but wrong message is being sent in the country thereby. Give me an opportunity to clarify it...(Interruptions)

MR. DEPUTY SPEAKER: I have said that I will give you an opportunity to give clarification.

...(Interruptions)

[English]

MR. DEPUTY SPEAKER: Shri Vaiko, regarding Gujarat violence, three notices have been received, that is, one from Shri Ramji Lal Suman, the second one from Dr. Raghuvansh Prasad Singh.

...(Interruptions)

SHRI VAIKO (Sivakasi): Sir, he should be allowed to clarify his position. ...(Interruptions) It is a serious matter. ...(Interruptions)

MR. DEPUTY SPEAKER: I would call him later on.

SHRI VAIKO: He wants a chance because his name has been quoted. He already wanted to clarify it. ...(Interruptions) I think, he is delaying his statement.

MR. DEPUTY SPEAKER: Shri Vaiko, I spoke in Hindi. Perhaps you could not follow it.

SHRI VAIKO: I did not follow it.

[Translation]

DR. RAGHUVANSH PRASAD SINGH: Mr. Deputy Speaker, Sir, the hon'ble Prime Minister said that the riots in Gujarat is blot on India and a matter of shame for it before the world. Despite 'Indian Express' the leading daily of India has published a headline.

[English]

"POTO in Gujarat means Prevention of Terrorism of Ourselves, not Muslims"

[Translation]

It's second para is

"62 people, all Muslims, have been arrested by the Narendra Modi Government for the Godhra carnage in which 58 were killed. All 62 have been booked under the draconian POTO (Prevention of Terrorism Ordinance.)"

Its third and fourth paragraphs are as follows:

"Over 650, most of them Muslims, were killed in the violence that rocked the entire State. Out of the over 800 arrests, not one has been booked under POTO."

"The violence included systematic targeting of Muslim families and lynching of entire neighbourhoods. For example, the Naroda Patia massacre, in which 91 were killed, or the Gulbarg Society massacre, in which 43, including former MP Ehsan Jafri, were killed. In fact, no one named in the FIR has even been arrested for these two killings."

[Translation]

I would like to say that the rioters are involved in the incidents of killing and arson but ever a single arrest has been made in the Home Minister's constituency, Gandhi Nagar and no one has been named in FIR, hundreds of shops were torched there, 42 people were shot-dead by them, but neither ever a single arrest has not been made nor FIR has been registered. How can riots be checked, till the action is taken against the rioters. Nobody is talking about relief and rehabilitation work but rioters are saying they would to take out procession there. ...(Interruptions). The killers of Gandhiji have burnt Gujarat, the land of him.

The killers of Gandhiji who killed him are inciting communal riots on the land of Gandhiji. The property worth crore of rupees has been destroyed but no action is being taken by the Government and police. Till the Government will take confidence building measure, how will the confidence be instilled among the people. Till the Government will provide relief and rehabilitation, how will people get assistance. The union Home Minister and the Chief Minister of the State are provoking the people. It is the constituency of Home Minister. Their supporters are inciting riots. As such, how could the country be saved. Therefore, through you I would like to appeal that the Home Minister and Shri Narendra Modi be dismissed otherwise country will not survive. ...(Interruptions)

SHRI DEVENDRA PRADSAD YADAV (Jhanjharpur): Mr. Deputy-Speaker, Sir, I would like to raise very important issue....(Interruptions)

MR. DEPUTY SPEAKER: Three-four hon'ble Members have given notices their names are with me. I am first giving them floor to speak.

SHRI RAGHUNATH JHA (Gopalganj): Mr. Deputy Speaker, Sir, the atmosphere has been vitiated after giving notice. Have we come here to sit quietly, will we sit here with close eyes....(Interruptions)

MR. DEPUTY SPEAKER: Shri Jha, please resume your seat. When you listen to me, then only I will be able to speak. Debate does not take place during Zero Hour. It is not so that matter be raised by a member

and all members should discuss it. I will give floor to that member who has given notice. There is no provision for special mention in this House as Upper House has. The floor has been given to those only who have given the notice. Dr. Vijay Kumar Malhotra also one of them.

SHRI DEVENDRA PRASAD YADAV: Mr. Deputy Speaker, Sir, your order is acceptable to all. This is my fourth term as the Member of Lok Sabha when you call a member to speak on an important issue and when extraordinary circumstances have prevailed in the country and the country is burning in communal fire and under such situation if a leader of party wants to speak, would you not give him permission to speak, this is the tradition that on any important issue Chair can give permission to those Members who want to speak on that issue.

MR. DEPUTY SPEAKER: Having restrained to this issue, peace can be maintained as Shri Jha and you have said. You have to decide what has to be done, or what has not to be done then I will give you time, but there should not be uproar.

SHRI SURESH RAMRAO JADHAV (Prabhani): Mr. Deputy Speaker, Sir, ...(*Interruptions*)

MR. DEPUTY SPEAKER: Shri Jhadhav, what I have just said, it was in Hindi, not in English. Please take your seat.

SHRI VINAY KATIYAR: Mr. Deputy Speaker Sir, all of us are worried about the condition prevailing at present in the country and the House is worried but it is the responsibility of the House that such statements should not be delivered, and this type of language should not be used here. We should use and speak the language, which is helpful for running the country. Just now, hon'ble Member has quoted my name. According to the tradition before making mention of my name in the House, he should have consulted me, he should have asked me. I would like to tell him that I have not given any such statement as mentioned by him. I simply said that religion of everyone should be respected. If a particular religion is discussed, tension build up. At that time, issue related to Ram Janambhoomi was being discussed, and I just said that 'Ram Janmbhoomi' is the place of worship for Hindus, as the worship places of other religions are for people belonging to that one. It is a question of faith. Therefore, while discussing about the religions we should remember that feelings of anybody may not hurt. When we respect each other's feelings only then communal harmony can be established in the country. I said that thing in this regard, but I am distressed that the Chief

Minister of Jammu and Kashmir gave statement in Vidhan Sabha against me. He is Chief Minister and an eminent leader. He should have at least discussed it once with me. I am saying this in the House that I rang up him for five times. On the very next day, I telephoned to the Minister, who is in this Government. Despite, he moves to court, I have no objection. Whatever will be asked by the Government I will give statement accordingly but I would like to tell that it will not reduce tension in the country rather tension would increase thereby because wrong reporting will be done...(*Interruptions*)

[*English*]

MR. DEPUTY SPEAKER: Let him complete.

...(*Interruptions*)

MR. DEPUTY SPEAKER: Let him say, whatever he wants to say.

...(*Interruptions*)

[*Translation*]

MR. DEPUTY SPEAKER: Just now Sumanji said by taking his name that he has said sometime about Hajrat Bal. He is explaining that thing. First listen to him. ...(*Interruptions*)

[*English*]

MR. DEPUTY SPEAKER: This is too much.

...(*Interruptions*)

SHRI VAIKO: Sir, it is very much wrong on their part. He is giving a clarification and he is not being allowed to speak. ...(*Interruptions*)

MR. DEPUTY SPEAKER: It is a very serious matter.

...(*Interruptions*)

SHRI VINAY KATIYAR: Can you stop me from delivering speech...(*Interruptions*). You daily create noise here....(*Interruptions*). He knows as to how you behave...(*Interruptions*). Are you alone an elected representative, am I not the elected one ...(*Interruptions*). What right do you have to interrupt me this way?...(*Interruptions*)

MR. DEPUTY SPEAKER: What are you doing?

...(*Interruptions*)

SHRI VINAY KATIYAR: You are trying to be smarter...*(Interruptions)*. Am I not an elected one like you? ...*(Interruptions)*. You are a newly elected but I have more political experience than you...*(Interruptions)*. Why are you talking ...*(Interruptions)*

SHRI KANTILAL BHURIA (Jhabua): Why are you talking to me so threateningly?...*(Interruptions)*. You cast this menacing look to someone else...*(Interruptions)*.

SHRI VINAY KATIYAR: Will you take our eyes out by a doctor?

SHRI KANTILAL BHURIA: I am also an elected Member...*(Interruptions)*. How can you talk like this?...*(Interruptions)*. You reserve this threatening look for someone else...*(Interruptions)*

SHRI VINAY KATIYAR: Why are you bothered like this...*(Interruptions)* I am not going to be afraid by your speaking this way...*(Interruptions)*. This country as well as you know that why are you scolding me like this. I am not going to feel threatened by it.

MR. DEPUTY SPEAKER: Vinay Katiyar, you address the Chair when I try to control him, you start to speak from here...*(Interruptions)*

SHRI VINAY KATIYAR: Mr. Deputy Speaker, all of them are threatening me. Would I be threatened? You do not speak such a thing...*(Interruptions)*

[English]

SHRI PRIYA RANJAN DASMUNSI: Sir, the difference between the two is that one is Ram Bhakt and another is Bhim Bhakt.

[Translation]

SHRI VINAY KATIYAR: If I have said something wrong, I withdraw my words.

MR. DEPUTY SPEAKER: You conclude by expressing your view point...*(Interruptions)*

SHRI VINAY KATIYAR: Mr. Deputy Speaker, Sir, I am speaking because my name was called...*(Interruptions)*, else I do not need to say anything...*(Interruptions)*

MR. DEPUTY SPEAKER: I also do not need to make you stand.

...*(Interruptions)*

SHRI VINAY KATIYAR: Hence, I would like that such words should not be used in the House. If any Member wants to refer the name of some other Member on a subject, at least the concerned Member should be asked whether or not he has said so. I would again like to say that I did not say anything like this. I would like that all should be respected and all should resolve to respect other's religions but it takes two to make eleven, hence you make him understand this won't do. Thanks a lot.

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (SHRI PRAMOD MAHAJAN): Now you take another subject...*(Interruptions)*

MR. DEPUTY SPEAKER: Another subject cannot be taken now. The subject will continue right now, otherwise House would have to be adjourned.

...*(Interruptions)*

SHRI SHRICHAND KRIPLANI (Chittorgarh): Mr. Deputy Speaker, Sir, he is sitting on a dharna...*(Interruptions)*. You give me an opportunity to speak for two minutes...*(Interruptions)*.

MR. DEPUTY SPEAKER: Mr. Akhilesh, you have come just now and have started speaking.

...*(Interruptions)*

[English]

MR. DEPUTY SPEAKER: I have called Shri Suresh Kurup.

...*(Interruptions)*

SHRI SURESH KURUP (Kottayam): Sir, it is quite evident that VHP is bent upon communalising the whole country. In spite of repeated assurances from the Government side, systematic attacks against the minorities are going on all over Gujarat.

Sir, if this *Asthi Yatra* is taken out, it will result in Gujarat-like situation all over the country. I think, our former Prime Minister, Shri Deve Gowda selected his words very carefully. He did not attack anybody. He only appealed to the Prime Minister and to the Home Minister to prevent them from taking out this *Asthi Yatra*. I thought that the BJP spokesman, Prof. Malhotra would have responded positively to his appeal. Instead he started attacking the Opposition. He is justifying the VHP. At an cost, this *Asthi Yatra* should be prevented. Sir, this should

be seen in connection with the Resolution passed by the RSS in Bangalore. They are saying that the Muslims are at the mercy of the Hindus in this country. They are doing all these with the connivance of the Government.

Sir, my appeal is that this *Asthi Yatra* should be prohibited at any cost.

[*Translation*]

SHRI DEVENDRA PRASAD YADAV: Mr. Deputy Speaker, Sir, the subject being discussed in Zero Hour is extremely sensitive one. I was only trying to submit that the communal harmony can only be created when the House is in order. When the House becomes unruly whether it is ruling party or the opposition, I do not want to favour anyone, the ambience in the House would certainly affect the outside atmosphere. Hence, the debate going in the House will prove extremely dangerous. It is not a question of a individual's sentiment. The hon. Members in the House are elected by our tens of lakhs of persons. It is the supreme panchayat in the country. Will the tension and anxiety created by the debate here not percolate outside the House? I would like to make it clear that it would affect crores of people whether Hindu or Muslims. Hence the hon. Member would have to talk very carefully on this subject. To cite an example I would like to say that though it is all right at an inquiry committee has been constituted by the Gujarat Government to probe into Godhara episode, it should also be headed by the sitting judge but which organisation and person are still insisting to stage yatra in such an atmosphere and acting against the basic spirit of the constitution and are dyeing the court's directives. This type of atmosphere is a scar on the country's image because who is daring and enraged to defy even the appeal of the Prime Minister as Constitutional head to maintain the communal harmony in the country? Are we not Hindus? I would like to say that Vishwa Hindu Parishad is not over representatives. Do the two percent persons have biggest say in Panchayat? I am also a Hindu, I do not accept the dictums of Vishwa Hindu Parishad...(*Interruptions*). Whether someone will represent two per cent insignificant Hindu of India? We are secular people and are with NDA and secularism is not being eroded in NDA from any angle. However, these people continuously create such an atmosphere which harms the NDA's agenda. If they had made this intention clear before forming alliance. We would not have joined the alliance...(*Interruptions*). I want to say even today that this should have been considered before forming alliance. When we have formed an alliance and there is an agreed

agenda and Common Minimum Programme. NDA has a national agenda and Prime Minister gives his statement in conformity with it then he should leave. Today, I was very sad to read in the newspaper. Prime Minister does not represent NDA and BJP alone rather he represents the entire country having a population of over billion.

Hence to say that also won't tantamount to challenging the court? What is this happening in the country? I am in great pain and my friends are very aggrieved and are weeping. Is he not a Member of NDA? Shri Sushil Kumar Indora should be asked as to what mischief is being created by the Saffron brigade in his house? I would cite examples with full evidence. I would like that the tale of as to what is happening with Sushil Indora who is the leader of Indian National Lok Dal in the House and one of our allies and constituent party should be heard a bit. The supporter of saffron brigade are encoaching the land in front of the House of some Saraswati Anand by putting tent in front of his House and are making everybody flee. He has been told...(*Interruptions*). This riot is not one sided. The riots are not taking place against Muslims alone, these people are also terrorising and attacking the secular Hindus also. Does it mean something? Hence when I am citing example, I am doing so with evidence and not on my own. Sushil Kumar Indoraji is present and he should be asked, he has been fully terrorised. How...(*Interruptions*)

SHRI VINAY KATIYAR: This is a very important matter. If he disrespect the word 'Bhagwa' like this, it may be an incident specific to an individual. You mention that I do not have any objection in saying that bur we cannot bear the disrespect shown to that...(*Interruptions*)

[*English*]

MR. DEPUTY SPEAKER: Shri Vinay Katiyar, let him speak. What is this?

...(*Interruptions*)...

[*Translation*]

MR. DEPUTY SPEAKER: I will not let go such words in proceedings.

SHRI VINAY KATIYAR: He should also understand this thing...(*Interruptions*)

MR. DEPUTY SPEAKER: I gave you the floor, similarly to him also, what is the way?

[English]

You do not allow others also to speak.

[Translation]

SHRI VINAY KATIYAR: However, if you keep on disrespecting the word 'Bhagwa', how will it do. I object to it. What do you know about Bhagwa people, how can you identify them. All bow their heads in reverence before them like to God. I do not have any objection on your making a remark about any person, seer but it is wrong to show disrespect towards the entire Bhagwa society. It can not be tolerated...(Interruptions). If you talk about NDA then we did not invite you to join NDA...(Interruptions)

MR. DEPUTY SPEAKER: I will expunge the objectionable words. You sit down.

SHRI VINAY KATIYAR: Mr. Deputy Speaker, Sir, we had not invited him also to join NDA. You shared the equal responsibility in this regard with us ...(Interruptions). However, NDA Government is not running because of you only. It is me also who is responsible for the continuation. I do not have any objection but I cannot continue to remain in such NDA where the Bhagwa people and saints are disrespected by those in the Government. NDA does not need such people...(Interruptions)

MR. DEPUTY SPEAKER: If such objectionable words are there on record, then I will expunge them.*You sit peacefully.

SHRI VINAY KATIYAR: You get these words expunged...(Interruptions)

MR. DEPUTY SPEAKER: Indoraji, I have given him for floor, I will give you an opportunity.

...(Interruptions)

MR. DEPUTY SPEAKER: Mr. Verma, if you do not have to say anything, I will give the floor to him.

...(Interruptions)

[English]

MR. DEPUTY SPEAKER: Shri Ratilal Verma, what is this?

[Translation]

SHRI RATILAL KALIDAS VARMA (Dhandhuka): Mr. Deputy Speaker, Sir, the subject of discussion today is the need to restore the peace in Gujarat and in the country. I would like to request the hon. Members of the House not to disturb me during my statement. If they find any thing wrong, they can seek clarification later on.

Gujarat was peaceful since 1992. All Hindus and Muslims used to live peacefully. The people of both the communities used the respect the festival of each other whether it be Moharram or Rath Yatra and used to celebrate the festivals collectively. On the occasion of 'Meethi Id', Hindu families used to visit Muslim brothers and enjoy 'Kheer' there. Similarly the people of both communities would embrace and hug each other on Diwali. The whole atmosphere was so harmonious that the identity of being Hindu or Muslim almost perished. However, a tragic incident took place in Godhra. If the Congress Councillor there and one Bolal who has been caught recently had not acted on such lines, peace would have prevailed there. However, I am very sad to say that whatever took place there was wrong and the reactionary and retaliatory incidence that took place were also very wrong. Until the person belonging to any community do not take the lead in handing over the culprits to the police, the killings of innocent persons would continue to take place. Any community whether Muslim or Hindu would have to weed out and handover the culprit to the administration. However, I am very sorry to say that it has not taken place so far. Consequently the people become agitated and the innocent persons are slaughtered. Whether Hindu or Muslim only poor persons fall its prey.

SHRI RAMJI LAL SUMAN: You tell as to what is the role of the Government and what is being done by the Gujarat Government...(Interruptions)

SHRI RATILAL KALIDAS VARMA: I had already requested with folded hands. I have not said anything wrong...(Interruptions)

[English]

MR. DEPUTY SPEAKER: Shri Ramjilal Suman please take your seat.

...(Interruptions)

[*Translation*]

SHRI RAMJI LAL SUMAN: Mr. Deputy Speaker, Sir, it is a very serious matter.

[*English*]

MR. DEPUTY SPEAKER: Shri Suman, if there is anything objectionable, I will expunge it, why do you stand up and interrupt him.

...(Interruptions)

[*Translation*]

MR. DEPUTY SPEAKER: If there is anything objectionable, I will expunge it. Why do you stand up?

SHRI RATILAL KALIDAS VARMA: Mr. Deputy Speaker, Sir, the Committee on Security was constituted in Gujarat and peace was restored thereafter. The examination of higher secondary and senior secondary examinations are going on...(Interruptions). Three lakh students are taking on examination in the entire Gujarat. These examination will take place later on in Ahmedabad and Vadodara only. The students are facing examination and the sporadic incident of stabbing have started to take place again. All this should be probed as to who is behind it and who are being killed. If this stabbing stops, peace would prevail in Gujarat. Muslims and Hindus have equal population in my constituency, Dholaka. We staged Sadbhavana rally there. Many seers, saints, Jain Maharaj, Mahant of Swami Narayan, Ex-Minister Shri Mahendra Singh Chudasama, Shri Faiz Mian, prominent person of Jain Community Shri Kumar Pale Sahe; Legislator, Shri Kantibhai Talpada, traders and Councillor of Dholaka etc. participated in this rally. This Sadbhavana rally started from the temple and concluded at Masjid. We staged there for half an hour. Such kinds of violent incident used to take place in my constituency in the past, but none took place this time. These persons never staged such rally. I would like to inform you that Pravin Rastrapalji hails from the constituency adjoining my constituency. He is our colleague...(Interruptions). People of my constituency are suffering.

13.00 hrs.

His close relative was killed...(Interruptions)

[*English*]

MR. DEPUTY SPEAKER: Shri Ratilal Varma, please conclude now.

...(Interruptions)

MR. DEPUTY SPEAKER: What is this? You are not allowing anybody.

...(Interruptions)

[*Translation*]

MR. DEPUTY SPEAKER: Please conclude within a minute.

...(Interruptions)

SHRI RATILAL KALIDAS VARMA: Mr. Deputy Speaker, Sir, my submission is that people of my community in Behrampura, Danilimatha, Jamalpur, Shaipur of Ahmedabad, Gujarat are suffering...(Interruptions). They wish for restoration of harmony and protection there...(Interruptions) I request all the hon. Members that...(Interruptions) Nobody should play politics...(Interruptions) We want peace to be restored...(Interruptions)

DR. SUSHIL KUMAR INDORA (Sirsa): I would like to give explanation regarding mention of my name by Shri Yadav. I live in Fatehabad, Lajpatnagar and there is a temple adjacent to my house. There are open spaces all round the temple. I am not aware of the name of the owner of those lands. It should be found out. For the last 20-25 days, Sadhu-sants have started Kirtan there...(Interruptions)

SHRI VINAY KATIYAR: Whether even Kirtan is not possible now?...(Interruptions) If you do not want to let the NDA govern you are free to do so...(Interruptions)

MR. DEPUTY SPEAKER: Shri Vinay ji, what objection you have? If there is any objectionable comment, I am here to control.

...(Interruptions)

DR. SUSHIL KUMAR INDORA: The landowner said that Kirtan can be held for a few days but the exams of the children are nearby. People came to me as I am the local representative. I asked them to represent to the administration if they find it undesirable. Administration should be told that it is wrong...(Interruptions)

YOGI ADITYA NATH (Gorakhpur): Will you get the loudspeakers of mosques silenced?...(Interruptions)

DR. SUSHIL KUMAR INDORA: Please be quiet for a moment...(Interruptions) I do not interrupt when you speak. Why are you making it an issue between mandir

and masjid?...*(Interruptions)* I am not talking to you only. Why are you raising the issue of mandir and masjid?...*(Interruptions)*

YOGI ADITYA NATH: Why all the rules are of Hindu Samaj only?...*(Interruptions)* Why this conspiracy?...*(Interruptions)*

DR. SUSHIL KUMAR INDORA: When I have been asked, I am free to speak on any issue...*(Interruptions)* Are they the only people who are concerned about Hindus? They call themselves Hindu. Are we not Hindus?...*(Interruptions)* Whether poors of this country are not Hindu?...*(Interruptions)*

[English]

DR. S. VENUGOPAL (Adilabad): This is unfair, Sir, he should be permitted first...*(Interruptions)*

MR. DEPUTY SPEAKER: Shri Vinay Katiyar, what is this? He should be allowed to speak.

...*(Interruptions)*

[Translation]

MR. DEPUTY SPEAKER: Whether you would control the House?

...*(Interruptions)*

SHRI VINAY KATIYAR: Why are we not being allowed to speak?...*(Interruptions)*

DR. SUSHIL KUMAR INDORA: Are you all-in-all for Hindus?...*(Interruptions)* Are we not Hindus?...*(Interruptions)* Do we not belong to that society? Please tell me...*(Interruptions)*

MR. DEPUTY SPEAKER: What are you doing?

...*(Interruptions)*

[English]

MR. DEPUTY SPEAKER: The House stands adjourned to meet again at two o'clock.

13.04 hrs.

*The Lok Sabha then adjourned till
Fourteen of the clock.*

14.03 hrs.

*The Lok Sabha re-assembled at Three Minutes
past Fourteen of the Clock*

(DR. RAGHUVANSH PRASAD SINGH in the Chair)

[Translation]

SHRI PRIYA RANJAN DASMUNSI (Raiganj): Mr. Chairman, Sir, before the proceedings gets under way, I would like to submit that before the House is adjourned for the day the hon. Home Minister should give a statement regarding the current situation in Gujarat. I have submitted so earlier also.

14.04 hrs.

SUGAR DEVELOPMENT FUND (AMENDMENT) BILL*

THE MINISTER OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI SHANTA KUMAR): Sir, I beg to move for leave to introduce a Bill further to amend the Sugar Development Fund Act, 1982.

[English]

MR. CHAIRMAN: The question is:

"That leave be granted to introduce a Bill further to amend the Sugar Development Fund Act, 1982."

The motion was adopted.

[Translation]

SHRI SHANTA KUMAR: I introduce** the Bill.

14.05 hrs.

MATTERS UNDER RULE 377

(i) **Need to encourage Bt. Cotton growers particularly in Gujarat.**

[English]

SHRI P.S. GADHAVI (Kutch): Sir, Bt. Cotton is genetically modified to resist the pest and has the potential

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**Introduced with the recommendation of the President.

to dramatically improve crops while cutting down the use of pesticides that has now become a grave economic and environmental threat. Chinese farmers have already taken the lead in the commercial use of Bt. Cotton and their efforts prove the big role that GM crops can play both in rich and poor countries in the days to come. The GM cotton uses almost 90 per cent less pesticide, in polluting rivers, leaving residues in the soil and killing harmless insects.

I, therefore, urge upon the Government that cotton growers, particularly in Gujarat and other parts of the country, be allowed to grow this Bt. Cotton.

(ii) Need to provide computerised reservation facility at Balaghat railway station, Madhya Pradesh.

[*Translation*]

SHRI PRAHLAD SINGH PATEL (Balaghat): Mr. Chairman, Sir, the work of gauge conversion from Gondia to Balaghat-Jabalpur is in progress. The Ministry of Railways has allocated funds for this purpose but Balaghat would be cut from the rail route of rest of the country as long as the work of gauge conversion continues. In such a situation, the people of Balaghat district will have to go to Gondia or Nagpur stations to get reservation. Therefore the facility of computerised reservation should be provided at Balaghat before the rail route is closed.

The Ministry of Railways would be aware that Balaghat is a district headquarter. It suffers from naxal activities and this district also has some important mines of manganese ore India limited as well as Malaj Khand Project of cooper company.

Therefore, the hon. Minister of Railways is requested to provide the facility of computerised reservation without delay and also to complete the work of gauge conversion as per schedule.

(iii) Need to set up a mineral smelting plant in Singhbhum Parliamentary Constituency, Jharkhand.

SHRI LAXMAN GILUWA (Singhbhum): Mr. Chairman, Sir, the Chiriya iron ore mines, Manoharpur in my constituency, Singhbhum has so much minerals that it will not exhaust even after five thousand years of mining. But even after 54 years of Independence, this area neither have power nor pucca roads. Proper mining is not being done as a result of this. The minerals of this area are smelted in Burnpur, located far away. If a smelting plant

is set up in this area, the local tribals would get job opportunities, the backward area would get a chance to develop, the transport cost on transporting minerals would be saved and the wastage of ores can also be minimised.

Therefore, I request the Government to take prompt action on the above mentioned suggestions.

(iv) Need to provide financial assistance to Government of Madhya Pradesh to provide relief to betal growers of Pan Umaria in Katni district whose crops were damaged due to hailstorms.

SHRIMATI JAYASHREE BANERJEE (Jabalpur): Mr. Chairman, Sir, the betal crops of betal growers at 'Pan Umaria' of district Katni under my parliamentary constituency, Jabalpur has been damaged due to untimely hailstorms on 11th February. The poor marginal farmers are faced with starvation deaths due to the damage to their crops.

The immediate aid from Natural Calamity Relief Fund should be provided to the betal growers of Pan Umaria (Katni) due to the damage caused to their crops by hailstorm and heavy rainfall on 11 February 2002. I request the Government to send a Central Relief Team on this important matter of public interest for the assessment of the damage and to provide relief to the Betal growers.

(v) Need to empower Panchayati Raj Institutions in the Union Territory of Chandigarh.

[*English*]

SHRI PAWAN KUMAR BANSAL (Chandigarh): Sir, even after ten years of 73rd and 74th amendments of the Constitution, none of 29 functions enumerated in the Eleventh Schedule have been transferred to *Panchayati Raj* Institutions in Chandigarh. These institutions function only in name and even an office has not been allotted to the *Panchayat Samiti* and *Zila Parishad* yet.

The Municipal Corporation has also not been encouraged to perform its constitutional role and all the real powers continue to vest in the Administration. Apportionment of UT resources is also not made according to the spirit of the Constitution. Further, the District Planning Committee stipulated under article 243-ZD has yet to see the light of the day.

Therefore, I urge upon the Government to take immediate steps to make the local self-government institutions in Chandigarh vibrant units of grass-root level democracy and transfer to them the necessary functions and authority.

(vi) Need for all-round development of Karandighi Assembly Segment of West Bengal.

SHRI PRIYA RANJAN DASMUNSI (Raiganj): Karandighi Assembly segment of West Bengal is in the newly born district of Uttar Dinajpur having ancient mythological link with Lord Karna of Mahabharata. Since the reorganisation of States of Bihar and West Bengal in early 1950s, the social composition is that of the Rajbansi S.C. community, Bengali-speaking Muslims, Shersabadia Muslim Community and other Muslims as well as Urdu-speaking and Surajapuri dialect speaking Muslim community. Several thousand refugees have also been settled here after partition. It is one of the largest Assembly segments in West Bengal having no industry, agriculture marketing or any developmental activities. River erosion of Mahananda, Nagore and Kulik threaten Karandighi Anchals of Altapur, Lahatora and Karandighi without any effective measures from Water Resources Ministry and State Irrigation Department. The thirty-third and thirty-fourth National Highways are the gateway to North-East and unless road overbridge at Dalkola Railway crossing is built expeditiously, the area will remain backward. Unless the Ministries of Agriculture and Railways as well as Social Welfare Ministry for Scheduled Castes and Other Backward Classes address the issue through the Planning Department of Government of West Bengal and Union Planning Ministry, no comprehensive approach could be built to resolve the problems. I call upon the Planning Ministry to coordinate the issue with the Union Ministry concerned and the State Government at the earliest.

(vii) Need to expedite construction of power grid station in Maharajganj Parliamentary Constituency, Bihar.

[Translation]

SHRI PRABHUNATH SINGH (Maharajganj, Bihar): Mr. Chairman, Sir, the Power Grid Corporation has since completed all the formalities to set up a 220 K.V. sub-station at Maharajganj and 33 K.V. sub-station at Baniyapur in district Siwan under my Parliamentary constituency. However, Bihar Electricity Board has yet to issue no-objection certificate to these proposals and the construction of these power grid stations is yet to begin. In spite of my sincere efforts during last four years all Government formalities for setting up these Grid Stations have not been completed. I raised this matter in the meeting held on 27 February with the Power Minister of

Bihar and M.Ps. and has requested in written to the Bihar Government to issue No Objection Certificate without delay.

Mr. Chairman, Sir, through you I would like to request all parties concerned with the construction of this Grid Station to complete all formalities at the Government level at the earliest and also initiate the construction work of these grid stations without any delay.

(viii) Need to ban export of meat.

[English]

SHRI BHARTRUHARI MAHTAB (Cuttack): Cattle are vital for production of food and fodder and formed an inseparable part of the rural economy. But in the early 90s, the Government declared that meat exports was a thrust area offering incentives and subsidies for the purpose and since then exports had gone up by leaps and bounds. In 2000-2001, 2,68,000 tonnes of meat were exported and it is claimed that it is only four per cent of the total meat production in the country. Roughly nine crore animals are being slaughtered every year.

The Planning Commission, in the process of formulating the Tenth plan, had made known its intention of doubling the earning from meat exports from the present level of Rs. 1,000 crore and a sub-group in the Union Agriculture Ministry has been appointed for the purpose. I urge upon the Government to discourage export of meat as the myopic policy is not only encouraging mindless slaughter of lakhs of dumb creatures, but also proving to be very harmful to the rural economy and rural sector.

(ix) Need to clarify constitutional or representative status of Muslim Personal Law Board.

DR. NITISH SENGUPTA (Contai): Sir, I would like to request the Home Minister to clarify whether Muslim Personal Law Board is a constitutional or representative body. It has been observed that whenever some communal disharmony takes place in any part of the country the above said Muslim Personal Law Board comes forward *suo motu* or Government repeatedly enters into discussion with this body no matter whether it is Ayodhya issue or any other Muslim community matter. It may also be clarified whether this body has recommended any change in the Muslim personal law so as to bring it in line at least with the Muslim personal law prevalent in Pakistan or Bangladesh.

- (x) **Need to provide financial assistance to Government of Bihar to solve the problem of water-logging in Saharsa, Bihar.**

[*Translation*]

SHRI DINESH CHANDRA YADAV (Saharsa): Mr. Chairman, Sir, lakhs of acres of land to the east of Eastern Koshi embankment under my parliamentary constituency, Saharsa (Bihar) remain water-logged throughout the year. As a result, the farmers can not cultivate their land. They are falling prey to starvation deaths. The Government and Non-Government Organisation launched a movement on the local level for resolving the problem of water-logging, but in want of financial resources, the State Government is not being able to solve this water-logging problem. Hence, I request the Government to provide financial assistance to Government of Bihar to solve the problem of water-logging thereby saving the lakhs of farmers from starvation death.

- (xi) **Need to set up Industries in Siwan Parliamentary Constituency, Bihar.**

MOHD. SHAHABUDDIN (Siwan): Mr. Chairman, Sir, there is great financial crisis in the present State of Bihar after its partition on account of non-implementation of the assurance given by the Union Government for the betterment of its economic condition. My parliamentary constituency, Siwan is a major district of the State. It is also the birthplace of the first President of India, Dr. Rajendra Prasad. Therefore, through you, I demand from the Union Government to set up industries in Siwan for its development as the infrastructure, particularly for agro-based industries, already existing in the district Siwan. Therefore, I appeal to the Government to revive the closed industries as well as set up new industries in the district, it will prove beneficial for the northern areas of the State.

14.17 hrs.

**RAILWAY BUDGET 2002-2003—
GENERAL DISCUSSION
DEMANDS FOR GRANTS ON ACCOUNT-
RAILWAYS-2002-2003
AND
SUPPLEMENTARY DEMANDS FOR
GRANTS-RAILWAYS-2001-2002**

[*English*]

MR. CHAIRMAN: The House will now take up combined discussion on the Railway Budget. Demands for Grants on Account, Railways and Supplementary Demands for Grants Railways for which 12 hours have been allotted.

As the time allotted to each party is limited, I have decided to allow hon. Members to lay written text of their speeches on the Table of the House, if they so desire. These speeches will be included in the proceedings.

Motions moved:

"That the respective sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President of India out of the Consolidated Fund of India on Account, for or towards defraying the charges during the year ending the 31st day of March, 2003, in respect of the head of demands shown in the Second column thereof—Demand Nos. 1 to 16."

"That the respective sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President of India, out of the Consolidated Fund to defray the charges that will come in course of payment during the year ending the 31st day of March, 2002, in respect of the head of demand entered in the Second column Demand Nos. 12, 15 and 16."

LOK SABHA

Demands for Grants on Account(Railways) for 2002-03 submitted to the Vote of the Lok Sabha

| No. of Demand | Name of Demand | Amount of Demand for Grants on Account submitted to the Vote of the House |
|---------------|-------------------------------------|---|
| 1 | 2 | 3 |
| 1. | Railway Board | 11,29,00,000 |
| 2. | Miscellaneous Expenditure (General) | 32,16,67,000 |

| 1 | 2 | 3 |
|-----|--|-----------------|
| 3. | General Superintendence and Services on Railways | 260,57,83,000 |
| 4. | Repairs & Maintenance of Permanent Way & Works | 526,09,82,000 |
| 5. | Repairs & Maintenance of Motive Power | 290,61,93,000 |
| 6. | Repairs & Maintenance of Carriages and Wagons | 555,63,27,000 |
| 7. | Repairs & Maintenance of Plant and Equipment | 290,05,81,000 |
| 8. | Operating Expenses-Rolling Stock & Equipment | 470,69,92,000 |
| 9. | Operating Expenses-Traffic | 2169,33,04,000 |
| 10. | Operating Expenses-Fuel | 1252,24,89,000 |
| 11. | Staff Welfare & Amenities | 216,67,26,000 |
| 12. | Miscellaneous Working Expenses | 263,27,08,000 |
| 13. | Provident Fund, Pension and other retirement benefits | 1004,64,94,000 |
| 14. | Appropriation to Funds | 1643,02,74,000 |
| 15. | Dividend to General Revenues, Repayment of Loans taken from General Revenues and Amortization of Over-Capitalization | 3,85,33,000 |
| 16. | Assets-Acquisition, Construction and Replacement | |
| | Revenue | 5,83,33,000 |
| | <i>Other Expenditure</i> | |
| | Capital | 2723,89,33,000 |
| | Railway Funds | 1045,92,55,000 |
| | Total | 12765,84,74,000 |

LOK SABHA

Supplementary Demands for Grants (Railways) for 2001-02 submitted to the Vote of the Lok Sabha

| No. of Demand | Name of Demand | Amount of Supplementary Demands for Grants submitted to the Vote of the House Rs. |
|---------------|--------------------------------|---|
| 1 | 2 | 3 |
| 12. | Miscellaneous Working Expenses | 47,03,33,000 |

| 1 | 2 | 3 |
|------|--|--------------|
| 15. | Dividend to General Revenues, Repayment of Loans taken from General Revenues and Amortization of Over- Capitalization | 33,30,54,00 |
| *16. | Assets-Acquisition, Construction and Replacement | |
| | Revenue | 4,00,00,000 |
| | <i>Other Expenditure</i> | |
| | Capital | ... |
| | Railway Funds | 1,000 |
| | Total | 84,33,88,000 |

SHRI C.K. JAFFER SHARIEF (Bangalore North): Mr. Chairman, Sir, I am grateful to you for giving me this opportunity to initiate discussion on the Railway Budget. Before I proceed to deal with the subject, I must pay my gratitude to the Railway family with which I had the privilege to associate the work.

Sir, I have said before many a time that the railway men are capable of working hard and is prepared to face any eventuality as and when such a situation arises. Therefore, it is the political leadership that has to understand the hopes and aspirations of the people and will have to act and lead the railwaymen. With my experience of having worked in Railways I have interacted with them at various levels and also have interacted with the Members of Parliament, the State Governments, the trade and industry etc. Having interacted with them I have come to certain conclusions about the needs of our people.

Keeping this in mind the budget exercise is done after the works programme of the Zonal Railways is completed.

My friend Shri Nitish Kumar, the Minister of Railways, has presented the Budget for 2002-03. I am happy to note that he had taken pains to show courage not only to increase the fares of passenger ticket but also the season ticket. He has also ventured into rationalisation of rates of freight traffic so that the traffic which has gone over to the road can come back to the Railways. This should be welcomed by one and all.

Some Members on the treasury benches always say that whenever we speak from this side our intention is only to criticise the Government. It is not so. While we are in the opposition, with our experience in the Government we have a constructive mind. We want the benefit of our experience to continue to benefit the country. While we are in a financial crisis at the time of launching of unigauge with poor budgetary support, we took initiative in scrap disposal and earned a lot of revenue. A beginning was also made in commercial exploitation of railway land. This has to be carried forward.

The problems of the Railways, the working of the Railways, the various disciplines of the Railways, etc., is a vast subject. It is a complex subject. No doubt, whenever there is a debate on the Railway Budget in the House, it mainly focuses on the aspirations of the people of different regions. Members speak of what they need for their State; Members speak of what they need for their Constituency; Members speak of what they generally feel about the system. It is only we, those, who have worked with the Railways, that understand what the exact problems of the system are and what the system is faced with and the country is faced with.

As everybody knows, Railways is the basic infrastructure necessary for the economic development of the country. That is why, whenever I took part in a debate, I always said that when somebody pays a little more towards fare or freight, he does not pay it just for his fare.

[Shri C.K. Jaffer Sharief]

He does not pay just for his freight or for his goods, but he also pays for the development of the country. We have to inculcate this. It has been my experience and may be, the same may be the experience of Shri Nitish Kumar also. Whenever the Budget exercise is being done, various trade and industries—even the farming community particularly from Maharashtra—come and put pressure. They would be small things and we cannot refuse. For example, the banana growers would come and do it; banana is a food of a poor man and one cannot increase. It is a seasonal crop and one gets seasonal revenue. We have to do it from the humanitarian point of view. It is therefore a very difficult exercise for the Railway Minister to do. We understand the compulsions.

Coming to the freight operations, the total tonnage of revenue earning traffic during April-December, 2000 was 347.83 MT and the same for the period from April-December, 2001 was only 357.26 MT. It means, there was only a moderate increase of 9.43 MT over the corresponding period of the previous year. The revenue earning freight traffic during 1999-2000 was 456.42 MT and that of 2000-2001 was 473.50 MT. The provisional figure of revenue earning freight traffic for the first three quarters of the year 2001-2002 was 357.26 MT. At this rate, I am doubtful of any substantial achievement in freight operations during the year 2001-2002.

Another very interesting situation that has come to light is the operating ratio. The percentage of operating ratio has been very alarming. In 1998-99, it was 93.3 per cent; in 1999-2000, it was 93.3 per cent again, though both are high. In 2000-2001, it has shot up to 98.3 per cent. It is indicative of poor management of men and material. You have a rolling stock. You have the manpower. Unless you manage it properly, unless the turn around of the rolling stock is properly being augmented and monitored, you will not be able to bring down the operating ratio. We have the uni-gauge policy and we have the capacity to carry more. The capacity has increased with the multi-gauge system that we have. Narrow-gauge is the poorest where the operating ratio is very high. In the case of metre-gauge also, it is the same; it does not give any revenue. It is only the broad-gauge where you can compensate the losses of both the narrow-gauge and the metre-gauge. It will be able to carry capacity and it will also lead to opening up areas for industrial development. When this is the case with a lot of conversion taking place, why is it that still the operating ratio is high? This is something understandable.

Coming to safety performance, this has been the cry of all the Railway Ministers, whoever has taken over. Shri Yashwant Sinha can have a sound sleep at night but not the Railway Minister. If any telephone rings, he is tense, thinking what kind of a telephone it is, what message he will get. If God has been kind and nothing happens, he can have a sound sleep. The situation is, out of 473 train accidents during 2000-01, 261 were passenger train accidents and 212 were freight train accidents. While the passenger train accidents involve precious human lives, in the case of freight train accidents, hope of the consignors and the customers is involved. All of us have worked with them. We have not been able to improve the most important factor. Mostly, accidents are attributed to human failure. For the benefit of my friend, Shri Nitish Kumar, I must say that we have the largest operational railways.

We have a Welfare Department under the Personnel office of the Railways. The Social Welfare Inspectors are supposed to visit the working class, the driver, the signal man and the guard. They have to inspect whether these people are doing any effective role or not. When they go for their jobs, it is necessary to see whether their mind is free, whether they had adequate rest, whether they had any tension in the family or whether he is sick. I have observed, sometimes even a sick man out of compulsion, to earn money, resume his duty and go to his work. We cannot say whether his condition is good or not. It is not the Minister's job. It is not even the job of the Railway Board or the job of the General Manager of Railways. It is the duty of the person at the lowest level of a Welfare Inspector working in colonies, to approach them and find out their mental condition. If a man needs rest, he may be given the rest. If he needs treatment, he should be given treatment. If he has any service problem with the administration, that should be removed. If we are able to remove such kind of tensions from his mind, then only he can run the train well. We could understand their mental condition when we travel on locomotives, not just sitting in a compartment. How tense they are? How alert they have to be! How difficult it is! There are some of the things which are very-very important.

The Budgets that I have presented to this House, and the number of debates that I have heard, many constructive suggestions have come. There has always been a lot of demands and criticism also. One area is, catering. No one has attempted it. Constant efforts are being made. I am told that you are now shifting the entire policy.

The poor and unemployed people are not getting the opportunity to earn their livelihood. I do not know but I believe the multinationals are coming here. I am sure you will tell us about this and take the House into confidence. They might give very good food and they might come with all their equipment, machinery and what not. But what are we doing in this country? We are bringing Voluntary Retirement Scheme. A lot of people go out of service. They are unemployed. We are not being able to create more job opportunities. We are going for disinvestment and liberalisation. We must think—whether we are sitting this side or that side—where we are taking this country and where we are leading our people. We should take our people not necessarily to prosperity or a comfortable life but at least a life with peace which is without problems. They should be able to lead a good and healthy life whether it maybe through WTO or through some other way. But if we allow multinationals to enter into every area and try to make more people jobless, perhaps we are taking the country towards anarchy. Mind it, whatever may be your views about the Congress. Some of the friends who are sitting there, were with us earlier. They are on the other side may be because of certain situation of their own constituency or State or maybe due to some political compulsion. But you do not forget that it was after late Shrimati Indira Gandhi nationalised the banks and abolished privy purses, the naxalite problem was solved which was alarming in this country and the country was brought to some kind of stability and peace. Shri Bandhyopadhyay and other hon. Member are sitting here. They come from West Bengal. They should be able to tell what was the situation of naxalites in West Bengal at that time. We should understand this. I do not say that it is the responsibility of the Government alone. The society is also partly responsible. The society will have to share the responsibility with the Government. The Government does not have a magic stick to do everything. If both do not understand their responsibilities, then perhaps we will be taking the country to an unimaginable situation. Let us not waste time in finding fault and in blaming one another. We are sitting here to represent hopes and aspiration of the people. Every Member here whether he is sitting on this side or that side, take part to express hopes and aspirations of his people to whom he represent. The development, improvement, comfort, roads, drinking water, health centres, education, all these things he wants for his people. We will have to understand this.

Sir, while I am saying all this I do not want my friend to misunderstand me. I have one or two points which I have no option but to mention with the concern as to whether he is unnecessarily taking the burden.

He has come out with an innovative idea of *Railneer*. With so many private companies coming up with so many models of drinking water, I do not know whether you should take this burden. Yes, it is very good and nobody can deny it. I personally feel that this must like all his predecessors who did not tough fare and freight and yet wanted to be popular ministers. Or, he must have thought that somewhere he has gone harsh, he has increased, the fare and freight charges, now he must do something else also. So, I think this *Railneer* must have come to his mind. Of course, Shri Nitish Kumar cannot lose all his popularity; he also has to face elections and win them. But I do not know whether *Railneer* will come to his rescue. He may think about it.

Coming to another problem of the Railways, there are four to five lobbies in different disciplines in the Railways. There is a Mechanical lobby, there is a Traffic lobby, there are Civil Engineers and there are Electrical Engineers. I have seen each one fighting for its own empire. Now knowing all this, I was sympathising with the Electrical Engineers. Now I think the turn has come their way. They have come out with the idea of the Railways establishing power stations. What for? Each Department has the sole objective of building its own empire. Why do you need these power stations? There are State Electricity Boards. There is NTPC also. So, why do you want to go into this venture? Where is the money coming for this? You always cry that there is no money for safety and security. Yet, you are planning to invest money on this, that too when power is available. Particularly with the new technology that the Railways have acquired, you do not need this. On every railway traction the diesel locomotives can work and can haul both freight and passenger trains of any length and capacity. These are areas where you want to invest money without any rationale behind it. I do not know whether it is wise for you to do it.

While the first step has been taken to put in place a correct pricing policy, nothing has been done to bring about discipline in the investment. The Railways, in their White Paper on Projects issued in July, 1998, have pointed out that over Rs. 35,000 crore would be needed for completing the sanctioned projects. Of these, projects costing about Rs. 23,000 crore are non-viable ones. Can any commercial organisation anywhere in the world sustain this level of non-viable investment? I believe, this is an issue on which the leaders of all political parties and Members of Parliament of all sections will have to sit sometime and take a clear view. We go on demanding new projects because every one of us is anxious of development; every one of us wants to show that

[Shri C.K. Jaffer Sharief]

something has been done in his or her constituency. But, it is for the Railway Minister to consider whether it is a wise investment, whether they will give returns, whether it will sustain the growth of economy, etc. Unless a particular line or a particular investment does not give you the returns, you would be eating into the economy; you will not be helping to build the economy.

We will have to seriously think about it.

Electrification has gone on an overdrive. It has gone far behind the target indicated in the Corporate Plan. Over Rs. 4000 crore have been invested in electrification so far. But we have not carried any post-completion evaluation of the projects to check whether the anticipated benefits have materialised. In two cases where such reviews were done as required by the World Bank, the results were far too negative. The overall national shortage of power is equivalent to the consumption of power for traction by the railways. In one sense, therefore, it can be held that if the Railways had not gone in for large scale electrification, the overall national shortage of power would have been much less. It is, therefore, necessary to apply a brake on electrification. Electric traction has not been found to be the panacea for railway problems. Some of the railways have even de-electrified. In a few cases, even the overhead equipment has been pulled down. From the national security angle also, it is risky to depend to a large extent on electrification. Electrified routes can be disabled easily but restoration will take long periods of time. On the other hand, diesel traction which can provide all the required services equally efficiently has maximum flexibility. It is, therefore, necessary that equal importance is given to diesel traction. Therefore, there should be a deliberate equal apportionment of traffic of comparable quality between these two modes of traction. There should be no compunction in running diesel locomotives on electrified routes, which I have already said, treating the capital invested as sunk costs.

Gauge conversions were intended to create additional capacity both in the rolling stock and the track and to reduce the operating costs. These were considered as less costly options compared to setting up new routes. All these were to be taken up on the basis of financial viability but in actual implementation, some aberrations have crept in leading to an unjustified wholesale condemnation of the concept. The aberrations need to be corrected wherever possible even at this late stage.

Sir, I have a suggestion to make to the Railway Minister and also the Prime Minister. One of the problems

that we have faced and come across is this. It is because Railways is a monopoly and it should be like that. I do not accept anybody coming or trying to attempt to come to the Railway Service from outside either from the IAS or from the Accounts side. Every time, at some time or the other, when the Government changes, they try at every level to see that people from disciplines outside the Railways enter the Railway administration which is not going to help the Railways at all. One good thing which I found in the system is, an officer who joined service at the grassroot level rises upto the level of policy making. He has gone through the mill. He understands everything., whether he is from the Accounts Department or operation side or engineering side or mechanical section or electrical side. That way, it helps but this has again created a problem. Over a period of years, they become compartmental. Each one wants investment to go in his own area and to his own area of working.

The country cannot have this luxury. The Government cannot go on feeding what they want in order to build their own discipline. We have to go by what the country needs, what the system needs and what the economy needs. I think we have to overcome this kind of pressure exerted by various disciplines. Therefore, I suggest that we should re-organise the Board. Departmentalism has been the bane of the Railways. Instead of allocation of responsibilities on a discipline basis, the Members of the Board may be allocated definite business and functional charges. There may be a separate Member for the passenger business. Let him concentrate on that. Another for the freight business, which is the bread and butter of Railways. Railways have lost much of the traffic. A separate Member in-charge of movable assets, one member each should be in-charge of fixed assets, and human assets. The Financial Commissioner and Chairman should have only co-ordinating functions. The Members in-charge of businesses and control of assets should have attached financial advisers, so that they can function more or less autonomously, with only policy aspects being referred to the Financial Commissioner. To relieve the Board Members of day-to-day responsibilities and concentrate on policy aspects, the additional Members should be fully empowered to settle operational matters finally at their level.

Sir, we have observed that they are over-burdened. In a vast country like ours and in a vast Ministry like Railways, it is not possible for a single Member to look after the entire country, the entire operations and the entire assets. While I appreciate their concern for their own fellow men, they cannot expect the Government or the country or the people, who pay the money to the Exchequer, to let them act according to their own whims

and fancies to promote their disciplines. It will have to go with the needs of the people, it will have to go to the growth of infrastructure and it will have to go to the growth of the economy. This is what I personally feel. If you think it proper, you can think about it seriously. The Cabinet Committee on Economic Affairs can think about it. The Planning Commission can think about it. You can certainly discuss it with the Prime Minister and, of course, take the administration into confidence. They have brought so many revolutionary changes and they have built a good reputation for the system. They should not mind accepting specific responsibilities so that they can concentrate more and produce good results. That is what the people of this country expect from them.

As I said earlier, a proper capital structure suiting a commercial enterprise needs to be brought in place. This may involve writing down of the capital in some segments. The Railway Capital Restructuring Committee's Final report and another report by a chartered accountant's organisation are already available with the Railways. In his Budget Speech, the Minister of Railways has promised to furnish an updated Status Report. We have already seen two Status Reports—one furnished by Shri George Fernandes and the other one furnished by Shri Nitish Kumar. We have also seen a White Paper on projects. We do not need another Report or a White Paper. What we want is action. Therefore, I would request the hon. Minister of Railways to be good enough to spell out clearly the route by which he proposes to bring back the Railways to its earlier glory. This is actually what is badly needed.

It is an organisation, one of our very proud public sector undertakings. We have made a name not only inside the country but also outside the country. I have not gone into the details of its marketing; of how much the RITES and the IRCON have been able to do business. Among the subsidiaries, it looks to be only the Container Corporation which has been able to do better. We had a good name. We had a lot of business in Iraq. We had a lot of business in Malaysia. We had a lot of business in a number of other countries. India is preferred either to Britain or China or somebody else. I do not know what is the position now. What has happened recently in Gujarat? My friend was demanding another statement from the Home Minister about the current situation. I would like to know whether we are still in that position of instilling confidence among the Third-world countries.

The Non-Aligned Movement has gone. We are in a unipolar world today. India is supposed to be a leader of

the Non-Aligned Movement. With the collapse of the Soviet Union, the balance of power has gone. Even when the Soviet Union had been in existence, in many of the Non-Aligned Summits, and many of the developing countries where we had the privilege of visiting, it was a genuine feeling and concern of everyone that the Non-Aligned countries and the developing countries should work together. It is that kind of a leadership of India, that kind of faith and confidence in the leadership of the Indian Government that the Third-world countries wanted. They wanted India to participate in their development activities.

Today, we are blindly following a path to retain power or to come back to power on communal lines. Is that going to help you to be acknowledged as a leader of the Non-Aligned Movement, as a leader of the developing countries, as a country that has achieved so much, which you have shared with others? This is not the achievement of political Governments. Yes, the political Governments have given the lead and the leadership.

15.00 hrs.

It is our scientists, engineers, farmers and people from different walks of life who have contributed to the growth of this country. It is our Defence Forces who are defending the frontiers of our country. With such a good heritage and good background, why are we sinking? Why are we going down in the eyes of world? Why have we not played the same role? Why have we not instilled the confidence in these small countries? Why have we become a mockery of ourselves?

I know your subject is only related to the Railways, but I have used this opportunity to touch upon those points which ought to be expressed during the Motion of Thanks on the President's Address and also on the General Budget. I through—since you are part of the Government—I can pass on to you, and through you to other Members of your Government, and to the Prime Minister, my views.

If I do not speak for my own State, people would say that I have not been able to do justice for them. After all, Shri Nitish Kumar has come out with a new plan. I would also like to voice as to what the people of Karnataka expect from me. You have given only Rs. 25 lakh for Bangalore-Sathyamangala new line. If you do not want to give more money, do not give because this amount would only go to establishment charges. I do not think even a small work can be done with this work, maybe, it may be used to pay salary to the engineer. As the survey has already been done, there is no need of survey. I do not know as to what for this money is going to be spent.

[Shri C.K. Jaffer Sharief]

You have sanctioned Rs. 9 crore for Kadur-Chickmangalur line. It is good. For Bangalore-Hassan line, you have sanctioned Rs. 8 crore. You should have sanctioned more money because it is an on-going project. The same is the case with Bangalore-K.R. Puram-Whitefield line. I am prepared to help you in this regard. You can take away this money of Rs. 1 lakh and use it somewhere.

I am told that recently, you are thinking of diverting certain trains. For instance *Rajdhani*. *Rajdhani* is connected with every Capital. Now if we want to go to Bangalore, we have to go *via* Kurnool, Andhra Pradesh. Whereas earlier, it has been going through Gulbarga and Raichur.

The other day a delegation called on you. They had also called on me. You said to the delegation that you would examine and find out. Even if you are not doing. I am happy about it. Please do not do it. If there is a *Rajdhani* from Secunderabad and Hyderabad to Delhi, why should you take away *Rajdhani* from Bangalore to Delhi? Why should you deviate? The benefit should go to the people of the State. Everybody wants to come to Delhi, and everybody from Delhi wants to go to their places. Please do not do it. As far as I understand, whether it is freight or passenger, they would always take a long route to earn more revenue.

I have covered a lot and there are many speakers from all sides who want to share and contribute. All that I would say is that you have the very best people to work with.

It all depends on you how you want to take work from them. I am sure the Members sitting on the Treasury Benches will now really appreciate that the Opposition is not only meant for criticising the Government, but the Opposition—having governed this country for so many years with its experience and knowledge also has a job to do. We have every right to pat them, criticise them and show them the correct way as to how they should govern and lead the country.

With these words, I conclude.

[Translation]

DR. LAXMINARAYAN PANDEYA (Mandsaur): Mr. Speaker, Sir, I rise to support the railway budget for the year 2002-2003, presented by the hon. Minister of Railways. All of us are aware that Indian Railways has got its own important position. It is the biggest organization

of the world, in this view, the work done by the railways while discharging its social responsibilities is exemplary and is commendable for all of us. Railway works also from business point of view, and at the same time while discharging its social responsibilities, it works in adverse circumstances too in view of making Indian economy favourable.

Sir, several important projects of railways are either not completed or delayed due to financial constraints and lack of proper management. In view of this, our Standing Committee of Railways said in its last report, that before making fresh announcement, first priority projects should be completed. It may be due to any political reasons, but due to this our priorities are put behind, and more expenditure and more time is spent on those schemes.

Sir, railways play a pivotal role in the industrial development—they contribute to the convenient and smooth transportation of goods from one place to another at a cheaper cost—are also playing important role to promote industrialisation in the country. In the agriculture sector—whether it is transportation of foodgrains or fertilizers, it has also been playing important role in this sector also. Today, the condition is such that rails are not only progressing gradually, but has also kept its pace fast and all of us are aware that railways have not only tried to augment its financial resources but has also worked in the direction of optimum utilization of its resources. In view of this, today as we are having different industries—whether it is of making engine or of making air-conditioned rail coaches or other industry, today we are in a position to export rail engines and coaches. I would like to thank the Minister of Railways for this, he should look into how to increase export, and how we can become economically capable in view of railways. All of us know that 6000 trains are running daily and covers approximately the distance of 65,00 kilometers.

Presently, the number of accidents and casualties have been reduced as compared to those occurred during the last three years. I would like to place some figures in this regard. During the year 1999-2000, percentage of train accidents was 64 which has now declined. Number of accidents have come down from 21 to 15. Number of level crossing accidents have been reduced from 93 to 83. Similarly, number of casualties have been reduced to 281 as compared to 716 of last year and the percentage of casualty which was 0.22 per million passenger has come down to 0.01%. Hence, in terms of safety and security, our efforts are commendable. The Khanna Committee was constituted to go into accidents that took place during the past years. Another special study

committee was also constituted under the chairmanship of Shri Rakesh Mohan for seeking suggestions on functioning of Railways. The Railway Ministry accepted and implemented all the suggestions made by Khanna Committee on security be it modernization of Railway lines, arrangements of signals or communication system. A provision of several crores of rupees has been made in this year's budget to minimize the number of accidents and to ensure the safety of passengers.

The hon'ble Railway Minister has made efforts not only to minimise the number of accidents but also to increase passenger amenities and to provide benefits to maximum number of people. That is why he has announced 16 new Shatabdi trains in his budget speech, whether these are for Madhya Pradesh, Rajasthan or for other States. In this way, he has tried to benefit maximum number of people. Now the railway line for Super Fast trains would be 214 km. long.

Some Members have reacted that it is an ordinary budget. However, I do not think so. New Shatabdi trains are being introduced. Other steps like gauge conversion, modernisation of railway lines, installation of signals, own power projects are being taken. I am surprised that in spite of all this work, they are criticising the Government.

Several new measures have been incorporated in this budget. I would like to say that hon'ble Nitish Kumar has paid personal attention to this and has done a good job. He not only considered the recommendations of Rakesh Mohan Committee but also constituted another Committee and discussed the things not only with the Railway Board but also with the labour unions. He has settled the things on the basis of the outcome of the discussion.

The Associated Chambers of Commerce in the Industry Sector has also praised it and called it a good budget, which will be beneficial to industry. CII and other Chambers of Commerce have also called it a balanced budget. Some members have criticized the rationalisation of fare. However, it is an appropriate step. Fare had not been increased for the past some time. Therefore, this time people felt the pinch of hike. Fares of AC 1st and AC II class and IInd class sleeper have also been hiked. The Chairman of Railway Board Shri Malhotraji has stated that an increase of 7.9% has been made in the railway fares. This increase is being exaggerated.

In the era of modernization, there is a need to mobilize resources to provide more amenities to

passengers. We have started work in this direction. Here I would like to make a submission about Indian Finance Corporation. It has made large scale improvements in the financial system of the railways and put it in right track. Views have also been expressed about Rakesh Mohan Committee. I would like to quote a few lines from "Times of India" dated 2nd Feb. 2002.

[English]

"In fact the Railways seems to have accepted some of the recommendations made by the expert group headed by Finance Minister's Advisor. Shri Rakesh Mohan, the decision to pay dividend to the Government to the sum of Rs. 2679 crore, an increase in appropriation towards the Depreciation Fund by Rs. 200 crore."

[Translation]

I have quoted it because it shows some progress in railway work. A sum of Rs. 911 crores and Rs. 862 crores was spent on laying of new railway lines and gauge conversion respectively. I do not want to go into the details of these figures as it will take time, however, it is true that new lines are being laid, gauge conversion, doubling of lines, and repairing of old tracks and their replacement with new ones are going on. Former Railway Minister Shri Jaffer Sharief also made a mention of it. The work regarding gauge conversion was started during his tenure. Discussion was held for having uni gauge system all over the country but still there are some long trains running on metre gauge. These lines can be converted gradually. Gauge conversion work should not be stopped due to lack of resources. The funds given for this purpose is inadequate to achieve the target. I had discussed it with Shri Jaffer Sharief also when he was Railway Minister. I have talked to Shri Nitish Kumar also. The State Minister of Railways is present here. I had requested him to complete a project falling in my parliamentary constituency. Gauge conversion has been done between Kota and Neemach. It would be good if gauge conversion is also done between Ratlam and Neemach. Funds are being provided regularly for this purpose. Sometimes Rs. one crore, sometimes Rs. 2 crore, Rs. 5 crores, Rs. 10 crores and sometimes Rs. 25 crore are being sanctioned. However, the project will be completed if funds are provided at as appropriate time. It is a viable project. There is CRPF centre in Neemach. Besides, there is famous place like Chittore also. If it is connected with Ratlam, second line between Ratlam and Kota would be available. From this point of view, I have stated that Rs. 37-38 crores have been spent. The

[Dr. Laxminarayan Pandeya]

estimated cost of this project is Rs. 113 crore. The Standing Committee on Railways have also recommended it and Railway Department has also recognised its priority. In this budget Government have generously allocated Rs. 25 crores. If this amount is increased with same consideration, the work could be completed and a good line will be available.

Some new railway lines have been announced. There is a railway line between Indore and Godhara. Then there is Devas-Maxi line which has been completed and is likely to be put to use. The railway lines are like this—Indore-Godhara, Indora-Devas and Indore-Maxi. Devas-Maxi railway line has been completed, therefore, it should be started. Funds should also be arranged for Ujjain-Ramganj, Mandi.

There was a talk about Railway Recruitment Board. The General Secretary of All India Railwaymen Federation has stated that there should not be any cut in it.

[English]

"Mr. Chaubey, however, claims that cuts have been effected mainly at the lower levels and the entire downsizing exercise will not yield much results. There are two lakh vacancies in the safety categories of locomotive drivers, station masters and lever-men. The employees also point out that many field level workers are overworked."

[Translation]

The recruitment process in Railway Recruitment Board has been changed. Vacancies should be filled up as early as possible. It will improve the functioning of Railways. Vacancies should be filled up definitely if we really want to improve the functioning and efficiency of Railways. Mr. Chairman, Sir, there is a need to change and enhance the system of our sub-urban railways. We have taken several steps towards passenger amenities. It has been said that expenditure has to be reduced to enhance this but operational expenditure has definitely been reduced. From that point of view our control has also increased. The Railway Recruitment Board is functioning effectively.

Mr. Chairman Sir, I want to draw the attention of the hon. Minister of Railways towards a news item appearing in newspapers. I believe that this is not the hon. Minister's viewpoint but it has been published in 'Dainik Jagran' on 9th February, 2002 that the railway routes which are running into losses, will be privatised. I know that hon. Minister of Railways has said it many times that he is not in favour of privatisation but it has come from him

while he was talking to the correspondents about the report pertaining to experts opinion on the recommendations made by Shri Rakesh Mohan Committee about the functioning capacity and potentiality of the railways. He said that due to modern equipment's and machines, the railways do not need man power now but retrenchment of employees will not be done. He said that on the retirement of two percent employees, percentage of recruitment will be one. He further said that there will be no compromise on passengers safety and privatisation will be considered on the basis of the recommendations that have been made. I understand that it is not about privatisation at all but it would be better if the hon. Minister gives a clarification in this regard.

The hon. Minister of Railways has made a very important announcement that plants will be installed to provide pure water in the trains and the department itself will supply pure water in the trains. Today 20 percent of the passengers are using mineral water and the Railways should expeditiously make arrangements to provide them pure water. Immediate action should be taken in this regard. Many remedial measures have been taken for management, cleanliness and safety in the Railways. As far as cleanliness is concerned, the job has been assigned to private organisations. From the point of view of security, it should be considered how coordination can be established between our railway police and the resources of GRPF and how more and more security can be provided to the passengers. When accidents take place the Government Reserve Police does not take any action and remain idle and the railway police say that their job is to ensure the safety to railway property. Arrangements should be made to ensure that there are no points of dispute between them, their disputes should be resolved and coordination should be established between them. The hon. Minister has indicated that they are making arrangements so that this kind of disputes do not take place and if they do they can be resolved. The GRPF and railway police should be taken in confidence while considering legal amendments in this regard.

Mr. Chairman, Sir, I want to draw the attention of the hon. Minister of Railways towards the fact that experts have not given any opinion regarding the reasons due to which Railways incur losses every year. One of the important reasons is that in winters many trains are cancelled due to fog and the railway department loses 4-5 crore rupees per day as they have to spend more. Whether the railway have developed any system through which these 4-5 crore rupees can be saved which are spent unnecessarily. This continues to happen for 2-3

months. Due to this, the Railways lose millions of rupees. This loss to the Railways can be prevented. I request the hon. Minister of Railway to say something in this regard.

Mr. Chairman, Sir, now I take up my constituency, Mandsaur, Madhya Pradesh. As I have said earlier, it has been proposed to lay new rail lines in Madhya Pradesh but there are certain places where extension is necessary. Two days ago, I had gone to the hon. Minister of Railways along with certain MPs including few MPs from Rajasthan also and made a request that the Kota-Nizamuddin Shatabdi which he has announced should start from Neemach but the hon. Minister would say that it would be difficult to start it from Neemach since Madhya Pradesh already has a Bhopal-New Delhi Shatabadi which is not being run properly. Railway Board has made an announcement in print that it has been proposed to run it on three days instead of two days in a week.

It is also being reported that they are running into losses. If you would adjust its timetable suitably then that Shatabadi can be extended upto Neemach. If you will connect it with Chittor also then our CRPF centre in Neemach will be connected to this. Another State will also be connected to this. If you are unable to do this or there are problems then I request that a direct train should be started from Neemach to Delhi or Nizamuddin. The train which is being run between Agra and Neemach is not serving any purpose. It will be good if you consider this. Similarly between Kota and Chittorgarh, there are certain trains which are running between Bhopal and Kota, they can be extended upto Neemach and if these trains are started from Kota then Sawai Madhopur and Nimbahera can also be covered. It is a nice place. Hon. Members have said their bit about it also.

I would like the hon'ble Minister to kindly consider these points. These can be run between Kota Nagda also demand for which has been raised.

Mr. Chairman, Sir, some days back the hon'ble Railway Minister had said that he was going to develop some railway stations as new model stations. Out of these Ratlam, Indore, Mandsaur and Nimach are such a few stations which can be developed as model stations. I would like the hon'ble Minister to look into it and get these stations developed as model stations. The hon'ble Minister has made one more special mention which is in respect of having computerised reservation centres at all those places where a certain quantum of tickets are sold but this facility is not available and to achieve this objective he has started taking action as a result thereof

some computerised reservation centres have already come-up which includes reservation centre at Mandsaur and it also belongs to my constituency. Reservation centre at Neemach is coming up fast. But Shyamgadh also belongs to the same type of category and equally all other railway stations in the matter of sale of tickets. And from this point of view it also deserves your attention. Similarly, there is a need to construct over-bridges near Javara, Mandsaur and Vanimach stations also.

Mr. Chairman, Sir, without taking much time I want to make a submission that in the meeting of the senior officers of the Railway Board the issue of enhancing income of Railways was deliberated upon. Since there is a gap between the estimated income and proceeds, I hope that you would arrange to bridge this gap. I want to make two-three more points. The Members of Parliament or their representatives are given opportunities to represent on certain railway bodies like Railway consumer consultative committees at the divisional level or consultative committees at the zonal level, with a view to providing facility in the Railways or to keep a watch on their functioning. Consultative Committees are formed at both the divisional and zonal level, but they do not function. One or two meetings take place in a year. Otherwise, I very well remember that last year a zonal consultative committee was formed on which the hon'ble Members of Parliament were appointed at the zonal level. But till date no meetings of that committee has been held. I wonder as to what kind of system is this. The Committees are formed at Zonal and divisional level. Consultative Committees in respect of railway stations are also constituted. But after the constitution of the committee, no meeting is held and no deliberation is made therein. So the need of the consumer and that of the hon'ble Members of Parliament also for getting the facility to put forward their view points without difficulty remains unfulfilled.

Mr. Chairman, Sir, looking at the priorities that we have and the way Railway is making progress, I am confident that hon'ble Nitish Kumarjee has presented his budget with conviction and self-confidence and if, as people say, intention is right, the policy and the result will also be right. Looking at his strong will power and determination, I am sure that his policies are going to yield as good results.

Mr. Chairman, Sir, on this occasion I would conclude my speech after making some points about the employees. The railway employees are given several types of facilities. They are provided with medical facility and accommodation. But at many places medical and accommodation facilities are not up to the mark.

[Dr. Laxminarayan Pandeya]

So, it is necessary to improve the condition of accommodations provided to those employees. Neemach is a big place in my constituency. Similarly, Chittaurgarh, the constituency of Kripalanijee is a big place. The quality of medical, residential and educational facilities these places deserve are not available there. At some places there are Kendriya Vidyalayas where the children of railway employees are getting education but there are places where Kendriya Vidyalayas are not available, therefore these Vidyalayas should be set up at such places so that, in case of transfer, these railway employees can get their wards admitted in these schools. As these employees are liable to be transferred anywhere, therefore, the Railways should bear this fact in their mind.

With these words I reiterate my point and hope that hon'ble Minister will look into the requests made by me earlier regarding gauge conversion as it would be a big achievement for that area. It will develop the whole area. Simultaneously, the gauge conversion work between Chittaurgarh and Ajmer would also be completed. This way we would be able in laying double lines. Both the States of Rajasthan and Madhya Pradesh will benefit therefrom. It will increase revenue earning of the railways facilitate transportation and ease the traffic.

Lastly, I want to say that I have made a demand for two-three stoppage, though that is both directly related with this budget and is otherwise also, but I would certainly make a demand therefor. There is a train running between Jammu Tawi and Mumbai via Rajkot and Ahmedabad and the days are fixed therefore. I had requested to provide it a stoppage at Shyamgarh station and similarly there is train running between Jaipur and Mumbai. I had requested to give this train a stoppage at Suvasara. I am sure the hon'ble Minister will look into this matter also and give his approval for the same. Likewise, the Paschim Express which runs between Mumbai and Amritsar should be brought at Dikki at 9.03 o'clock in the morning.

I once again thank Nitishjee for presenting a good and economically viable budget. I am sure that the trains will run smoothly and since this is a safe means of transportation, people have more faith in it and so they will travel with a feeling of added safety. Certainly, the common passenger will also take the advantage of newly given facilities. From this point of view, last year, a point was mooted to raise the number of coaches. Number of coaches in a train vary from train to train. Some trains have 22 coaches, some have 23 and some 25 but there is a need to increase the number of general class coaches at several places. This is the railway amenity

year. You provide more and more amenities. The number of general class coaches in a train is very small against the reserve coaches—be it second class or second AC or first AC—due to which people travel like cattles and at times they travel on the roof of the train. So, there is a need to increase the general class coaches also. This is the railway passenger amenity year, hence, you must provide more and more amenities. With these words I thank you once again and conclude my speech.

[English]

PROF. A.K. PREMAJAM (Badagara): Mr. Chairman, Sir, I thank you very much for the opportunity to take part in the discussion on the Railway Budget for the year 2002-2003, presented by the hon. Minister Nitish Kumar on the 26th of this month.

While presenting his Budget, he has stated that this is the 150th anniversary year of the inception of railways in India. All of us know that and we have travelled very far from Bombay to Thana on the 16th April, 1853. To commemorate the 150th year of the railways inception, the hon. Minister has declared that he is dedicating the year to the railway travellers and also declared this year as 'Passenger Amenities Year'. It is laudable and all of us appreciate that but at the same time after evaluating the Railway Budget presented by the hon. Minister Shri Nitish Kumar in a holistic manner, I beg to oppose the Budget for the reasons that I am going to present during the course of my participation in this debate.

A vast network of railway has already emerged and as per the Status Paper presented by the hon. Minister, Shri Nitish Kumar a little less than four years ago as the Railway Minister of the BJP Government in 1998, the statistics show that it has emerged as 62,000 route kilometres, the goods traffic has approximately reached 489 million tonnes and the passenger kilometres has reached 4,73,461 million in 2001-02.

Before I speak on the Budget proper, I would just like to dwell upon this Status Paper which had been presented four years ago by the same hon. Minister. As per the statistics given in this Status Paper, the route kilometres are lagging behind. The major chunk of the network was actually done during the pre-Independence period. As per the Foreword given by the hon. Minister in the Status Paper in May, 1998, the Indian Railways are the nation's lifeline. The Status Paper attempts to answer the main issues faced by the Railways and also challenges the Railways. The Railway Minister has assured that he is trying to solve these issues and take

the Railways along the path of growth. In the Status Paper, investment trends are given very clearly. The issues are identified and some of solutions have also been contemplated.

Regarding the investment trends, one important point I would like to bring before this House is that capital from general exchequer has actually dwindled very much during the Ninth Plan. The Ninth Plan is actually coinciding with the BJP Government's four years. In the Eighth Plan it was 42 per cent as per the Status Paper, it has come down to 22 per cent in 1998-99, that is, the year when the Status Paper was actually presented. This I would like to compare with the Defence budgetary provision. I do not mind being called anti-national, if anybody feels so, because I am criticising that the Railway is not given as much importance as the Defence. You may disagree with me, but I do feel that the railways are also very important as a lifeline of our great nation, which is actually of a pluralistic nature. So, railways should be given more importance when the General Budgetary provision is made. Defence is getting the priority which naturally it deserves. But when Defence is given more priority, it should not mean that a Department like Railways should be neglected.

As regards the planning for passenger and freight traffic and also track renewals, rolling stock, maintenance and such items, there also what is seen is that the Plan fund is very much reduced. In the ninth Plan, the proposed Plan fund for track renewals, rolling stock, maintenance, etc. is just 2.77 per cent. With regard to the traffic flow imbalance, the details are given in the Status Paper. Of the three types of gauges, broad-gauge is overburdened. It is 63 per cent of the total network and carries 89 per cent of the passengers and 95 per cent of the freight, as per the Status Paper. That means, it has become a high-density network and it has become saturated also. So, this actually should be given more importance. Of course, I shall come to it later whether it is given importance in the present Budget or not.

Then, regarding the passenger services, a very great idea is actually included in the Status Paper titled 'Passenger Strategy' in page 26 of the Status Paper. It says "Appropriate tariff for each segment commensurate with level of service provided and the ability of the user to pay for the same have to be evolved." This is the strategy regarding passenger tariff which has been mentioned in the Status Paper which had actually been initiated by our hon. Minister of Railways Shri Nitish Kumar. It is a very-very laudable idea which should be carried out. I would like to know whether this has been

carried out in the Budget presented. Of course, I will come to the details of the Budget a little later.

The human resource development is also given very great importance and the safety is also given importance. A very significant sentence which I found in the Status Paper is 'cultural change in the organisational philosophy' and in this also human resource development is included. It is not that there should be changes in the management structure to achieve changes. When we deal with human resource development, what is actually found is that the down-sizing of the entire set up of administration is done at the lower level. We find that at the lower level the vacancies are kept unfilled. Already hon. Member Dr. Laxminarayan Pandeya has referred to it. I am not going into the details. Over lakhs of posts are lying vacant in the Railways in different parts of the country in different stores and in different divisions. They are not attended to saying that they are not necessary and there should be down-sizing of the Department, of the entire network.

But, at the same time, I would like to know as to why the Railway Board should be there. It is, in my opinion, a white elephant. It should be streamlined. If the Railways are to be streamlined then it is to be done not at the lower level but at all levels. When you cut at the root of the entire system, when you cut it by way of down-sizing, when you do the down-sizing at the lowest level, actually to some extent the safety of the passengers is also at risk.

I now turn to the Budget presented for the year 2002-2003. There are some very striking features in this Budget. I am glad to know that this year is the 150th year of the Railways. The first feature is regarding freight services, the second feature is the passenger services and the third feature is the projects. The hon. Minister has said that regarding the freight services as well as passenger services some anomalies have been crept in. These anomalies which are crept into the freight structure should be removed and there should be proper rationalisation.

It is stated by the hon. Minister that there is a need for rationalisation of the freight structure. When we hear the word rationalisation, we actually understand that it is based on the *Yukti* and reason. But going through the various changes brought about in the freight structure, I fail to realise or understand—may be it is my fault—any rationalised structure implemented as a new reform.

As per the Budget, 59 classes of employees are not reduced to 32 classes which is as per the revised classification. The highest classification will be 3.3 times than the lowest class.

[Prof. A.K. Premajam]

Now, what is the result of this exercise? If this exercise is actually on a rational basis, then, I for one will expect some good thing done to the large majority of the people who are using these goods. The ultimate result of this innovation or the revised classification and fixing of the freight charge for new classification is that there is a very high hike in the prices of essential commodities. The hon. Minister himself has stated in the Budget that this is not a hike across the board. That means, freight on only certain items has been hiked and freight on foodgrains, pulses, etc is raised by eight percentage and freight on salt is actually raised to 123.5 percentage, and for fertilisers, that is, urea or ammonium sulphate, it is 5.68 and 4.5 respectively. So, if this is the rationalisation, I emphasise and repeat that I fail to understand this rationalisation. What is the *ukti* behind this? The essential commodities are carried throughout the length and breadth of the country and freight on essential commodities is increased, and the greatest sufferer of this will be the people of the State from where I am coming because there, the people depend for foodgrains and other things on other States and everything has to be carried specially through the goods traffic through the railways.

Then, the same rationalisation is applied to passenger service. I am sorry, Sir, that I have to say all these things. It is not that I love to say all these things, but I have to do this. I hope, I will be pardoned for this, but I am constrained to do this. Here also, in the name of rationalisation, fares of different classes are raised and the basis is second class express/mail fare. There is a record hike of nearly eight percentage hike on average, keeping the mail/express second class as the base. The increase is in the second class mail/express, second class ordinary from the minimum onwards. I am not going into the details because everybody knows the details. Then, the rate of the second-class monthly season tickets has also been hiked very much.

At the same time, the cost of AC-1st class travel is reduced. The justification or ground given for that reduction is to bring it on par with airfare etc. Sir, I would put it in a different manner. Those who are travelling by air, whatever be the cost of their travel, will travel by air only. For them, the main constraint is time and to save their time, they are prepared to spend any amount of money and those who are travelling by air in that manner will not travel by train because the journey through train would take one or two days. This rationalisation is also failing, in my opinion. He may disagree with me.

Here, with the freight hike and also the passenger fare hike, of course, the Railways are getting a good

chunk of money, that is, Rs. 1,360 crore, splitting into Rs. 910 crore and Rs. 450 crore. This is on top of the safety surcharge we have to pay. I will add one more thing. There is a five per cent surcharge on income tax also in the name of Defence. There also, it is flat. We can understand the reasoning if it is in an ascending order, that is, from the lower class to the upper class and the rich and the elite. But it is a flat rate for the ordinary tax-payers and the corporate management or the business house etc. This five per cent is levied in the name of Defence expenditure in the General Budget. Here, in the name of safety—I do not say that safety is not an important matter; it is a very important matter—surcharge is levied. That means the burden is falling very heavily on the ordinary man and not on the upper class or the higher echelons of the society.

This, I think, is the gift that this Government has given to the ordinary people in the year of 150th Anniversary. It was declared to be a 'Year of the Passenger', dedicated to the passenger amenities etc., and it is an irony that this has happened like this.

Coming to project allocation, of course, I do appreciate the hon. Minister for having tried to bring some rationale by way of establishing criteria. There was a time when the then hon. Railway Ministers used to dump a large number of projects in their constituencies and in their own States. Some were getting more, some were getting less. To put it in other words, some did not get what they deserved, some got more than what they deserved. In order to remove that perception of injustice being done to certain sections of the society and certain parts of the country, it is good that some criteria has been brought about regarding project allocation. There are three major criteria. The hon. Minister also wants to have transparency in allocation. It is very highly appreciated. However, when you go into the details of the criteria, you feel rather cheated, though that may not be the intention. That is not at all the intention, but the ultimate result is that.

One of the criteria is area of the State. I come from a small State. Naturally, being a small area, the allocation would be very limited. Actually, we are getting punished for the small size of the population. On the one hand, the Government says that the population is exploding and measures should be taken to control the population, and the same Government, on the other hand, is punishing those States where the population growth has already been controlled. That is the fate of my Kerala State. Out State's population is very limited and, naturally, we will get less for having taken such measures much in advance of what now some other States are trying to do.

The third criteria is the worst of the lot, that is, allocation will be as per the throw forward projects of certain States. We are a federal State, and the resources allocated through the General Budget and the Railway Budget are actually contributed by all States in an equitable manner. We have made our own contribution to the General Budget as well as the Railway Budget. Now, we are going to be penalised because we are a small State, and our population is also very limited. We are actually punished for being progressive. We have higher literacy rate and, naturally, the population growth has been controlled. It has not been controlled by any artificial means, but it is a benefit of the progressive measures which have been taken quite a long time back. Now, we are being punished for that.

These are the three criteria and, that means, we will not be able to get much allocation. I do not say that we should be given more than what we deserve, but we should get what we actually deserve and on par with other States; an equal distribution of funds should be there.

The Minister has a very great, laudable, aim also in changing the Railways' pattern of work and also solving the problems. What he is aiming at will boost tourism, especially by way of rail. But what is happening to our country now against the backdrop of the things that are happening in Guajrat and Orissa? What is happening to the railway network?

Sir, in my State, a large number of people who had been to the States of Gujarat, Maharashtra and Rajasthan are now afraid of going back to not only Gujarat but also to States like Maharashtra and Rajasthan. How could tourism flourish if this is the state of affairs under this Government? I would not like to go into the details of it because of shortage of time. But it is the Government which is responsible for seeing to it that the State functions according to the provisions as contained in the Constitution. What exactly is going on in this country? I am not going into these details not merely because of dearth of time but also for many other reasons.

What has been happening in Uttar Pradesh? The compartments of trains are almost vacant. Some of the reserved compartments of trains in my State are also going vacant during the last few weeks. The situation would be like this for, maybe, another few weeks until and unless this communal carnage is contained by a whipping hand. It should not only be done by the State Governments but also by the Central Government. Please do not think that I am speaking out of context. This is very much related to the Railways ambitious scheme of sponsoring and boosting tourism. What message are we

ending out to the international community? Would tourists from abroad come to India if this is the state of affairs in our country? I do not think anybody would dare to come because everybody is afraid of losing their lives.

Sir, what about the resolution of the RSS? They have said about the Muslims in this country which means they have talked about the minorities and in future even the Christians would also be at the mercy of the Hindu majority. I do not subscribe to such views. I am a Hindu by birth but I do not subscribe to such a view. Not only me, many Hindus do not subscribe to such a view. If this is the message we are sending out to the international community, then how would tourism flourish in this country? How would the ambition of the hon. Railway Minister get translated into a reality? In this context, I would like to request the hon. Minister of Railways to prevail upon the Government of India to take measures to see that a suitable atmosphere is created in this country for carrying out this ambitious project of boosting tourism in this country.

Sir, I would like to make a point about the Indian Railway Catering and Tourism Corporation. It again appears to be a very ambitious project. This is going to replace the present catering system which had been working properly. From the details of the tenders that have been invited by the Indian Railways for this purpose it appears that instead of trying to improve upon the passenger amenities, particularly of the ordinary people, it is aimed at curtailing them. I do not know, I may be mistaken, but from the tender notices and the details of tenders, I feel that it is going to be something like a five-star hotel business. How does that cater to the needs of the ordinary passengers travelling in the sleeper class coaches in the Mail and Express trains? I do not think such an arrangement would cater to their needs. The price of the food items would be much more than it is today. I can understand a little bit of increase in the prices but not this type of an arrangement. I really fear that the entire system now functioning would be replaced completely and that would result in the throwing out of jobs a large number of employees who are now employed in the present catering service. I would like to request the hon. Minister to kindly look into this aspect as well.

Sir though I have already made certain points in respect of my State, I would like to mention a few more points. I am thankful to the hon. Railway Minister, and on behalf of the Members of Parliament from the State of Kerala and also on behalf of the people of Kerala I would like to congratulate the hon. Minister for having allotted some new trains. One is the Cannanore to

[Prof. A.K. Premajam]

Bangalore, another one is the Ernakulam to Calicut, and the third one is for the southern side, namely, the *Jana-Shatabdi* train from Ernakulam to Trivandrum. This Cannanore to Bangalore train has been proposed as a weekly train. I would like to request the hon. Minister to make it daily. The officials and the bureaucrats may argue that running this train daily would not be economically viable and all that but our experience is that a lot of passengers are travelling to and fro from Cannanore to Bangalore.

16.00 hrs.

That route will not at all be unviable economically.

Regarding allocation to our State, in this Railway Budget we have got Rs. 78 crore less than what we have got last year. Last year we were given Rs. 286.87 crore. This year it has come down to Rs. 208.8 crore. I humbly request the Minister to please examine this and give us more allocation.

16.00 hrs.

(SHRI SHRINIWAS PATIL *in the Chair*)

Regarding doubling, the Shoranur-Calicut-Mangalore stretch is about to be completed and we are grateful to the Minister for that. But we are not able to fully make use of the benefit of the Konkan Railway because of a short corridor that is Kayamkulam-Ernakulam and Kottayam-Alleppey. The short stretch is yet to be covered. It has been a long pending request from us. I would request the Minister to kindly note this. It is a very short span of two lines-Kayamkulam-Ernakulam and Kottayam-Alleppey.

SHRI SURESH KURUP (Kottayam): If that portion is doubled, we can make use of the full potential of the Konkan Railway.

PROF. A.K. PREMAJAM: From the days of Comrade A.K. Gopalan, who was an opposition leader in this very august House, there is a demand for a new line from Tellicherry-Mysore-Nanjangod. The survey has been completed in this regard. I do not know why it is shelved now. Now I am told that there is a new survey being conducted for Nilambur-Nanjangod. A survey has already been done for Tellicherry-Mysore-Nanjangod; money has already been spent. Why is it being shelved now? Even since I became a Member of this House I have been harping on this. In all the debates on the Railway Budget in the last four years I have made this request, but it has been turned down.

Regarding safety measures, some new over-bridges are included, especially in my Constituency, and I am very grateful for that. But, only a token fund is given in the case of the road over-bridge in my Constituency. The work on the Chorode alignment road on National Highway-17 was almost complete. But I have been told the design of the deck slab meant for the bridge portion, which is to be done by the Railways, is not yet approved. This matter has been brought to the notice of the Southern Railway authorities. But they have not paid any attention. This morning I received a telephone call from any Constituency telling me that the contractor is going to stop the work and leave. Actually this work should have been completed by June. I do not think it will be completed at all until the design of the over-bridge portion is approved.

Another important request which has come from the Malabar region is a pit line at Calicut, the necessity of which had been very dearly felt during the days following the tragic accident at Kadalundi. It is very easy to do it at Calicut. There is plenty of land available. A request for this had been made many times. I am sure the hon. Minister is aware of this. Because of the lack of a pit line there, express trains had to be stopped at Mangalore and people had to be moved from Mangalore to Calicut in other trains. So, the request for a pit line there may kindly be acceded to. Let the people of Malabar have the benefit of this.

Construction work on other over-bridges in the Malabar region is moving fast. However, I find that very limited funds are allotted during this year. For five of the ongoing over-bridge projects, Rs. 17 lakh are allotted. This is a meagre amount. The balance amount that is required is Rs. 2,31,000. In another case, the amount required is Rs. 2,19,000.

So, I would request that this matter may also be kindly examined.

Due to paucity of time, I do not want to go into any other details. I once again thank the Chairman for having given me this opportunity and the time that is given to me.

*SHRI KIRIT SOMAIYA (Mumbai North-East): I wanted to speak and stress the problem of commuter of Mumbai. The Railway Budget has tried to provide some amenities to the passengers but I would like to draw the attention of Hon'ble Railway Minister towards a unique provision regarding changing the slabs of season ticket. It is going to create a problem.

Many times reference is made to Rakesh Mohan Committee. The basic fundamental of the Committee regarding the season ticket holder are provided this facility/ reimbursement by their employer is faulty. In Mumbai the salary class, the down-trodden, the middle class have to travel by Railway. Season ticket expenditure are paid from their own pocket. No employer reimburse the same.

I would like to draw the attention towards the basic passenger amenities needed for various Railway Stations particularly Central Railway. I request you to include the following items in the Railway Budget of 2001-2002. These passenger amenities are needed on 10 (Mulund, Bhandup, Kanjurmarg, Vikhroli, Ghatkopar, Vidyavihar, Tilak Nagar, Chembur, Govandi, Mankhurd) Suburban Railway Stations of Mumbai Common budgetary provisions needed for all these stations.

- * Provision of extension counter on both East and West sides of these Railway Stations.
- * Proper running and provision of coupon validating machines.
- * Provision and maintenance of 'touch-screen' machines to know waiting list position of PRS at Mulund, Ghatkopar and Chembur.
- * Computerized Session Ticket booking system at Kanjurmarg, Tilak Nagar Govandi Railway stations and also provision of such systems at all stations Eastern Side.
- * Improvement of system and maintenance of these machines, computer's working. Almost 10 days in a month the system gets failed.
- * All ticket, cards, session ticket windows are very irregular. Proper functioning and maintenance of time is necessary.
- * Provision of round the clock booking i.e. 24 hours booking on all eastern sides of these 10 stations.
- * Provision of Police Chowki/Booth on all these 10 stations.
- * Provision of new FOBs at Kanjurmarg (CST end) Tilak Nagar, Govandi.
- * Extension of FOB at Mankhurd, Vidyavihar (Thane end), Ghatkopar, Bhandup (CST end).
- * Provision of two-wheeler pay and park on both east and west sides of these 10 Railway stations.

- * Almost 10 days out of 30 days computerized session ticket system fails. Alternative session passe are issues on very thin paper.
- * Provision of thick session passes required on all 10 Railway Stations.
- * Provision of new PRS system at Mankhurd Station.
- * Provision of new booking offices of new Railway Station building.
- * Provision of shade on Railway platform exit-entry gate clearance.
- * Removal of unauthorized stalls on all these Railway stations.

I am enclosing notes on each Railway Station regarding budgetary provision. Actually for last several years these passengers amenities are requested and demanded but not provided and implemented. I request you to do the needful.

I would also like to lay on the Table few notes regarding basic passenger amenities to be provided for these ten Railway Stations.

I am sure you will understand the problem and will ask the official to implement and utilise the existing provision. I am also sure you will ask the concerned official, if needed, to make more provisions.

*SHRI VINAY KUMAR SORAKE (Udupi): The Railway Budget-2002 presented in the House earlier truly proved to the front-runner for the General Budget-2002 which followed. Both were drab and aimed at maintaining a status quo with no measures announced for resource mobilisation.

Since Railways need not worry about the general economic conditions pre, they had a wonderful opportunity to confine themselves to their own compact area and to have come out with bold measures on the fund mobilisation front.

Many of the Rakesh Mohan Committee recommendations targets areas for fund mobilisation including spinning off non-core activities and rebalancing of tariff to eliminate cross-subsidisation. There is a vast expansion of surplus railway land, which could be exploited commercially but no such plan has been mooted in the Budget for 2002. The Govt. has its own

[Shri Vinay Kumar Sorake]

compulsions, not to take the Rakesh Mohan Committee recommendations seriously and these are political in nature. Even recommendations like adopting Commercial Accounting system for railways in accordance with Company's Act 1956, the Budget is silent.

The major casualty of Govt's inaction to raise funds is the on-going projects of Gauge conversions. Most of the earlier permanent ways have been dismantled and the new ones are not yet in place. The traffic is suspended on many segments causing revenue loss to railways and hardship to travellers. In my constituency the Mangalore-Hassan link is dismantled long back and the work is abandoned because of non-allocation of funds for the on-going project. Even the construction of railway level-crossing, road-intersection bridges and sub-ways, which are of priority nature, considering the safety aspect, is neglected. Passenger fares have been increased but no commensurate improvements in passenger amenities have been introduced.

The Konkan Railway which was supposed to be the life-line of coastal Karnataka including my district, has turned out to be merely a passageway (corridor) for other beneficiary States like Kerala, Goa and Maharashtra. In his budget speech the Railway Minister has praised the functioning of Konkan railway system and its financial well-being in comparison with other zonal railways. I also observe that Konkan Railway Corporation has a totally different work culture unlike the rest. KRC has also developed an anti-collision device which is supposed to warn and prevent railway and also air collisions. It is a good thing for a public sector company to come up with such inventions. Since the people of coastal Karnataka have sacrificed much in terms of land acquired for track laying and hard labour for putting up the permanent way, they have legitimate expectations also. As far passenger amenities and convenience on Konkan route is concerned, my region is totally given a step motherly treatment. Most of the long-distance trains coming from New Delhi and Mumbai like Trivandrum Rajdhani, Mangala Express and Netravati pass through Udupi and Kankanady at the mid of the night and the travellers are stranded for want of onward road connections. The timings for my neighbouring State Kerala are convenient enough. Udupi is a big commercial, tourist and pilgrim centre and has a large number of rail travellers embarking/disembarking on both the directions. Considering the convenience of travellers transiting through Udupi to interiors, it is necessary to provide a two-minute stop for Trivandrum-Delhi Rajdhani Express at Udupi on both the directions as presently the travellers are to cover back the entire distance after

alighting at Kankanady by road. For other Express trains like Netravati, Mangala etc. a stop-over (brief one) at Kundapura is demanded by the public for long. Kundapura is a Taluk Headquarters and connecting rail-head for many pilgrim, educational and commercial centres in Coastal Karnataka. Hygienic upkeep of the railway station premises, addition of passenger amenities like Waiting rooms, Cloak rooms and retiring rooms at Important stations like Udupi, Kundapura and Kankanady need a mention. The people of my region have contributed a lot to the construction of Konkan railway track, by providing land, hard labour etc. Most of the Class IV permanent way staff like Khalasis who were working for KRC as casual labour are now jobless with no other source of livelihood. The KRC headquarters being far away at Thana Belapur in Navi Mumbai, their cries for justice and compassion is not heard by the KRC authorities. There is another area where local people who were engaged by KRC during construction stages can be rehabilitated. It is by giving them vending licence for food/refreshment/newspaper stalls at Stations in the region. The Railways (KRC) can also provide jobs for the jobless ex-KRC employees through Town Booking agencies, Out-agencies for hinterland pilgrim centres etc.

The Railways being the common man's transport, people have great expectation from railway authorities. I am not asking for favours involving social subsidy aspects. All my demands are commercially viable and justified in view of the fact that my region generates enough passenger traffic revenue both on Konkan route and Southern Railway Zone. I urge the Centre to be more responsive to public demand of conveniences and amenities in order that Railways prove itself to be the Number-One public utility in India. Even in the matter of providing routine amenities in my area the Railways have shown no interest despite my taking up with the Railway Ministers then in charge—Kum. Mamta Banerjee, Shri Ram Naik and of course the present Ministers Shri Nitish Kumar Ji and Shri O. Rajagopal Ji who had visited our area many times. The most important works demanded by local residents and NGOs are:

(i) Providing Road Overbridge near Kankanady Railway Station (Bajal Cross Road). There are about 25,000 residents in the area benefiting from the Over bridge facility which will also ensure safety for the local people while crossing the railway track.

(ii) Brief stop over for Trivandrum Rajdhani Express at Udupi, which is a pilgrim, tourist centre and also the rail head for Manipal which is the country's largest healthcare, education and banking centre.

(iii) Manned/unmanned level crossing near Baikampady overbridge adjoining Baikampadi Industrial area of Mangalore.

(iv) Road under the railway track at Alape Village, near Kodakal on Hassan-Mangalore rail link now under gauge conversion work near the Tunnel Bridge 108/8 and 180/9 m. some 800 families living in the area needs an approach road/link road from the point of view of safety.

(v) Way leave facility for the residents of Konguru Mutt Road, Kulshekhar PO, Mangalore. Railways have refused to hand over the land to local panchayat for development and is insisting for a payment of more than Rs. 16.00 lakhs as capitalised cost of land admeasuring 5275 sq. meters.

(vi) Upgradation of Suratkal Station because of its importance to residents of Mangalore city. Mangalore residents prefer to come to Suratkal rather than go to Kankanady. Suratkal is a big industrial town. With the commissioning of Konkan railway Suratkal is handling heavy passenger traffic and deserved to have a major railway station with computerised reservation facilities and Town Booking agency also. More than 15 NGOs Associations, Industrial Units like MRPL, BASF, NMPT etc. have demanded this facility. I had taken up the matter with the present Railway Minister but till now there is no positive response.

(vii) Freight (Goods) train movements are also restricted on Konkan railway route, forcing the residents use a more long and diverted route to reach destinations. The area has lot of goods to move—agriculture and plantation crops like coffee, Arecanut, Coconut and industrial products like Iron ore from Kudremukh and imports from Mangalore port etc. Lot of goods traffic is being diverted via Road at extra cost to people.

Mangalore-Hassan metre gauge line used to carry good traffic. The same is dismantled now causing disruption of traffic both passenger and goods. People are forced to pay more by using lorries/trucks for movements of their goods which railways used to carry earlier at economical rates. My area is served by Southern Railway (Palakkad Division) and Konkan Railways (Karwar Division). I request the Railway authorities to pay attention to the local problems faced in my area, for a long time.

SHRI RAJAJIAH MALYALA (Siddipet): Thank you, Mr. Chairman, Sir, for giving me this opportunity to participate in the discussion on the Railway Budget.

Hon. Railway Minister presented the Railway Budget for the year 2002-2003. I congratulate the hon. Minister for allotting Rs. 280 crore for South-Central Railways, whereas last year, it was only Rs. 160 crore. Even after that, the full demand has not been met. For example, for doubling the lines, the proposed demand was Rs. 150 crore whereas he has given only Rs. 99 crore. Similarly, Rs. 106 crore was earmarked for gauge conversion whereas the required amount is Rs. 181 crore. I would request the hon. Minister to note them down and concede to this request.

Our hon. Railway Minister told that it is the 150th Year of Railways. It has also been declared as the Tourism Year. But I find that there is no comprehensive plan that has been envisaged to attract tourists. There are many Bhuddhist tourist places in Andhra Pradesh like Borra Caves in Visakhapatnam. So, a special train is required for that. Many facilities are required for passengers.

In the Indian Airlines, senior citizens are given concession up to 50 per cent, whereas in Railways, they are only 30 percent concession. I appeal to the hon. Minister to make it as 50 per cent so that the senior citizens in our country will congratulate him.

Action may also be taken to allocate more funds for Hyderabad Multi-Model Subordinate System and complete it by the end of this year. I would request the hon. Minister to speed up the survey of Narsapur-Kotipalli and Kotipalli-Kakinada lines. It was the aspiration of our late Speaker, Shri Balayogi. At least in memory of him, this should be completed immediately; if it is done, the people of that area will be very happy. Shri Balayogi, our Speaker, in his lifetime did many things to improve that area. So, it is also very essential to complete it immediately.

Several road over-bridges are also required.

In my constituency, a number of road over bridges, like Zamia Osmania, are pending. Though the work was started, it has been pending for the last so many years. It is very obstructive to the traffic.

I would also like to request the Minister about the new line from *Peddanaally* to *Nizamabad* via *Karimnagar*. I am hearing about this line since my childhood. It is the

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long-pending desire of the people. Recently, after many years, it has reached up to *Karimnagar*. To reach up to *Nizamabad* it requires another Rs. 200 crore, whereas only Rs. 10 crore has been allotted for this line. At this rate, we do not know when it will be completed.

Major portion of another important gauge-conversion falls in my constituency. It also requires Rs. 100 crore but nothing has been given for it.

I feel very happy to find that mineral water is being supplied in the trains.

I request the hon. Minister to consider one more railway line from *Secunderabad to Karimnagar via Siddipet*. I am requesting for this line as it is a very backward area and very few train facilities are there in that area.

I would like to bring to the notice of the hon. Minister a very peculiar thing. In my constituency multi-storied buildings were constructed and people are living there for the last 50 years. Recently, the Railway personnel went there and claimed that land. I could not understand why after 50 years this step has been taken. If you are going to vacate them, how much expenditure will be incurred on their rehabilitation and where these people will be shifted? You have to keep all these things in mind.

I would request the Minister that the following flyover bridges are required urgently:

1. Construction of flyover bridge near old bus stand, Eluru Town.
2. Construction of flyover bridge at level crossing gate no. 349, in my constituency.
3. Construction of flyover at *Cheborulu* in West Godavari district.
4. Construction of flyover at *Bhimadovulu* in West Godavari district.
5. Construction of flyover at *Tadepally* near market yard.
6. Construction of flyover at *Parvathipuram*.

I would request the hon. Minister to declare *Visakhapatnam* Railway Station as the model station of the South Eastern Railway. As stated by the hon. Minister earlier, it should be completed as a dead end station.

Sir, presently *Waltair-Chennai Express* is running once a week. I would like to request to make it tri-weekly as it will be very much convenient for the travelling public.

Now, I want to say a few words about the security measures. People are afraid of travelling in trains as every now and then some accident is taking place. Earlier people were afraid of travelling by air but now people are afraid of travelling even by train. Therefore, security measures must be improved. Now only that, amenities as well as facilities in the Railway must also be improved so that it becomes convenient for the passengers to travel by train.

Sir, in the end, I congratulate the Minister and I am supporting this Budget.

[Translation]

SHRI C.N. SINGH (Machhlishahar): Mr. Chairman, Sir, I have not arisen to criticise the Railway Budget 2002-2003 on behalf of the Samajwadi Party but I would like to give some meaningful suggestion. I pray to the god that he may bless the Government with good sense so that the government can follow the suggestion given by us in public interest.

Mr. Chairman, Sir, Indian Railway has a glorious history of 150 years. Railway is the means of transportation of poor people. A person having no any means, travels by train. Today, this year is being celebrated as 'Passenger Year'. But it is a matter of regret that general compartment rail fare has been increased from 10 to 12 per cent and there is only 4 percent increase in higher class. The fares of *Rajdhani* and *Shatabdi* trains have not been increased. Therefore, we can say that this is burden year for the poor people. Such an increase was never made earlier. Hon. Minister will say that higher class fare has been increased but lower class fare has not been increased for the last many years. I would like to tell the hon. Minister that he is borne in the farmer community and he is a socialist. He is a Minister because he has joined hands with communal, opportunist and capitalist powers. Since he is borne in the farmer community, therefore, he would know that the poor people have to face so much problems.

Mr. Chairman, Sir, if the hon. Minister had increased the fare of *Rajdhani* and *Shatabdi* trains then it would not pose a heavy burden upon the rich people. Because these people could pay Rs. 100-200 or Rs. 300-400 easily. But general compartment rail fare has been increased. Perhaps, he would have travelled in general

compartment not in higher class in his childhood. There is seating capacity of 40-45 passengers in a general compartment but more than 100 passengers travel in it. If a person jumps from a window, his leg remains out and his head remains in.

Mr. Chairman, Sir, once I was going to Bihar. There people were travelling in a bus. The bus was fully packed. But the conductor of the bus was pushing the passengers inside the bus with his stick so that maximum passengers could enter in it. Similarly, a person travelling in general compartment of a train remains bed-ridden for three days. Therefore, I strongly oppose the increase in general compartment rail fare. Hon. Minister of Railways is present here. I would like to remind him that he is borne in the farmer community. Concession should be provided to the farmers if he would like to celebrate this year as 'Passenger Year.' Farmer, labourer, low paid employee, peon and class four employees travel in general compartment. The hon. Minister should provide 50 per cent concession in rail fare to the persons having below poverty line ration card. You would be a legend. Your name would be enshrined in the annals of history. The poor will have to suffer if you increase general compartment rail fare. I oppose the fare hike and our party will also oppose this hike outside the Parliament.

Mr. Chairman, Sir, the hon. Minister has said in his speech that free food would be served to the children of five years travelling in rail. I felt happy when the hon. Minister was expressing his views. I felt that he is doing good work. I felt sad when he said that free food would be served to the children of five years travelling in Shatabdi and Rajdhani trains. It would be better if food is served to the nude, poor and hungry children travelling in the train and do not have anything to eat. My demand is that this facility should definitely be provided to the poor people and the hon. Minister should roll back the fare hike.

Mr. Chairman, Sir, the other thing I would like to say is that railway platform and coach's toilet are not cleaned properly and they remain dirty. Railway officers do not pay attention towards this fact. The passengers travelling in general compartment feel uncomfortable because foul smell emanates from the toilet. What thing the railway officers check? If a railway officer is locked in that toilet for one hour then he will become unconscious. You are hiking the rail fare but you are not paying attention towards the dirt of toilets and passenger's amenities.

Mr. Chairman, Sir, I am to say with regret that railway has a history of 150 years. Hon. Minister has told that

there is 62 thousand kilometre route rail line in the country. This is the biggest rail line of the world. But I would like to say that before independence the Britishers laid 52568 kilometre route rail line in the country. The Government laid only 9432 kilometre route rail line in 52 years. This is the achievement of the Indian Railway.

At present 90% of the Railway Stations are those which were built during British period. Even after 52 years of our independence only 10% of the Railway Stations could have been built. This one is the only achievement of the Railway. The hon. Minister is not making my effort to end red tapsim. I do not hold responsible only Nitishji or Digvijay Singh for the way the Ministry of Railways is being run by bureaucracy. All the budgets and the plans contained therein are formulated by the bureaucracy. A lot of money is wasted in those plans and thereafter our plans fail. Here, I would like to submit that at present 281 projects are under way and a sum of rupees forty five thousand crores had already been spent. But, the Railway Board has stated that they do not have the budget to complete these projects whether it has not led to a wastage of rupees forty five thousand crores. Whether it is not blunder on the part of the officers of the Railway Board? How will it do if money will be wasted like this?

Mr. Chairman, Sir, the hon. Minister has not paid any attention in his budget to the theft going on in the Railways.

Mr. Chairman, Sir, I would like to point out that the influence of mafia in the auction of scrap in Railways has increased so much that they are able to take away goods worth Rs. 20 lacs in just hundred rupees. At Allahabad, Gorakhpur, Banaras and Lucknow in U.P. The Mafia purchases wagons, rails and even the useful scrap in auction and the Ministry of Railways is unable to act or it is auctioned by the officers in their collusion.

Sir, the dense fog is causing a lot of problem. As a result of it last year nearly Rs. 400 crores were put to loss. As we come to Delhi and the Parliament in slated to begin from 11 A.M. but the train reaches around 2-3 p.m. Consequently the entire programme is disturbed. Therefore we should have a programme to cope with the problem of dense fog conditions but there is no plan in the budget to evolve a technique for the purpose. The most serious thing to the best of my knowledge is that Railway has got 16745 hectares of surplus land and this is not utilised in any way. I would like to know from the hon. Minister how much of this land is in the occupation

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of Mafia? Had that land been put to use by constructing commercial centres or any other project the Government and the Railways Ministry would have been benefitted and the need to raise fares would have not arisen.

Sir, the hon. Minister has laid much emphasis on accidents. I have come to know that during the year they have held 377 Symposia for this purpose and lacs of rupees have been spent. Hon. Minister would like to tell in his reply whether these symposia are mere wastage of money or have benefited in any way and whether these symposia have reached at any conclusion or not.

I would like to put forth some more suggestions before the hon. Minister. I come from Machhlishahar parliamentary constituency. The Neelanchal train passes through our district Jaunpur and that train does not have any stoppage in the Jaunpur district. Thereafter it halts at smaller stations. Quite often I have stated that it does not have a stoppage at the main stations like Mungara, Badshapur (Sataharia) but when it enters the Sultanpur district it halts at Amethi, Gauriganj and Jayas. It halts at smaller towns and villages but not in the Jaunpur district. Therefore Neelanchal Maii should have halts at Mungara and Badshapur.

I would also like to appeal to the hon. Minister that special attention be given to the corruption prevailing in Railways. At last I would say that the opinion of M.Ps. should also be sought. I would like to thank Nitishji and Digvijay ji for calling a meeting of ours after they assumed office. But, thereafter their officers have not called any meeting. There may be a zonal committee but we are not being informed of that. It would be appropriate if you direct officers at G.M. level to call at least one meeting every six months regarding passenger amenities, suggestions, cleanliness on stations, and the problems we face in our areas.

Sir, halts of Neelanchal Express at Mungara Badshapur (Sataharia) Railway station and of Varuna train at Korpur Railway station be provided as to train halts in my area. Our area is 250 k.m. long and and Pratapgarh districts fall in this area train halt in Pratap Garh but not in Jaunpur.

With these words I thank the hon. Minister and hope that both the Minister would accept out suggestions. It is very painful that hon. Minister has also increased the ordinary class fares and freight charges of essential goods besides increasing other railway fares.

Mr. Chairman, Sir, the increase in freight rates for the commodities such as edible salt, fruits, jaggery, gur,

edible oils, organic manures, urea will definitely benefit railways. But the consumers will get everything at higher price. The Railway Minister in his reply might say as to why should the traders be benefited by it. But he should keep this in his mind that if the freight rates on edible salt are increased, the salt traders will recover the increased amount from the consumer and they won't pay it from their own pockets. Therefore, the increase in freight rates on edible salt will ultimately affect common man, poor people, farmers and housewives whose domestic budget will be affected. Therefore, I urge upon the Railway Minister to review increased rates on these commodities and rollback the increased rate on all essential commodities. If you want to have four or five per cent increase in fares of the Rajdhani and the Shatabdi trains, you can do as it is not likely to affect poor people but increase in the fares for general class will definitely affect poor people.

Mr. Chairman, Sir, as you know very well that the people from Bihar come to Delhi for various purpose such as getting treatment, for taking examinations and for seeking jobs, the common man should not be burdened with hefty fare. If you increase the burden on common man, he will travel ticketless and on being found ticketless, will be put behind bars. We people are living in Delhi. We find that the people from our constituency come here but they do not have money to pay even for fare. We give them money for fare and provide treatment to them. Since we have to go back to our constituency and fight elections from there again, we have to do all these things.

Mr. Chairman, Sir, some trains in the country are running into losses. The hon. Minister in his speech has not clarified as to what he wants to do for them. Do you want to privatise them? In this regard I want to illustrate an example that the trains like the Palace on wheels, the Taj Express and the Shatabdi run between Delhi and Jaipur but while returning from Jaipur the number of passengers in these trains is very less on account of which railway suffer from losses. Therefore, it is my request that the fares for these trains should be reduced so as to attract more passengers. In this way, the trains which are running in losses, would be able to recover themselves from the losses and the Ministry of Railways would definitely be benefited by it.

Mr. Chairman, Sir, finally I rise to oppose the Rail Budget and pray to God and through you I expect from the hon. Minister that he will pay attention to the points raised in my speech and would accept the points raised by me in the interest of the poor and revise the fares

accordingly. May good sense prevail upon the Hon. Minister!

SHRI UTTAMRAO DHIKALE (Nasik): Mr. Chairman, Sir, I am thankful to you for giving me an opportunity to speak. I rise to support the Railway Budget on behalf of the Shiv Sena. I have heard the lengthy speech of the hon. Railway Minister on Railway Budget and went through it as well at home. When I was reading the budget, I recalled a story which I had read in my childhood. The title of the story was 'Five blind persons and an Elephant'. All these blind persons could not see the elephant due to their blindness. But a person made them stand beside an elephant. Out of these blind persons, some touched its face, some touched its trunk and eyes with their hands. All of these blind persons conceived different imaginations about elephant as per their experience from what they touched. In the same way I want to submit that only one who has gone through all the contents of this Railway Budget can really understand it. Here, I would like to tell that when we used to study at schools, history teacher would always pose a question to us as which Lord, Curzon and which Governor did what. He would also ask which Governor started train.

I am thankful to the Minister that he did not mention the name of Lord Dalhousie in the budget, rather he mentioned the first train which ran between Boribander and Thane in April 16, 1853. It has also been stated in the budget that 32 thousand kilometer rail route in the country has been increased to 62 thousand k.m. Rail transportation throughput has been increased from 73.2 millions tonnes in the year 1950-1951 to approx. 489 MT in the 2001-2002. Passenger kilometers have been increased from 66.51 crore in the year 1950-1951 to 47 thousand in 2001-2002 crore. It has also been stated in the budget that there has been no increase in the number of route k.m. of railway line. Besides, the renewal of 17 thousand K.M. rail routes, the construction of more than three thousand bridges and making arrangement of signals at 950 stations—all these have been mentioned in the budget. I do not want to go into details. But at the same time I must thank the Minister from the care of my heart for necessary steps taken in this budget. There has been no substantial increase in the passenger fares in this budget. Besides the fares for Rajdhani and Shatabdi Express have also not been revised. He has also not revised the charges for the parcel of newspapers and periodicals. He has done good work for the farmers. The provision has been made for refrigerator parcel so as to make speedy transportation of fruits and vegetables made

possible. I want to say that he has done a good job for which I would like to thank him.

I would like to say that you have done a job which should have done either by the Minister of Sports or the Minister of Health. If we increase the number of playgrounds in our villages, cities and States then the country will require to have lesser number of hospitals. I have raised this issue earlier also in this House. If the number of players go up then, we would be required to give them adequate reservation in Government jobs. I want to know whether they would get that much reservation or not? Earlier there were 496 seats for sport persons which you have raised to 1200. I would like to thank you for that. You have made good arrangements for drinking water also. You have stopped supply of bad water to the passengers and now good quality water is being served which is also praiseworthy.

I would like to say that the 16th day of April is quite auspicious for us because it was this day the country had its first train between Boribander and Thane. You have announced some Janashakti Express trains but after going through the list, I could see only one train, out of these 16 trains, which has been given to Maharashtra. It is a deluxe train which would be running between Mumbai and Mudgaon. Through you, I would like to request the hon. Minister that the deluxe train between Bhusawal and Thane via Manmad, Nasik, Igatpuri which you have mentioned, should run from Boribander to Thane, thereafter Thane to Mumbai and then it can go back to Bhusawal from Mumbai. It will require additional time of only an hour which would be sufficient to get its engine changed. If the train will go upto Thane and reach Mumbai back. If the train is extended upto Bhusawal, Jalgaon, Dhulia, Nandubar, Nasik in North Maharashtra then the people of that area will lavish praise on you. It seems as if the hon. Minister is not listening to me.

If you announce a train for North Maharashtra, we would like the train to be named after Shri Nitish Kumar ji. I, therefore, demand that an express train to be run between Bhusawal and Mumbai via Manmad, Nasik, Igatpuri, Thane may be given to us. I have read the railway budget and heard the speech of the hon'ble Minister. It is mentioned in the budget that Railways carry 1.30 crore people everyday. It is a good thing but it is sad that you do not know much about Nasik or probably, you have not been to that place. When you were Minister of Agriculture and had visited Lasalgaon, I was there. I am fortunate that

[Shri Uttamrao Dhikale]

[English]

at the age of 27, I was the President of that city.

[Translation]

Now my wife is President, I remained Corporator for 30 years and become Mayor after 30 years. Earlier there was Municipal Council in that city and now it has converted into corporation. I am fortunate that I was President 30 years back and just about 5 years ago, I had served as the Mayor of that city. I fought and won as an independent candidate. Therefore I know much about Nasik. I remained the Director and Chairman of the Zila Bank for 30 years and still I am serving as the Director of the Bank.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): How old are you?

SHRI UTTAMRAO DHIKALE: I am 63 years old. I have been serving as the Director of Sugar factory for the last 20 years and have worked as Chairman thereof for many years. My pain was lessened only when Geete Saheb brought me here.

MR. CHAIRMAN: Now speak on Railways and Railway Budget.

SHRI UTTAMRAO DHIKALE: When I was Corporator of the city, its population was about 3 lakhs. When I became Mayor, the population grew to 12 lakhs and it number 15 lakhs when I am the Member of Parliament. As far as population is concerned, Nasik stands third after Mumbai and Pune. Its population is increasing day by day. Earlier it was South Kashi. Kumbh Mela is held here after every twelve years. Artillery centre, HAL, Currency Note Press, Godavari, 8000 industries all are there, therefore I would request and urge the hon. Minister to do something for this city. The hon. Minister has announced new trains in the Budget. It is sad that the trains coming from other part of the country do not stop here. When ask the authorities as to why the trains do not stop at Nasik, they give some or other reason therefor. It would be good if you give us new trains and in case you cannot then, please, accede to my this request: Train No. 2101-Kurla to Howrah, Train No. 2103-Kurla to Nagpur, Train No. 2141-Kurla to Patna, Train No. 2133-Mumbai to Lucknow and new train recently introduced on 17 Feb., 2002 between Mumbai and Bhuvanveshvar, all these five trains do not stop at Nasik. This is something which I cannot understand. Whether Nasik is a small village and have no population? Whether users

are not there? And if not, then why the trains coming from other parts do not stop for a couple of moments over there? I, therefore, urge the Railway Minister to kindly ensure that, at least, two or three trains, out of these five, are given two minutes stoppage at Nasik station. Now, I will not take much time.

MR. CHAIRMAN: Now, please conclude. Your matter has been sweetly settled.

SHRI UTTAMRAO DHIKALE: I would thank the hon'ble Minister for saying that 1.30 crore passengers travel by rail daily and 1.20 crores out of them travel without reservation.

Nasik is one of the big stations, I being a lawyer, do not speak without proof. At Nasik Railway Station there is no reservation facility for Mangla Express, and Geetanjali Express by which I also happen to travel. We have to go to Mumbai or Bhusaval to get reservation in these trains. Therefore, I demand that reservation facility for all the trains passing through Nasik should be available there itself.

The Kumbh Fair is going to be held in Nasik during the year 2003. As you are also aware that the Kumbh Fair comes after 12 years. Thus lakhs of saints will reach there and about 50 lakhs of pilgrims will arrive in this city from July 2003 to August, 2004. I, therefore, demand that Nasik and Odha railway stations should be modernised. Moreover, the nearby stations are also required to be modernised. There are only three platforms at Nasik Railway Station. The number of platforms there should be increased to six. There should be a terminal at this station.

There is always a long traffic jam on the Aurangabad Road which leads to Aurangabad via Mausangavi from Nasik. Therefore, a bridge should be constructed there on the crossing. There is a Pusmori village where road and rail blockage agitation was also organised. Shri Haribhau Shankarji is sitting here. He knows that a big agitation was organised in Kusmori under tehsil Mevla. His party President of that area also participated in it. There is also a road crossing. Therefore, it will be proper if a level crossing is constructed on it.

We worship Rama but there is also a dispute in Ayodhya whether a Ram Mandir will be constructed there or not. The same Rama had lived in Nasik for 14 years while in exile. Therefore, I demand that Shri Nitish Kumarji should take care of Nasik city also. All the industries are located nearby it. Nasik is one of the biggest cities of

India where population has increased a lot. It is a centrally situated city as Mumbai is located at a distance of 200 Kms. from there whereas Gujarat, Pune and Aurangabad are respectively located 100 Kms., 200 Kms. 200 Kms. away from this city. Therefore, I request you to provide this city all the railway facilities, as has been promised by you in the budget. It will be more appropriate if all these facilities are provided to the entire Northern Maharashtra.

I do not want to take much time of the House. I would only say that relief to the people of Nasik should be given by resolving immediately the problems, I have placed before you.

(English)

SHRI PRIYA RANJAN DASMUNSI (Raiganj): Mr. Chairman, Sir, I offer a very critical support to the Railway Budget. There are positive sides and there are very negative sides. There is not much time at my disposal. So, I would not like to highlight all the aspects in details. I would like to highlight only a few aspects and offer my suggestions.

First of all, I profoundly thank the Railway Minister who has done a great job by doubling the allocation of fund for improving the performance of sportsmen and women, who are under the umbrella of Railways, increasing the job quota for them and trying to plan in a professional manner to help to run sports in the Railways.

I am confident that with the beginning that you have made would yield results if not in this year but in the near future in the Olympics. Everyone of our fraternity in the sports is proud of your contribution. We feel inspired that you have got an able colleague in the Ministry who is equally committed to sports and the Olympic movement. Before I came to the House, I was advised by my fraternity of football and other Olympic community to thank him on the floor for the outstanding support and contribution to sports.

The shortfall of the receipts is Rs. 1,649 crore. This shortfall could have been avoided if the Ministry of Railways could have taken specific care about freight management, freight movement and freight operation in time. At the present moment, the budgetary support of the Railways cannot be expected to go at a desired level for a long time. So, the Railways have to immediately find its own scheme of revenue generation with a long-term perspective. I find a positive avenue in this Budget for management of the resource generation programme of the Railways.

The Minister has stated in his Budget speech that a modern pilot project at Gurgaon, with a private terminal, has been set up and is being operationalised to provide integrated freight booking and handling facilities to customers. Now, the Indian domestic market is strong. Besides, for cement, steel, fertilisers and other commodities, I think, the Railways must conduct a survey on three counts, that is, about the road traffic load in this country at the moment and which are the commodities that road traffic carry, and also find out the sources of origin of that road traffic. We have got to make the entire Freight Department of the Railways commercially viable, market-economy oriented, competitive in order to attract more freight for the Railways. If that is not done, the generation of revenue, in future, will be eroded.

Now, the road traffic is giving three guarantees. Guarantee one is loading on time. Second is the delivery at home. Guarantee number three is the demurrage and pilferage support also without any hassle by the private truck operators. If you also plan loading on time, delivery on time and other security support of the movement of the railway wagons on time, carrying the commodities at attractive terminal points by involving private parties and other parties, I will tell you that your revolution in the freight movement alone will bring self-sufficiency at the end of the Tenth Plan instead of depending on only five or two per cent of the budgetary support from the Government. But for that reason, you have got to revolutionise the entire system, that is, the marketing approach to attract the suppliers to carry the materials for the Railways. Take any State.

My friend was talking about Nasik. Onion is the main produce of Nasik. There are areas where jute is the main thing. There are areas where textiles is the main thing. There are areas where milk is the main thing. There are areas where green vegetables are the main things. There are areas like the city of Bangalore where horticulture is coming up. Can you plan the overall marketing network of the Railways in terms of freight mobilisation through a proper scientific study and put up terminals, if not at the cost of railway infrastructure, then at the cost of private parties saying: "I will share with you some profit. You keep the infrastructure and I will operate the freight"? If that kind of approach is evolved, I tell you that there would be a golden era for the Railways in future in India.

I am proud of Indian Railways. Cutting across party lines, if any single link in the country is the lifeline of our Indian civilisation, lifeline of our secular ideals, lifeline of our national unity, it is the Indian Railways. I am proud

[Shri Priya Ranjan Dasmunsi]

of the Railway workmen, the engineers, for how efficient they are, how they do the work in difficult terrain, and how they accept the challenge in time. I am proud, Mr. Minister, I think I should applaud the role played by IRCON abroad. I feel proud that we have such talent, we have such people in this country, who are giving us train.

But the time has come that their administrative approach requires to be modernised, professionalised. They have to respond to the challenge of the day. A Chairman or a Member of the Railway Board, sitting in Rail Bhavan since 1950s and now after globalisation, if his vision is not changed, if his approach is not changed, I do not say there will by any change or any volte face, but they have to understand the motivation. How do they deal with the situation?

I am glad that like the previous Railway Minister, this Railway Minister also considered Railways as a great public utility service, socially oriented and not merely a profit making unit, so far as service is concerned. So long this concept is kept in the mind and heart by every future Railway Minister, the lifeline of civilisation in terms of unity shall be maintained. I wish, any party may rule in future, the basic concept of the Railway Ministry should be preserved and adhered to for all the years to come.

In many parts of India, freedom is not merely 15th August, in many parts of India, democratic rights are not merely 26th January, to them to see a Railway line and a train moving is something liberation to their life, to their social and economic life. I know it.

Mr. Minister, a few days back, you have been to the Headquarters of my constituency, the most neglected, deprived backward zone. How are our people suffering there? They faced partition, they faced separation of the country, they faced many things. When the hon. Minister went there, he himself saw, how the people they were waiting there just to see him. To them that was the day of liberation because they cannot go to Siliguri for treatment. They cannot come to Kolkata for treatment. They cannot come to Delhi by train. They are locked up in old British days metre gauge line. During floods they have to go to Malda to catch a train and as the road is blocked by flood water they are confined like prisoners. The hon. Minister gave them an assurance and it has something to do with gauge conversion. It carried a message in what manner, I cannot explain this to the hon. Minister.

Mr. Chairman Sir, revenue generation is another line, I must say, the hon. Minister has taken a positive

direction. I never thought this idea would come to Railway Board. 'The Indian Railways Catering and Tourism Corporation has been established for upgrading the preserving passenger amenities service of Indian Railways.' Not only passenger amenities, he explored the tourism opportunities of India.

I attended in United States, last year, the Tourism Seminar and they said the domestic tourism of Indian people itself has much more potential than the entire tourism of Europe. If the Railway Board can examine the tourist spots of India where a family can travel in a train, get down from the train, stay in a resort or a cottage or a hotel or something of the Railways, see around the things, come back to the Railways and come back home at a cheaper cost and if they can explore this situation from the angle of tourism only there is nothing like that. Tourism network of the Railways in Indian sports for the lower middle class or middle class of the Indian origin—I am not talking of the foreigners now—will give them a lot of money. They cannot think of it or they cannot dream of it. We have not exploited that.

The famous BNR hotel of Puri is now in a shabby condition. When my father was alive, he used to tell that in those days it was a pride of everyone if one goes to Puri and have lunch in BNR hotel.

17.00 hrs.

Can you not revive that legacy? You kindly take India tourism map, call the Chairman, Tourism Development Corporation of India and sit with him along with the Railway Board of officials and decide as to which are the new networks which can be expanded in the tourism map. Also decide whether the Railway can facilitate the domestic tourists in that order.

Sir, I also suggest to the Railway Minister another thing regarding resource generation, and that is, commercial utilisation of the land which is not required by the Railway for the time being. There are two types of land which could be utilised commercially. One is that the lands can be utilised for the commercial purpose of business and other activities and the other one is for agricultural activities. When Lal Bahadur Shastri gave a slogan, '*Jai Jawan Jai Kisan*', on both sides of the railway land, agricultural produce used to come through some part of the railway areas. There are huge ponds, huge open land on both the sides. Can you not plan something on this huge open land on both the sides according to the demand of the market? I tell you that if you allow the *mandis* of the nearby areas to approach that land,

you will get a definite regular revenue. You are only exploiting the land which is not required for the time being. But rightly or wrongly, this direction has not been taken. Therefore, I support the idea of Shri Jaffer Sharief that the Member in-charge of commercial freight can evolve a target and plan as to what will be his professional team. The Member in-charge of Tourism can also evolve some plan. Then, money will come. But the whole approach is not being taken in that direction. That is why, the Railway, in spite of all its best goodwill, cannot make a break through in the resource generation plan.

Sir, I will not take much time on the resource generation sector. Now, I come to the public undertakings. The Railway Minister, in his Budget speech, has said that the performance of the public sector undertakings has been satisfactory during the year 2000-2001 and IRCON International Limited had a turnover of Rs. 811 crore and earned a net profit of Rs. 66 crore. Of course, this is not a big one. Yet, they made a breakthrough.

The total railway infrastructure requirement is with the support of international fund in the SAARC region, in the West Asia, and in Africa. You kindly make a study as to which are the areas receiving the international support for the railway infrastructure in this region and whether you can compete and beat. Not only India's goodwill will go up but also you will make this undertaking as one of the solid ones. I know that as long as you are there, it will not be disinvested. But at least, make it more profit-making and more challenging. IRCON should not be discouraged anymore. It should be encouraged. I am also proud of our RDSO. They are doing well.

Now, I will come back to some negative sides. Sir, the whole professional approach of the Indian Railways is linked up to the General Manager. The moment in percolates down to DRM, ADRM and Station Superintendent, it is no more a professional approach. It is all the old British approach.

[Translation]

Train will arrive, bell will go and the train will be flagged off, somebody will approach for enquiry, would take seat, spit the chewed betal leaf in spittoon, then will hear you.

[English]

You got to professionalise the whole system up to the Junction station. On the 2nd January in New Delhi,

the Jaipur Shatabdi Express was delayed by three and a half hours in the morning due to fog. I myself went to the station to enquiry from the Enquiry Office. The man sitting there was so disgusted to reply to the question.

[Translation]

He has got no motivation. He thinks public come just to disturb him.

[English]

A kind of professional motivation approach is required. I think, that is lacking not only at the DRM level, Superintendent level but also up to the General Manager level. For God sake, if you give a task of the General Manager, you motivate him. If he has given a task or a challenge, till he does not do that challenging job, please do not shift him here and there. I thought that you would not shift the General Manager, who was in NFRL, till the inquiry report comes.

[Translation]

After working for two and a half year, if the General Manager of NFLA gets a chance to join Western Railways, you resigned as you are the public man, you did well, but it should not happen that the GM of NFLA get chance of holding the post of GM of Western Railways. It discourages the competent officer. At least take care of such things.

[English]

This is my appeal to you so far as the administration is concerned. Fortunately, this Railway Minister is very good in one sense. He did not feel like the Finance Minister.

[Translation]

Our Railways suffered a loss due to Kargil war. You did to put fourth such an excuse. You took some pragmatic approach.

[English]

You have said about the problems.

[Translation]

In the passenger earnings you have shown and in that not much has taken place.

[Shri Priya Ranjan Dasmunsi]

[English]

I would request the Railway Minister that these days there is more demand for sleeper class and three-tier AC.

[Translation]

Please think over it, how you can increase the number of each train.

[English]

Many other points have been touched. I do not like to strengthen.

I will just give a few points about my State, West Bengal. The previous Railway Minister did hint a lot of good projects, programmes and policies for which I am grateful to the hon. Minister. He has tried to retain in most of the cases, which have obtained clearances. I congratulate the Minister for having obtained the Cabinet clearance of my projects of Katihar to Radhikapur. Now after you came back and when the Railway Budget was placed, the message is this. The Minister of the State Government from my constituency says-

[Translation]

The present Minister is befooling everybody by laying the foundation stone since for a project of Rs. 400 crore, only Rs. 10 crores has been provided for Katihar-Jogbani-Katihar Project. The Minister has provided an amount of Rs. 10 crores but Rs. 390 crores would be provided after three hundred years. It is a cheating. But I know that it is not a cheating as it does not happen in the category to which you belong. I urge you to please consider it to boost their morale. Nikhil Babu is not sitting here. I had discussions with him and also with Paswanji. Now try to discuss about Katihar-Jogbani-Katihar and Katihar-Radhikapur sector. Undertake this project by providing at least Rs. 15 crores to them and Rs. 15 crores to us. Provide as much funds as you wish in the next budget. These people are laughing at us and even burning the effigies of us. But that is a separate thing. I request you to think about it. The public is feeling good after hearing your views.

[English]

In the last Budget, the Railway Minister promised to give Gajol-Itahar connection on the Ekalakhi project. It has not been done. The Minister himself is aware how much the Dalkhola Railway over-bridge is related to

Purnia, Bihar and the entire North-East gateway because on the National Highways 33 and 34, nothing has been done. I am told the State Government is considering this. But I know it is only one kilometre away from the Port Cardinal Road. If you kindly take it up with Maj. Gen. (Retd.) B.C Khanduri, this can be done.

Now, let me come to the modernisation of Malda Railway Hospital. It is also a demand of mine. It is only for kidney treatment. I do not know why from that region only kidney patients are coming in bigger number. The railway hospital is equipped but it needs expansion for this particular treatment.

I appeal to the Railway Minister that let him not kill one industry of Bengal, that is, the Alloy Steel Plant of Durgapur. It is one of the finest units where the Railways used to give a lot of order for axle wheel. Now, the Railways have stopped giving axle wheel order. This unit is almost dying. I was there last week. They made a request.

Now let me come to the Railways recruitment. My humble appeal is this. I am not talking of any region caste or language. Good or bad

[Translation]

when a notice for recruitment is issued, the people there complain demanding that jobs should be given to the people of their state and not to the people of other States. There have been clashes. Therefore, I urge upon you that

[English]

you give. You divide the Recruitment Centre in each State Headquarters and only invite those boys who are required at that stage in your respective Railways in that Centre for interview to avoid future fight and clash. If you need 100 people to work in Bihar Railways, invite thousands in Bihar Centre. I do not mind. If you need 200 in Bengal, you invite 2000 in Bengal. But do not ask Kerala boys to go to Chennai or Bengal boys to go to Assam or Assam boys to go to Bihar.

[Translation]

There are so much clashes that you can't do anything. If is unfortunate. We can't do anything.

SHRI JAGDAMBI PRASAD YADAV (Godda):
Dasmunsi, its headquarter is in Kolkata.

SHRI PRIYA RANJAN DASMUNSI (Raiganj): You heard wrong. Constitute separate centres in the States as per their requirement. I have not talked about the headquarters. I do not want that there should be conflicts and bloodshed over this issue. All this is happening there. Think over it seriously.

[English]

Railway contracts have become a racket. A few mafia dons—I am sorry to use this language—are controlling the railway contracts in every division. They have their *goondas* who threaten the railway officers in every division.

[Translation]

Those people enter into politics. It is not known how they enter into politics. We have come to the House, after getting education and struggling whereas the Mafia Dons are controlling the politics as railway contractors. Please think over it seriously and take some steps to stop it.

[English]

So, I would request you to give preference to the unemployed youths certified by the district collectors. I do not mind the big contracts being given to professional groups but it has to be ensured that the opening of tenders for contracts should be done only at the Office of the Superintendent of the Police or the Collector. Otherwise, the *goondas* would not allow anybody to go there.

[Translation]

You know that how many persons have been killed? You belong to Bihar. You know better about it.

[English]

Since only you can make a breakthrough in the system, this is my appeal to you.

My last appeal to the hon. Minister of Railways is that he should open as many passenger reservation centres as possible. There are only two suggestions that I would give in respect of my constituency. Passenger reservation centres are extremely required at Harishchandrapur, Kaliaganj and Samsi because though people want to go to far flung areas they do not get train reservations. They are deprived of reservations. I would request for a stoppage of the New Delhi-Guwahati Rajdhani Express at Barsol. I also appeal to the hon.

Minister that while he replies he should kindly clarify the position on the Katihar-Radhikapur gauge conversion project.

With these words, I conclude and thank the hon. Minister again for his support to sports.

17.13 hrs.

ANNOUNCEMENT BY THE CHAIR

RE: SITTING OF THE HOUSE

[English]

MR. CHAIRMAN: Hon. Members, I have to make an announcement.

As per the decision taken in the meeting of the Business Advisory Committee held today, the 21st March, 2002, Private Members' Business, which was to be taken up on Saturday, the 23rd March, 2002, may now be taken up on Friday the 22nd March, 2002 from 2 p.m. onwards. Private Members' Bills would be taken up from 2 p.m. to 4.30 p.m. and Private Members' Resolutions would be taken up from 4.30 p.m. to 7 p.m. The sitting of the House fixed for Saturday, the 23rd March, 2002 may be cancelled.

I hope, the House agrees.

SEVERAL HON. MEMBERS: Yes.

SHRI PRIYA RANJAN DASMUNSI (Raiganj): Sir, I just want to draw your attention. It was also decided when I talked to the hon. Minister of Parliamentary Affairs and the hon. Deputy-Speaker that since the Railway Budget discussion would continue for long tonight, if some hon. Members do not want to speak but wish to lay written speeches on the Table, it may be permitted so that time could be saved.

[Translation]

SHRI RAJO SINGH (Begusarai): Mr. Chairman, Sir, will the speeches of the members who are not delivering speeches but they wish to give their written speeches, be acceptable?

[English]

MR. CHAIRMAN: Shri Rajo Singh, it has been already announced that it would be accepted. The discussion started with the announcement that those who were interested in giving written speeches may lay them on the Table.

[Translation]

SHRI RAJO SINGH: Can the speeches be laid on the Table tomorrow?

[English]

MR. CHAIRMAN: Since the reply is to be given tomorrow, written speeches will have to be laid today.

provided port connectivity to many ports. For example, in my area, the Adani Port which has come up as a new port and which has played a very vital role in the economic growth of that area, has been connected with the railway from Adipur to Mundra. Similarly, if the Railways take up all these projects, it will definitely help in the growth of the economy of our country.

Similarly, Surendranagar-Pipavar Port is also joined in the same SPV. I am happy to note that Railways are allowing new works on sharing basis by forming SPVs. But my only request to the hon. Minister is that there is one SPV between Samkhiyali to Palanpur, on which gauge conversion work is to be taken up with the joint collaboration of the Kandla Port, the Government of Gujarat, the Railways and the Adani Port. So, my only request to the Railway Minister is that this work may be expedited that whole of the Kutch and Saurashtra parts of Gujarat can be linked with the capital of the country and the northern parts. So, this project may be completed as early as possible. I hope that the Railway Minister will take care of this project.

I also congratulate the hon. Railway Minister for introduction of the high speed refrigerated parcel wagons so that our farmers who are growing fruits and vegetables will certainly get good return for their produce in the country. It is very much essential when horticulture, fruits and vegetable are being produced in the country.
(Interruptions)

[Translation]

SHRI RAO SINGH (Begusarai): Mr Chairman, Sir, how long will the sitting of this House go on? The hon. Railway Minister has done good work on the Railway Budget and when all are thanking him let it be passed right now ... *(Interruptions)*

SHRI PRABHUNATH SINGH (Maharajanj, Bihar): Mr. Chairman, Sir, the hon'ble members may give their speeches in writing. Please see the presence in the House, how many members are interested in it. When all are giving thanks, get it passed right now. Kindly take their written speeches before Ten O'clock.

MR. CHAIRMAN: The reply will follow after all the hon. members have completed their speech. Let him speak this time.

SHRI PRABHUNATH SINGH: Let his speech be considered the last one. All will give their written speeches.

MR. CHAIRMAN: Unless all have spoken, there shall be no reply. There are many speakers today.

17.15 hrs.

RAILWAY BUDGET—2002-2003—
GENERAL DISCUSSION
DEMANDS FOR GRANTS ON ACCOUNT—
(RAILWAYS)-2002-2003
SUPPLEMENTARY DEMANDS FOR GRANTS
(RAILWAYS)-2001-2002—*Contd.*

[English]

SHRI P.S. GADHAVI (Kutch): Sir, I rise to support the Railway Budget presented by the hon. Railway Minister. Indian Railways are the lifeline of the nation. This year's Budget will mark the 150th year of Railways' dedication and glorious service to the nation. During these years, Railways have grown from 32 route kilometres to a vast network of more than 62,000 route kilometres. This year, Railways can play a very vital role in the development of tourism of the whole country when the railway is going to celebrate the 150th year. At the same time, I would request the hon. Railway Minister to see that our important places of pilgrimage and heritage centres may be given more boosting so that tourism can also be developed in this year.

Transportation throughput has increased from 73 million tonnes in 1950-51 to 489 million tonnes in 2001-02. At the same time, passenger kilometres have also increased from 66.51 million in 1950-51 to 473.46 million in 2001-02. But the Railway are facing the problem of accidents. Initiatives are being taken in this regard and I congratulate the Railway Minister for giving special attention to safety measures. He has set up a Special Railway Safety Fund of Rs. 17,000 crore with the support of the Government of India and by imposing a safety surcharge. I congratulate the Railway Minister for taking initiatives in the sphere of decentralisation. In giving more autonomy in decentralisation and powers to Zonal Railways, the General Managers of the Railways are delegated with enhanced financial powers for acceptance of tenders etc. I also congratulate the Railway Minister for introducing the port connectivity programme. They have

(English)

SHRI P.S. GADHAVI: Sir, I will not take more time. I have to make only very few specific suggestions. I am speaking on points only.

[Translation]

SHRI RAJO SINGH: Sir, the former Railway Minister, a member of the Congress, has initiated this debate. Their Chief Whip has thanked the Railway Minister very generously. What is the problem when opposition members are giving thanks. Please pass the Railway Budget and relieve us.

MR. CHAIRMAN: Unless all have spoken there shall be no reply.

...(Interruptions)

SHRI PRABHUNATH SINGH: There are no speeches for thanks giving. You take the speeches in writing. All will give in writing.

MR. CHAIRMAN: If someone does not want to give thanks and he just wants to relate the problems, he may speak.

SHRI PRABHUNATH SINGH: All will narrate their problems in writing. Take them for speeches. We are ready to write.

MR. CHAIRMAN: You may give it in writing. I have already said that whoever wants to give in writing, he may do so.

SHRI RAJO SINGH: We shall give it tomorrow by 10 o'clock if the Railway Budget is not passed till then. How can we write and give it now. Tell me, is it a reply?

MR. CHAIRMAN: Those may give in writing who do not want to speak and those may speak who want to do so. It is to be finished today itself.

SHRI AJOY CHAKRABORTY (Bashirhat): Would not the rest get any chance?

MR CHAIRMAN: They shall get a chance. Why they should not? Those may give their speech in writing who do not want to speak here and want to give their speech in writing and those who want to speak may do so. Gadhave ji you may start.

(English)

SHRI P.S. GADHAVI: Sir, I was referring to the point that the Railways have introduced high-speed refrigerated parcel vans. This will definitely help for the economic growth of our country and especially the fruit growers and other growers will definitely be benefited. In my constituency the Railways have completed the Wankaner-Morvi gauge conversion work. By converting this Wankaner-Morvi line into broad gauge, Kutch is connected with the entire Saurashtra region. In this regard I have to make only one suggestion to the hon. Minister of Railways. At present Kutch comes under two Divisions of the Railways. One divisional headquarters is at Ajmer which is at a distance of 1,100 kilometres. Some parts of Kutch come under Vadodara division. Hence there are two divisions in Kutch. My only request is that since Kutch is already getting connected with Saurashtra, Kutch should be kept in Rajkot division which is much nearer. If this is done the people will be benefited. The Railways will also be benefited because of the reduction of cost of going and coming and the wastage of time will also be reduced. Therefore, my request to the hon. Minister is that instead of keeping Kutch in two divisions, it should be brought under the jurisdiction of one division, that is Rajkot division.

The Dhrangadhra-Kuda line is a very important line for the salt producers. This line is connecting the Rann of Kutch. There is an ample production of salt in this area and this line, if completed, will greatly help them. Therefore, I would urge upon the hon. Minister to kindly expedite the project of gauge conversion of this Dhrangadhra-Kuda line. Similarly, the Rajkot-Verawal line is a very important project for going to Somnath. This project is getting delayed for very many years. My request to the hon. Minister is that this project may be expedited so that it will be more convenient for those going to Somnath.

I would like to congratulate the hon. Minister for bringing out many passenger amenities. I do not know what difficulty my hon. friend is having. When our hon. Minister is doing good work, one should appreciate it. I fail to understand the difficulty of my hon. colleagues. Under the passenger amenities, the hon. Minister has introduced 16 Jan Shatabdi express trains which is a very much welcome step. It is welcomed by all the people, all sections and particularly all commercial sections of the society.

[Shri P.S. Gadhavi]

17.25 hrs.

(DR. LAXMINARAYAN PANDEYA *in the Chair*)

I fail to understand why they have got objection to it when these trains are introduced for the first time in my constituency which is very much backward and is at the border. There is a great benefit of that train. I heartily congratulate the hon. Railway Minister for introduction of Jana Shatabdi from Bhuj to Ahmedabad. I also congratulate him for introducing certain trains from my constituency. So many persons from my constituency are staying all over the country. Many times, we were demanding this thing and now, we are getting this.

Kutch is the sufferer of earthquake. We have lost everything and our economy. Railway is the only infrastructure that we have and we need railway for the growth of our economy and they are helping us. We are happy because we are on the border, we are backward, economically backward and sufferer of all the calamities. We have suffered a number of natural calamities. We have suffered 32 droughts and two heavy cyclones in the last 50 years. We have also suffered a heavy earthquake. When we have lost our economy, at that time, the Railways come to our rescue by introducing these trains. For that, on behalf of people of my constituency, I congratulate the hon. Railway Minister.

I would like to make one suggestion about this Hajrat Allah Express which runs between Bhuj and Bareilly. Now, it runs two days a week. My only request is that its frequency should be increased from two days a week to five days a week. I am saying this because in my area, there is a very big base of the Air Force. There is also Army Cantonment. BSF personnel are there. And, they would like to come to North India. That is why, I request that the frequency of Hajrat Allah Express may be increased to five days a week. In addition, I would request that this train may be extended up to Lucknow. It will take only two to three hours more, but when it is extended up to Lucknow, it will benefit the people of whole of Rajasthan, Gujarat and U.P. So, Hajrat Allah Express may be extended up to Lucknow, which will take only two to three hours more, and the Railways do not have to spend more money on this. Then, I would request something about the name of Hajrat Allah Express. One additional name 'Dholavira' may be put before Hajrat Allah Express. Dholavira is a place which is 5,000 years old Harappan culture site in Kutch. When the Railways are going to celebrate 150th year, I would request that 'Dholavira' may be added to the name of this train so that

this train may be renamed as Dholavira Hajrat Allah Express. By doing so, Railways may popularise Dholavira, as domestic and foreign tourists are visiting this place. This is my only request.

As I have already said, Samkhiyali-Palanpur gauge conversion project, which is a special purpose vehicle project in collaboration with Kandla Port, should be executed. As I submitted, Kutch area comes under two divisions, that is Vadodra and Ajmer. Instead of that, it should be put under Rajkot Division which is much nearer to us.

In this Budget, the railway freight on salt has been increased. Gujarat is producing about 70 per cent of the whole country's requirement of salt and from that, 70 per cent is produced in my constituency. My request is that since we have got only that economy, freight increase on the salt may be withdrawn.

I have a few more suggestions. There is a request of the people of Gujarat. At present, Gujarat Queen runs between Ahmedabad and Valsad. So many people have demanded that this train should be extended up to Vapi or Umbergaon. Vapi is a newly developed industrial town. So many people have been demanding for its extension. We have met the Railway Minister and made the request to accede to this demand. So this Gujarat Queen should be extended up to Umbergaon or Vapi. Another train Vadora-Valsad inter-city may also kindly be extended to Vapi and Umbergaon.

Now, I will make a request which I also made last year. At the railway station of Bhuj, Railways are having about 100 acres of land.

Now, they are not making any use of that land. That is so valuable, it can fetch about Rs. 100 crore. If the Railways does not take proper care, encroachment is going to be there. My only submission is that either it should be disposed of or it should be taken care of because this is a very valuable property.

Coming to facilities, the Bhuj Railway Station is getting more and more trains. Now, we have got four trains. Therefore, amenities and facilities be increased at the Bhuj Railway Station and Gandhidham.

I have one more request to the Railway Minister. Many accidents are occurring at the unmanned railway-crossings. If we look at the Table, we will find that the number of level-crossing accidents is more. In this Table, the Indian Railways have listed the number of accidents that have taken place since 1960-61. If we see this list,

we will come to know that the number of level-crossing accidents since 1976-77 is increasing, and the number of other accidents is declining. The number of collisions, derailments, is on the decline, whereas the number of level-crossing accidents since 1976 remained the same. The Railways, with the help of the Central Government or the State Governments, should make a provision for the construction of overbridges at the unmanned level-crossings. Money from the MPLADS can be utilised for this. Whenever a request is made by an MP, the Government should give permission to the MPs to spend from the MPLADS. Even for small works, the Railways are not giving permission. If we want to give money for constructing a under bridge, we have to seek permission from the DRM or the GM. Whenever any request comes from any Department, the Government should formulate such a procedure that the fund could be made available from the MPLADS. The Railways should take care of these level-crossings otherwise the number of accidents is going to increase.

I support this Budget. I heartily congratulate the Railway Minister for presenting a good Budget.

*SHRI HARIBHAI CHAUDHARY (Banaskantha): I support the Railway Budget 2002-2003 presented by the Hon'ble Minister of Railways. I express my thanks to the Hon'ble Minister to provide Kisan Special Train Tour and extension of Suryanagari Train Service to Mumbai. But in this Budget, freight for salt transport increased by 135 percentage which lead to increase in the cost of salt, mostly salt industries are located at Gujarat's Coastal. These salt industries are very much suffer due to this increase in freight. So, my submission to reduce the freight on salt transport and I am giving my demands in respect of my Parliamentary Constituency:

1. to reintroduce train services on broad gauge line as per the timing of meter gauge.
2. to introduce a new intercity service on the Palanpur-Ahmedabad-Palanpur route.
3. to re-introduce train services of train No. 9903/9904 on meter gauge as per its old timings.
4. to extend the Valsad - Ahmedabad passenger Train Nos. 39/40 and 49/50 upto Palanpur/Abu Road.
5. to spend up Broad gauge conversion between Palanpur and Samkhiali.
6. to join one bogee in 9708/9707 for pass holders

7. to give facilities to Santapur Salt manufacturers
8. to give rack facility at Palanpur railway Station for fertilisers
9. to increase reservation quota at Deesa and Radhapur for Mumbai and Delhi
10. to give stoppage for Rajdhani Express Palanpur 2957/2958
11. to give VIP quota in Ashra Express and Aravalli Express at Palanpur
12. to provide the stoppage at Palanpur of Okha Dehradun Express
13. to introduce new train between Jammu Tawi to Mumbai via Palanpur
14. to increase new cover shed of platform 1 and 2 of Palanpur Railway Station.
15. to spend up the work of Bhiladi-Viramgam broad gauge work.
16. for pilgrimage of Ambaji Temple introduction of new train from Mumbai to Ahmedabad.
17. Ajmer, Mumbai running three times in week, please regularise for a week
18. reduce freight hike on salt charge 135% is very much and help salt manufacturers of Gujarat

*SHRI A.P. JITHENDER REDDY (Mahabubnagar) Sir, thank you for giving me an opportunity to speak on Railway Budget 2002-2003. At the outset, I must compliment the Railway Minister for presenting a bold and balanced budget. The whole exercise is aimed at bringing the system back on rails at a time when its finances remained precariously perched.

The efforts to net Rs. 1,360 crore in a single stroke—with the major portion of Rs. 910 crore to be borne by rationalisation of passenger fares is the boldest attempt in recent years at resource mobilisation for which Railway Minister deserves to be commended. The major portion of the resource mobilisation would come from monthly season ticket fares which remained highly subsidies for a pretty long time and had not been revised for ages.

At a time when the industrial sluggishness remains pronounced, the move to reduce the freight rates for iron and steel, pig iron, cement and most petroleum products would certainly send a signal for revival of activities. The

[Shri A.P. Jithender Reddy]

proposal to introduce high speed refrigerated [parcel vans to move perishable food products across the country has allocation for track renewal, construction of bridges and signalling & telecommunications are also welcome features of the budget as these would provide much needed safety to the passengers. Further participation of States in multi crore projects would not only reduce the financial burden of the Govt. but also expedite the projects which would finally contribute in the development of the States which are willing to bear substantial project costs.

I would, however, like to draw the kind attention of the Railway Minister to the two new lines construction projects viz. MUNIRABAD—MEHBUBNAGAR (246 KM) and GADWAL-RAICHUR (60 KM) in my Constituency. Against the anticipated cost of Rs. 420.12 and Rs. 108.19 crores respectively the allocation of Rs. 90 and Rs. 1 crore respectively for the year 2002-2003 is too meagre. With this allocation the projects are not likely to be completed in another 25-30 years time. Inordinate delay would also lead to avoidable cost escalation. It may not be out of place to mention that my constituency Mehbubnagar is a backward district and drought being a regular feature poor farmers are left with no alternative but to migrate to other places in search of employment. I would strongly emphasise speedier completion of the two projects which would go a long way in helping the poor framers of my area. I would, therefore, urge the Railway Minister to kindly bestow his personal attention and ensure appropriate allocation to fulfill the long cherished desire of this backward district of Andhra Pradesh.

Passenger amenities is another area where specific attention is needed. Being representatives of the people it is often brought to our notice that drinking water is not made available in adequate quantity in long distance trains particularly during summer season. Toilets are not cleaned for several hours. All these make journeys horrible.

In many small railway stations all over the country there is scarcity of drinking water. Many of these stations are not covered with adequate shades, Cafeteria are not found in many places.

I am happy to learn that the year 2002-2003 has been declared as "Passenger Amenities Year" to commemorate the 150th year of Railway service. The entire country would, therefore, look forward to best passenger amenities not only for this year but also for all times to come.

- Golden Quondial Road has benefited businessmen, they travel in luxury car—Mercedes, Lerrux, BMW, etc. without delay.

- Dil ke tukde hazaar hue—the same way, Budget has broken into thousand of pieces and fall into many places and nothing can used it can eat it also. Quote Mahabharat sting.
- Railway is for people to travel and to got market to sell their products for some earning.
- Many people are travelling in train because of safety. No confidence in planes, helicopters and horses.
- Mahabubnagar is a largest district in the State, but is called a backward district people live on agriculture. There is not irrigation, no power. People do construction labour, it had been adopted by Chief Minister. Railway is the only source of travel for poor people.

...(Interruptions)

[Translation]

SHRI RAJO SINGH: Mr. Chairman, Sir, you yourself see how many members are present from the ruling party. I have already submitted it to you that the presence is very thin. Except this, I do not have to say anything to you. I would like further to submit that as the sitting of the House was to continue till the day after tomorrow and now it has been adjourned can it not be possible that tomorrow we may be granted leave till 1' o' clock. What is the use of wasting more time?

SHRI PRABHUNATH SINGH: Those who want to give their speech in writing, they may do so.

MR. CHAIRMAN: I would like to bring it to your notice that before the commencement of debate over the Rail Budget it has been announced from the Chair that the hon'ble members who could not speak due to the paucity of time may give their speech in writing. The speech will be deemed to be delivered in the House and that will go on the record.

SHRI RAJO SINGH: Mr. Chairman, Sir, the hon'ble members willing to give their written speech before the reply of the hon'ble Minister may give their speeches in written. Then the Minister would be able to reply their queries.

MR. CHAIRMAN: Those hon'ble members willing to take up main points in a nutshell may speak here and those who would like to dwell on length may lay their written speech on the Table.

SHRI PRABHUNATH SINGH: Mr. Chairman, Sir, all want to give their speech in writing. Why do you take trouble.

MR. CHAIRMAN: No, it is not so. Some people would like to speak of their problems. I would like to request those who want to speak about their problems to do so in brief.

(English)

SHRI A.P. JITHENDER REDDY: Sir, with your permission, I am laying my speech on the Table.

MR. CHAIRMAN: You can do that.

SHRI P. KUMARASAMY (Palani): Mr. Chairman, Sir, thank you for giving me this opportunity to speak on the Railway Budget on behalf of AIADMK. At the outset I would like to appreciate the efforts of the hon. Railway Minister to improve the overall performance of Railways.

Sir, there are many appreciable aspects of this Budget. The first is the provision for the acquisition of 17000 wagons, 1450 coaches, 222 EMUs, 90 Diesel Locos and 69 Electric locos. This would definitely help in the improvement of the image of the Railways. In the same way a stretch of 4000 kilometers have been proposed for track renewal; a stretch of 547 kilometers is being proposed for gauge conversion; a stretch of 375 kilometers is being proposed for electrification, a stretch of 214 kilometers is being proposed for laying of new lines, and a stretch of 250 kilometers is being proposed for doubling of lines. All these are welcome features of this Budget.

Sir, I also welcome the announcement made by the Railway Minister about supplying free food to the children, below five years, traveling in the *Shatabdi* and *Rajdhani* trains. However, I would like to request the hon. Minister to extend this facility of those children, below five years, who are travelling in long distance trains in the second class, irrespective of whether they are travelling in reserved or unreserved compartments.

Sir, four new trains have been proposed for the State of Tamil Nadu this year. I welcome this. In fact, we are demanding a super-fast train to be run between Delhi and Chennai. It is because there is a lot of rush in this route. The *Nizamuddin—Kanyakumari* express train is promised once in a week. I would like to request the hon. Minister to make it at least thrice a week.

Sir, the increase in the fare and freight charges would approximately fetch the Railways a sum of Rs. 1360 crore and out of it, Rs. 910 crore from enhanced rail fares and the rest amount from the increased freight charges. I wish to point out that more than 50 per cent of this Rs. 910 crore from the fare revision would come from the long distance mail and express trains second class and sleeper passenger. This hike in rail fares, will affect the common man. That is why, while appreciating the Railway Budget, our respected leader and hon. Chief Minister of Tamil Nadu has requested for a roll back in the hike of railway fare and freight charges because that would affect the common man adversely.

Sir, the estimated cost for doubling of the 260 kilometers long stretch of Bangalore to Satyamanglam railway line is Rs. 225 crore. But so far only Rs. 28 lakhs have been spent on this and the budgetary allocation for this project this year is Rs. 25 lakhs. The allocation is very less and so I would like to request the hon. Minister to allot more funds for this scheme. We have also been asking for an extension of this line up to Palani is a pilgrim centre and is visited by lakhs of devotees throughout the year for the *darshan* of Lord Murugan.

Sir, I would also like to request the hon. Minister to consider the Dindigul—Sabrimala route. The estimated cost for laying of new railway line from Karur to Salem is Rs. 229.28 crore. But so far only Rs. 43.29 crore has been spent. This year a sum of only Rs. 15 crore have been allocated for this project. I would like to request the hon. Minister to allocate more funds for this project because it would require another 171.94 crore for completion of this project.

Sir, I now come to gauge conversion. The BG conversion process is generally very slow, particularly so far as the projects in Tamil Nadu are concerned, the process is extremely very slow. While 70 to 80 per cent of BG conversion is reported to have been completed in the Northern region, only 30 per cent is reported to have been completed in the Southern region. Under these circumstances, special thrust and priorities should be given for Tamil Nadu. I would like to request the hon. Minister to kindly consider this aspect.

For 10 ongoing gauge-conversion projects in Tamil Nadu, only Rs. 77.1 crore has been allotted this year:

Cuddalore-Salem via Vridhachalam

Tiruchi-Nagore-Karaikal

[Shri P. Kumarasamy]

Tanjore-Villupuram
Madras Beach-Tiruchi
Dindigul-Trichendur-Tenkasi (93 kms)
Quilon-Tirunelveli-Trichendur-Tenkasi-Virudhunagar
Villupuram-Katpadi
Villupuram-Pondicherry
Madurai-Rameswaram via Manamadurai
Tiruchi-Manamadurai

(Translation)

SHRI MANJAY LAL (Samastipur): Mr. Chairman, Sir, first of all I would like to thank the hon. Minister of Railways for presenting the Railway Budget in the House meticulously. For years, when the Railway Budget was presented in the House, there was furore in either this or that corner of the House. But this Railway Budget is a balanced one because this budget has been prepared keeping in view each and every corner of the country. Therefore, there was no furore in the House when the Railway Budget was presented and all the members listened to the budget speech peacefully and all of them thanked the Minister of Railways. Even the leader of opposition has congratulated the hon. Minister in the House today. Therefore, once again I thank the hon. Minister of Railways for presenting a balanced budget.

But, man itself is not perfect he steps towards perfection gradually. In the same way, Railway Budget has also remained imperfect from some points of view.

Salt is used by all, be he rich or poor, king or a layman. To withdraw the tax imposed on salt, the Father of Nation Mahatma Gandhi started Dandi march. Keeping in view low income of Railway, the hon. Minister of Railways has enhanced freight on salt. I urge upon the hon. Minister that if the loss can be made up from other sources, then he should consider to roll back the enhanced freight of salt.

Railway is divided in many zones. The Government proposed to set up Railway Zone in Hazipur but it remained on papers only. You have taken a bold step to set up Hazipur Railway Zone. You have sanctioned it. I would like that funds should be provided to set up Zonal Office in Hazipur. Long pending demand of the people of Patna is that a bridge should be constructed on the river Ganga. Foundation stone was laid many times for constructing a bridge there but the construction work was not started. The Prime Minister laid the foundation stone of the bridge this year and its construction work has been started. Funds should be provided at the earliest so that the bridge could be constructed. With the help of this bridge, to and fro visit of north and south Bihar would become easy.

I am a resident of Muzaffarpur district. More funds should be provided so that long awaited Sitamarhi-Muzaffarpur rail line project can be completed at the earliest. I hope that the hon. Minister of Railways would

An allocation of Rs. 1531.29 crore is required for these projects to be completed. I, therefore, request the hon. Minister of Railways to allocate more funds for these projects. Otherwise, little progress will take place this year on these projects. Dindigul-Palani-Coimbatore line is a metre-gauge line. I request the hon. Minister to take this line for conversion into broad gauge.

In Southern Railway there are ten track-doubling projects for which allocation to the tune of Rs. 111.7 crore has been made this year. Except the 17 kilometre stretch of Irugur-Coimbatore line which touches Tamil Nadu, there is no other doubling project in the State. Chennai metro rail project also needs more allocation.

The Integral Coach Factory at Perambur is well-known for manufacturing railway coaches of international standards. Coaches manufactured in this factory are supplied to foreign countries also. However, year after year allocations for ICF are coming down. The allocation this year is only Rs. 23.85 for ICF at Perambur whereas the Railway Coach Factory at Kapurthala has been given an allocation of Rs. 73.98 crore. I am not against Kapurthala getting more money. All I want is that ICF Perambur should not be neglected by such meagre allocation of funds.

As a result of privatisation, the under-guard parcel vans in GT Express and Tamil Nadu Express trains have been given to private agencies. It has been seen that they are not following the safety norms. Instead of following the prescribed norm of eight tonne load, loads of 12 tonnes to 15 tonnes are being put in these vans endangering the passenger safety. I am told that the passengers are being charged more and are being cheated. I request the hon. Minister to inquire into this.

The hon. Minister has already promised the Tuticorin Third Gate Railway over-bridge in a meeting. I request the hon. Minister to look into the matter and make the necessary allocation for it.

With these words, I conclude my speech.

get this work done shortly. I hail from Samastipur and there is an old factory of Railway. This factory was on the verge of closure. But the hon. Minister of Railways has given special order for the revival of the factory. I urge that the factory should not only be revived but also its production be increased. If it is done then the people of that area can get employment. There are Pusa Road and Dhola stations in Muzaffarpur and Samastipur in Bihar. The Department of Railways is earning huge revenue from both these stations. I urge upon the hon. Minister that both these stations should be computerized. Then the passengers would get great relief. The great martyr Khudi Ram Bose was arrested at Pusa Road station. I would like that Pusa Road station be made model station and it should be named after Khudi Ram ji.

There is Vidyapati Nagar Railway Station between Bachwara and Hajipur rail line in Samastipur. Vidyapati was a great poet. He breathed his last there. There is a temple of Lord Shankar ji in that station complex. I urge that the railways should construct the road leading to the temple situated on the station complex. Earlier, there was metre gauge line now it has been converted into broad gauge line. Therefore, the height of the platform of the above station should be raised.

The railway crossing situated on the western side of Samastipur Railway Station has been closed. Consequently the people are facing problems there. If the crossing can not be opened then any alternative arrangement should be made so that the people can cross the railway line easily...(*Interruptions*)

The Hon. Minister of Railways has laid foundation stone of Kaptanganj-Thane-Gopalganj-Mathrak-Chhapra railway line. More funds should be provided at the earliest for its early completion. With these words, I once again thank the hon. Minister of Railways for presenting a balanced Railway Budget keeping in view each and every corner of the country. I wholeheartedly support this budget.

(*English*)

MR. CHAIRMAN: Shri Adhi Sankar, you can lay your speech on the Table of the House. Shri Rajo Singh, you may also lay your speech on the Table of the House Now, Shri D. Venugopal to speak.

*SHRI ADHI SANKAR (Cuddalore): The aim of the Government is to link that all rural roads. In my constituency, Cuddalore in Tamil Nadu, out of six Assembly segments, three Assembly segments, namely

*Laid on the Table of the House.

Reshivanthiyam, Sankarapuram and Ulundurpet are rural areas. In these places, there is no train facility. Even the peoples of these places have not seen the trains also. At the time Nehru period, a survey was taken to link all these places with Villupuram Junction. Hence I request the Minister to form a new line from Villupuram to Salem through Tumkoilur, Thiyagadurgam, Kallakurichi and Salem or Tumkoiler, Sankara Puram Kallakurichi also to Salem.

And also I request the Minister to construct a Road over Bridge at Ulundurpet. It is main place which is in Chennai to Thrichi National Highway Road.

And also I request the Minister to speed up the construction of Road Over Bridge at Cuddalore and there is no VIP lounge at Villupuram Junction and also there is no platform in Arakandanallur Railway station and also no drinking facility.

Kindly look into these matters.

[*Translation*]

*SHRI RAJO SINGH (Begusarai): Mr. Chairman, Sir, I want to give certain suggestions on the occasion of presentation of Railway Budget Gaya-Keol line should be electrified.

The work on the Dariyama, Bihar Shariel, Asthama, vervidha, Shekhpura line should be completed soon.

A second class AC coach should be added in the Gaya Hawrah via Keol Express.

[*English*]

*SHRI D. VENUGOPAL (Tiruppaththur): Hon. Chairman Sir, I thank the Chair for giving me an opportunity to speak on the Railway Budget for the year 2002-03. At this moment I would like to heartily thank the leader of the world Tamils and our DMK's leader Dr. Kalaignar Karunanidhi who had enabled me to be here in this august House.

Railways, that serve the masses meeting both transport and freight movement requirements, have been successfully functioning in India for the past 150 years.

Indian Railways which started its journey on a 32 km railway route has increased its total length of railway lines by about 2000 times and it touches about 62,000 kms.

From 6.5 to 47.5 crore the number of rail passengers have also increased manifold. In this enormous growth our independent India's Governmental contribution is apparently not much.

*English Translation of speech originally delivered in Tamil.

Our Hon. Railway Minister with his dynamism and vision is capable of thoughtfully evolving plans to enhance the quality of service provided by the railways. He must ensure that people of India especially the people of Tamil Nadu are greatly benefited by his efforts to identify the areas Railways have not reached as yet and to viably operate train service mutually benefiting both the public and the Government.

Decentralisation and delegation of more powers to the Railway regions are a welcome move. Only when the needs and the sentiments of the local people are understood and acted upon, it would be possible for the Railways to offer an effective, viable and profit-making service. It is felt that the demands of the people of the south are not heeded to.

Katpadi-Villupuram gauge conversion was announced in 2000-01 at my instance as I had been insisting on that. But unfortunately the work has not yet been taken up. My consistent demand to link Bangalore the capital of Karnataka with Thiruvannamalai the capital town of spiritualism is still under consideration.

It is gladdening an announcement to have warehouses to provide storage facilities to agro-products on transit and this would help industrial growth. The agro-products like flowers and fruits from Tiruppattur and leather products and tanned leather from tanneries and leather industrial units of Ambur, Vaniyampadi are sent as rail cargo from Jolarpet. Hence I urge upon you to provide a warehouse in Jolarpet junction with modern storage facility.

On behalf of the people of my constituency I thank the Railway Minister for commencing a computerised reservation centre at Ambur Railway Station.

Leather industrial units producing quality leather products of international standards are in Ambur and Vaniyampadi that come under my constituency. Considering the importance of these two towns the Railway Minister may kindly give stoppages to all the express trains that pass through them. This would only be profitable and feasible to the Railways.

Train No. 6519/6520 running between Bangalore and Bangarpet has been extended upto Jolarpet. This may kindly be extended upto Katpadi that would link Vellore the Fort City, which has the world famous Christian Medical College and several engineering colleges. This would greatly benefit Ambur and Vaniyampadi the leather industry towns and other industrial centres like Pernampet, Madhanur and Gudiyatham.

Nellai Express may be reintroduced to run between Chennai Central and Nagarcoil via Katpadi and Jolarpet.

Yelagiri Express, Thiruvananthapuram Mail, Alappuzha Express, Cochin Express, Nilagiri Express passing through Ambur and Vaniyampadi must have stoppages there. Hon. Railway Minister may kindly look into it to do the needful.

Ambur, Vaniyampadi Railway Stations may also be provided with computerised ticket counters.

On the Tiruvannamalai-Villupuram rail route there is an unmanned level crossing at Ananthal village causing great inconvenience to the villagers. Villagers are barred from crossing it. Villagers are greatly inconvenienced to go to their fields for cultivation and other agricultural activities. A manned railway level crossing at Ananthal would greatly benefit the local villagers.

Daily wagers who render service to the Railways for years have not been regularised. I would request the Railway Minister to consider sympathetically their plight. Those who have appeared and passed the Grade IV selection test have not been appointed as yet. They may be posted in the jobs for which they have been selected. Likewise those who have deposited in Railway Bonds must be given priority in reservation for journeys.

When compared to the number of railway projects in other parts of India, the number is meagre in Tamil Nadu. In order to give a boost to industrial growth the rail operations and railway projects may be pursued in Tamil Nadu, which would give rise to business and self-employment opportunities.

Jolarpet in my constituency is a very big town panchayat in my constituency. Jolarpet junction is situated right in its middle. Katpadi-Bangalore and Katpadi-Trivandrum railway lines pass through Jolarpet town dividing it into two. Residential area is on one side and on the other side Government offices, college, schools and hospital are situated. Since it is a heavy traffic route inconvenience caused to the public to go to one place from another is enormous. Hence I urge upon the Railway Minister to do the needful to construct a rail over bridge.

Gauge conversion of Katpadi-Villupuram rail route and laying of new railway line between Thiruvannamalai and Tindivanam to link it with Chennai and a new railway line between Thiruvannamalai and Jolarpet to link it with Bangalore would greatly help the public of this backward area comprising of entrepreneurs, traders, students, labourers, Government employees and the pilgrims. This

would be a gift from the Railways to Thiruvannamalai on the occasion of its 150th year. This would provide easy access to the border districts of Andhra, Tamil Nadu and Karnataka with Chennai.

The annual 'Deepam' festival celebrated at Sri Arunachaleswarar temple in Tiruvannamalai draws lakhs of pilgrims from all over Tamil Nadu and several parts of India. Nowadays, the monthly full moon day's Pournami Puja attracts lakhs of pilgrims for Girivalam. The number of pilgrims that throng this holy place may swell further. Hence the railway link between Chennai-Thiruvannamalai and Bangalore-Thiruvannamalai becomes a need and necessity.

Chennai-Thiruvannamalai, Pondicherry-Thiruvannamalai special trains must be operated. Annual Karthikai Deepam and monthly Girivalam and the increased trade and traffic would make the rail links a profitable operation. Thiruvannamalai too may be given computerised reservation centre.

Chennai, the third largest metropolitan city, Pondicherry Union Territory in the neighbourhood and the border towns in the South East Coastal area, all put together must get enhanced railway services and facilities.

In this year's Railway Budget several new trains and new rail routes have been announced. Tamil Nadu gets just two, namely, Nizamuddin-Kanyakumari Express operated once a week and Chennai-Trivandrum (daily). This is really disappointing. In India, Tamil Nadu is in the forefront in earning revenue for the Railways. But Tamil Nadu is ignored due to which more number of trains are still running on the metre gauge line. Even after independence Tamil Nadu was always neglected in gauge conversion. Adequate funds have not been allocated to Tamil Nadu. This is really disheartening.

Railway Budget for the current year does not fulfil the needs of Tamil Nadu. At least in the future Tamil Nadu's requirements must be met with.

With this I conclude.

*SHRI G. PUTTA SWAMY GOWDA (Hassan): In the Railway Budget presented by Shri Nitish Kumar for the year 2002-2003, he has not tried to maintain the balance in the allotment of funds for various developmental works.

I would like to congratulate the Minister because in this Budget he has managed to taken care of Security

and Improvement of Railway safety. But I am sorry to bring it to the notice of Hon'ble Minister that he has failed to complete the projects, which were started predecessors, Uni-Gauge conversion couldn't take place on time and laying of new lines has almost been stopped. You have not made sufficient provision to construct new lines in the budget.

So far Hon'ble Minister have spoke elaborately about the lapses and good work done by the Railway Minister at National level. Therefore, I restrict myself towards the problems faced by Karnataka with regard to Railways.

I would like to bring it to the notice of Hon'ble Railway Minister that in Part-I of Demands for Grants under the Head works Karnataka has been divided under two zones i.e. Southern Railway and South Central Railway. You will be surprised to know that out of 156 works proposed to take up for the year 2002-2003 budget, only 4 works have been allotted to Karnataka (Page No. 16.6.18 to 16.6.25) I do not understand the logic and the yardstick applied behind the allotment of works to various States.

Hon'ble Minister may be aware of construction of the cable bridge in K.R. Puram, Bangalore. This was sanctioned during the year 1995-96, when Shri Jaffer Sharief was the Railway Minister. But after 7 years also it could not complete the project. Construction of this bridge for so long has indirectly paralysed the whole city, therefore I request the hon'ble Minister to complete the bridge in a time bound programme.

NEW RAILWAY ZONE: The demand for the formation of new Railway zone at HUBLI has been there since a decade. Since two General Elections BJP has made this as an Election issue and to some extent they succeed in that. Several time they had fixed a date for inauguration by none other than Hon'ble Prime Minister, but it is not clear why it is not materialized. I would like the Hon'ble Minister to come out clear in his reply, whether they are really want to carve a Railway Zone or just they want to use it for election purpose.

When Shri Ramvilas Paswan was Railway Minister, he had announced a new Railway zone for Bihar and within a record time he had implemented. When Bihar can have 2 Railway zones, why is the Government showing reluctance to form one for Karnataka.

[Shri G. Putta Swamy Gowda]

NEW CIRCULAR RAILWAY IN BANGALORE

All the 4 Metropolitan cities have best of Railway networks. In Delhi world class Metro Railway system in coming up, Kolkota has a best Metro Railway system. Karnataka Government has requested to Rail Ministry several times to plan for construction of Metro Railway or Circular Railway in Banglore, but since after becoming Minister he has not been telling a single word about circular Railway. The pressure in road transport in Bangalore is very High. Therefore I would request the Minister to announce an action plan to implement Circular Railway in Bangalore.

RAILWAY POLICE

Railway has its own Railway Police Force to take care of the safety of Railway assets and the people who are travelling through Train. Unfortunately Railway Property as well as passengers are not protected as expected by police.

Therefore, I request the Railway Minister to plan for modernization of force and retire shady & inefficient employees of the force. Since the Railway Minister is not able to complete the needs of Karnataka, I demand for his resignation.

[Translation]

*SHRI RAMJIVAN SINGH (Balua, Bihar): Mr. Chairman, Sir, I support the railway budget. The hon. Minister of Railways has made progress in the railway sector in a short time despite available limited resources. He had brought a remarkable change in discipline and work culture. He has made an impact on the whole department. I thank him and Ministry of Railways for this.

Mr. Chairman, Sir, for time being very limited, I would not touch upon other subjects but will confine myself only to the problems of my own constituency. I would like to draw the attention of the Ministry towards certain issues of public interest relating to my constituency.

Mr. Chairman, Sir, my constituency is purely a rural area. Almost 85 per cent population of that area lives on agriculture. The main cash crop of this area is sugarcane. The farmers of my area supply sugarcane to the sugar mill situated on the Hasanpur Road in the adjoining Samastipur district. The farmers are required to cover a distance of 25 kms. to 100 kms. by road for supplying

*Laid on the Table of the House.

sugarcane to the above mentioned sugar mill. The roads are in a very poor state. The farmers have to face a lot of problems due to dilapidated condition of roads. There is a railway station in Hasanpur. If railway line is extended from Hasanpur to Barauni junction then it would facilitate easy supply of sugarcane. It will help in increasing sugarcane producing area. Mokama and flood prone areas will also start producing sugarcane. Besides that Hasanpur-Mokama will get connected via Barauni. The transportation facility for the employees working in different industries of all the places will improve. Revenue of Railways will also increase. The proposed Hasanpur-Barauni railway line is just 42 kms. long. It has been surveyed several times. Please give priority to this proposal in public interest.

In Samastipur-Barauni railway section, the distance between Bachwada and Teghda stations is about 10 kms. and in between these two stations construction of a halt near Navada village is very essential in public interest. I had already made an oral as well as in writing a request to this effect. A survey has already been conducted.

A halt should also be constructed in public interest near Fateha village between Bachwada and Vidyapati stations at Bachwada-Patori railway sector. I had requested for this earlier too. A survey has already been conducted. Both the halts will be useful.

There has been a long standing demand for constructing a halt near Mauji village between Hasanpur and Salauni stations in Samastipur-Khagaria railway section. Please see to it that a halt is also constructed there.

Garhpura halt is already functioning in Samastipur-Khagaria railway section. It earns a lot of revenue. It will still earn more revenue, if it is upgraded to a full fledged station. A zonal office and a very big market are situated here.

Lakhminia and Salauna are two important stations in my Lok Sabha Constituency. Administrative divisional offices exist in both the places. A lot of people visit these places for their work connected with divisional office and market over there. Very few trains stop here. Please see to it that all the Express trains stop at both these stations. It will benefit the public and simultaneously it will also increase the revenue earning of railways.

There is a station named Barauni flag in Samastipur-Khagaria railway section. It is there right from the times of the Britishers. The Barauni junction is called by this

name because the people of Barauni made available all the land free of cost for the construction of Barauni junction and for the convenience of land donars Barauni flag station was constructed near the village Barauni. It is the demand of the people of that village that the name "Barauni Flag" be renamed as "Barauni Gram". This proposal is worthwhile. It is requested to amend the name accordingly. There is a bridge over the narrow line near Sadhajagat Station in Samastipur-Bachhwara Railway Section. The bridge is not being used. Permission may please be granted to construct a road over this bridge. I will get this road constructed over that bridge in public interest from my Member of Parliament Local Area Development Fund. If the department of Railways need it in future the department can take it back.

There is Umeshnagar station between Khagaria-Sahebpur Kamal station. Accidents often take place in the absence of approach road. Many times people are over-run by trains while crossing the line. It's length would be only one thousand feet. The land belongs to the Railways. An approach road may please be constructed there.

There is Sanha halt near Sanha village between Lakhminia-Sahebpur Kamal stations in Barauni-Khagharia Railway section. It is lying closed these days. It should be re-opened after repairs.

The Minister of Railways has done a good work in the interest of the people of Bihar by introducing Sampurna Kranti train between Patna and Delhi. The people of Bihar have got great relief with the introduction of this train. I thank hon. Minister for this. With this, I also urge upon the Minister to extend the train up to Barauni junction so that the people of North Bihar also got benefited by it. It may please be considered.

With this, I once again support the Budget in toto.

[English]

*SHRI MADHAB RAJBANGSHI (Mangaldoi): I am very thankful to you for giving me an opportunity to speak some words during the discussion of Railway budget.

Sir, I am very sorry to apprise the August House, that the Ministry of Railways has adopted neglecting attitude since Independence so far as execution of Railway works are concerned in Assam.

Since past it is seen, that Ministry of Railways is neglecting the interest of North East Region, which

appears step motherly treatment. It is seen, that while allocating the funds for various projects in execution or new proposed projects of any nature, the Ministry of Railways has not fulfil the aspirations of the Hon'ble Members of Parliament from Assam while submitting the Annual Railway Budget through which, the budget estimate of the project is released, which on the face of it, appears gross injustice to North East Region.

You may probably remember, that all the Members of Parliament from Assam State had staged a walk out during the last year Railway budget speech delivered by Kumari Mamata Banerjee, the, then Hon'ble Minister of Railways against the gross injustice done to the State of Assam for not allocating adequate funds in the Railway Budget of 2000-2001, where several old projects are lying incomplected since long due to non availability of funds.

It is a matter of great concern that since the inception of NDA Government in Centre, every Railway Minister has always given preference and top priority to the State to which, he belongs and announced several new projects without keeping in view the fate of old projects lying pending in other States due to financial crisis, which forced the Hon'ble Minister of Railways, for not making any Budget Provision against the old projects, lying incomplected in several States, whereas the Hon'ble Minister is supposed to give more thrust and importance to the old project lying pending since long, which resulted abnormal increase in the Budget Estimate of the Project due to abnormal increase the cost of material as well as higher wages of the Labour.

It is not out of place to mention here that during his past tenure as Railway Minister you whole heartedly assured the Members of Parliament from Assam, for allocating adequate funds for the old projects in execution which are lying incomplected in Assam State or in North East Region, but it is unfortunate that Kumari Mamta Banerjee in the capacity of Railway Minister did not honour the promises made by her predecessor (Shri Nitish Kumar) which reflects that with the departure of the Hon'ble Minister the past pending proposals have meet the fate of dustbin. Similarly after the departure of Kumari Mamta Banerjee from the Ministry of Railways, her promises meet the same fate, due to which the Members of Parliament are bound to face the anguish and ire of the voters without any fault at their fault.

Sir, I would like to draw the attention of the Hon'ble Minister for Railways, that Rangia Division works were

[Shri Madhab Ragbangshi]

started in 1995, but it is a matter of great surprise, that from 1995 to till date only 1.20 Lacs were sanctioned against this division which resulted abnormal delay in completion of the works and commencement of regular work in the division for which, it was created. Will the hon'ble Minister be pleased to let me know as to why this kind of injustice is done to Rangia Division.

Sir, very severe resentment is developing amongst the people, students, Farmers, and Labourers against the abnormal delay. The prevailing resentment will be uncontrollable, therefore, I may request the Hon'ble Minister for Railways to understand the gravity of the situation and sanction the total amount of the Budget Estimate of Rangia Division in the current Financial year 2002-2003, otherwise we will not be responsible for any untowards mishappening at the hands of disgruntled inhabitants of the area.

Sir, I raised the issue of RANGIA MOKOKSELENG GAUGE CONVERSION during the course of Railway Budget discussion, last year, and also repeatedly requested the Hon'ble Railway Minister in all the meetings held with him in the Ministry of Railways, to complete the survey works of the line, but you will be surprised to know that survey work has not been completed by now. Sir, I would like to remind the Hon'ble Minister for Railways to see the matter seriously, as the prolonged survey work will cost the Government heavily.

Sir, I wish to apprise you, that the Hira Lal Patwari, the then Hon'ble Member of Parliament at the time of Morarji Desai Ji, from the Parliamentary Constituency of Mangaldoi, had tried his best to start a New Railway Line from BAIHTI TO RAUTA-VIA-KHARUPETIA, but his efforts brought no fruitful results. Sir, I also raised the issue of starting new railway line as proposed by late Shri Patwari in the last year Railway Budget discussion, but the Ministry of Railways has not given the justification or the demerit in starting the new railway line. I again request the Hon'ble Minister of Railways to kindly look into the matter expeditiously and allocate adequate funds in the current financial year to commence the work of new railway line.

Sir, I wish to apprise you, that all the Members of Parliament from Assam State, demanding repeatedly to establish a Railway Coach Factory at Assam, in order to utilise the existing resources available in Assam State, which will in turn provide employment to several thousands of skilled and unskilled manpower, bring rapid development in the State and bring upliftment and prosperity among the poor people of the State below the

poverty line, but it is matter of great concern, that the Hon'ble Minister of Railways has turned deaf ear to the request made by all the Members of Parliament from the State irrespective of party loyalty.

Sir, I wish to apprise you, that so many important Railway Stations fails under my Parliamentary Constituency Mangaldoi, such as NALBARI-RANGIA-BAIHATA-SANGSART-KHOIRABARI-TANGLA-HARSINGHA-UDALGURI-ROWTA-MAZBAT, but you will be surprised to know, that no basic amenities which are of important nature as required by the passengers are existing at all. I have recently conducted a surprised visit of all the Railway stations as mentioned above, and found (i) no drinking water facility (ii) no light (iii) no branches for passengers (iv) no urinals for passenger.

Besides the above, the platforms are in a dilapidated condition and appears, that maintenance works viz annual repairs and maintenance works have not been carried out since long. I may request the hon. Minister of Railways to look into the matter expeditiously and take drastic action against the concerned authority who have miserably failed to provide basic amenities and keeping the maintenance works in abeyance.

Sir, I wrote a letter to the Hon'ble Minister of Railways to construct a foot over bridge at Dhansiri river by the side of Railway bridge to facilitate the Public to cross the river, but the hon'ble Minister has apprised me under his letter No. 2001/CE-I/FOB/3 dated 11.2.2001, that the proposal could be considered only on deposit terms i.e. State Government, Local Authority concerned have to bear initial cost of the construction of foot bridge.

Sir, the proposed work as a matter of fact in Public Interest in order to ease the various problem being faced by the common people at large hence, I may request the Hon'ble Minister to kindly re-consider the proposal and the initial expenditure should be incurred by the Ministry of Railways. However, I promised, that the maintenance would be done under the MPLAD funds, partly shared by State Government and Local Bodies.

With these words, I conclude my speech Sir.

[Translation]

*SHRIMATI HEMA GAMANG (Koraput): Hon'ble Sir, I thank you and my party for giving me a chance to speak on Railway Budget.

Sir, in comparison to the average 19 kms of National Rail Network per thousand Sq. Kms. in the country, the average network in Orissa is only 14.04 Kms. Whereas this average in its neighbouring States like Bihar and West Bengal is 30 Kms. and 43 kms. respectively. It means that against the total 7432 kms of Rail Network of South-East Railway Orissa has only 2340 kms. of the network. It may be worth mentioning that Orissa alone contributes about 30 per cent of the total revenue of the South East Railway traffic.

Therefore, first think I would like to say is that the headquarters of East Coast Railway may be established in Bhubaneshwar soon. For this, land allotment and other formalities have already been completed. The upgradation, modernisation and renovation of all Railway stations, platforms, reservation centres etc. of Orissa should be done in a better way and all possible measures should be taken for passenger amenities. Rail over bridge, Railway crossings should be constructed at all possible places. The DMU, the EMU trains do not have passenger amenities. Attention should be paid towards this. An early electrification of Khadagpur-Bhubaneshwar Rail Section alongwith electrification of the entire Rail network of Orissa should be done.

I would like to thank the hon. Minister of Railways for providing an amount of Rs. 10 crore for gauge conversion of Nopara Gunupur Rail line in the Budget but this amount is not sufficient. Therefore, I want that the amount be increased up to 25 crore at least. Besides, if the gauge conversion work has not been extended up to Raigara, Koraput, Jaipur, it will become of no use.

Sir, keeping in view the strong demands and feelings of the people there is an urgent need to establish Talcher-Gopalpur, Talcher-Vimalgarh, Jaipur-Malkanagiri new rail link besides proposed rail projects. According to a report released recently, the survey work of the above two rail links has been completed and its report have also been submitted to the Ministry of Railways. It has been said in the report that the survey work for the Jaypur-Navrangpur rail section is in progress while nothing like that has been mentioned about the Jaypur-Malkangiri section. Langigarh-Ambaguda and Langigarh-Junagarh tribal areas be linked with the railways. Rourkela-Bolangir-Talcher should be linked with the tribal dominated Benai area. Bolangir-Khurda be connected with the western and eastern Orissa.

Sir, the Hirakund Express which runs between Nizamuddin and Bhubaneshwar should be extended up to Raiguda, Koraput for the convenience of the people of

western and southern Orissa. The Falaknama Express running between Hyderabad and Kolkata/Howrah should be routed through Raigada. It will facilitate service class daily commuters and businessmen in all aspects as there are many major industrial establishments like J.K. Paper, IMFA, NALCO etc. in Raiguda.

Sir, the Rajdhani Express which runs between New Delhi and Bhubaneshwar tow days a week should be run daily or at least five days a week. The Samata Express which runs three days a week between Nizamuddin and Raiguda should be run daily.

A new train should be run from New Delhi to Raiguda via Allahabad, Varanasi.

18.00 hrs.

MR. CHAIRMAN: Now it is 6 O'clock and some more hon. Members are yet to speak on the Railway Budget. Besides, there is enough time remaining for discussion on the railway budget. If the House agrees the sitting of this House may be extended by two hours.

SOME HON'BLE MEMBERS: Yes, Sir.

MR. CHAIRMAN: Time has been extended for two hours with the consent of the House.

[English]

MR. CHAIRMAN: Shri Bhartruhari Mahtab, Shri Madhab Rajbangshi and Shrimati Hema Gamang are allowed to lay their speeches on the Table of the House.

SHRI SUNIL KHAN (Durgapur): Sir, I stand to oppose the Railway Budget presented by the Railway Minister, Shri Nitish Kumar. The process through which was started by the earlier Minister in the name of Rakesh Mohan Committee is followed by Shri Nitish Kumar in toto in every step of his Budget in a very clever way.

The adoption of Rakesh Mohan Committee's Report will be very dangerously reflected on 1.25 crore railway passengers travelling everyday. This was never discussed either in the Standing Committee or on the floor of the House. It is dictated by some representatives of institutions like FICCI, ASSOCHAM, CII and the then economists advised him to follow or execute the Rakesh Mohan Report.

I hope it is NDA's second generation reform by which the Railway Board will cut the manpower from 16 lakhs to 9 lakhs within five years. It is the largest network in

[Shri Sunil Khan]

the world. So, it is difficult to sell or disinvest at a time. On that basis, the first step they have taken is to separate Chittaranjan Locomotive Works, the Integral Coach Factory, the RCF (Rail Coach Factory) and DLW (Benaras) and sell them out.

The second step will be to separate 86 important workshops where engines, passenger coaches and wagons are kept and repaired. These important workshops will be separated and will be sold out to the private owners.

The third step will be to separate the schools, hospitals and the training centres.

In the last year's Budget of 2001-02, freight capacity of goods were targeted as 500 million tonnes and in 2000-01, it was 475 million tonnes. But both the targets were not fulfilled by the Railway Department. They are told that Indian economy is in recession.

In the road sector, the quantity of coal carried in subsequent years is much more than that of 1999-2000 and previous years. Why is it low in the case of rail traffic. It is due to the increase of freight by two per cent last year. This year also, you have increased the freight charge. As a result, the loaded capacity will be declining. The target which you have fixed as freight traffic is 210 million tonnes. I hope you will not reach even 70 per cent of your target. As a result, the income due to growth rate which you have targeted at 11 per cent will not be fulfilled.

This is the first Railway Budget which does not have any new project. For the last two years the progress of Railway projects has stopped. The electrification and conversion of line, from single to double, from smaller to medium, and from double to triple are very less in this year's Budget. The Minister has declared that he intends to separate Railway map in three parts. As a result, West Bengal is the worst victim. On the one hand, the Minister has a target to carry 625 million goods by rail and on the other hand he has reduced the orders for wagons, especially in West Bengal from Burn Standard and other wagon industries. As a result, wagon industries in West Bengal would be ruined.

The hon. Prime Minister declared that a fund of Rs. 17,000 crore will be created for safety measure. If you recall, in the month of December 2001, you have imposed Safety Cess. It was done without a discussion in Parliament. Now, it has become a permanent feature. In the Ninth Plan, you had targeted 819 kms. new lines. But at the end of the fourth year, you have completed

562 kms. At this rate, you will be able to complete only 776 kms. In the case of gauge conversion, the target was 3,710 kms. but at the end of fourth year, you could complete only 1,832 kms. At this rate, you will be able to complete only 2,374 kms. With regard to doubling, the target was 2,500 kms. but at the end of fourth year, you could complete only 840 kms. In the case of track renewals, the target was 13,922 kms, but at the end of fourth year, you could complete only 12,173 kms. In the case of railway electrification, the target was 2,334 kms., but at the end of fourth year, you could complete only 1,881 kms. At this rate, you can complete only 2,256 kms. In the case of diesel locomotive, the target was 785 kms., but at the end of fourth year, you could complete only 557 kms. At this rate, you can complete only 647 kms. As far as electric locomotive is concerned, the target was 851, but at the end of fourth year, you could achieve only 603. At this rate, you can complete 672. As far as coaches, other than EMU, are concerned, the target was 10,909, but at the end of fourth year, you could achieve 8,470. At this rate, you can achieve only 10,142. In the case of wagon, four wheeler units, the target was 1,36,000, but at the end of fourth year, you could achieve only 87,316. At this rate, you will be able to achieve only 1,04,316.

The Minister has increased the freight charges again on coal, iron, crop, urea, palmelein, and gas, salt (*Interruptions*) Due to increase in freight charges on urea and crop, the poor farmers will suffer. Due to increase in freight charges of gas and palmolein, lower middle class and middle class will suffer. Due to increase in the freight charges on iron and coal, steel industry will face a dangerous situation. So, I would request the hon. Minister to roll back this increase.

The Railway hawkers should be provided with licence. These unorganised workers, who do the railway line construction and repairing work, would be around more than ten lakhs all over the country.

But they are not recognised as railway workmen. The Railway authorities do not provide them even medical facilities or free passes to travel for reaching their work place.

Further, Mr. Minister, you have imposed a tax of Rs. 1400 crore over the head of the common people and the passengers. The ordinary second-class-ticket-holder, the monthly season-ticket-holder and even the senior citizens are the victims...(*Interruptions*) What about the pending survey of Kumarghat to Agartala line? What about the Jammu to Kashmir project? What about the long-pending demands of West Bengal? You have allocated only Rs. 137 crore to the pending projects

whereas the requirement is Rs. 1733 crore. What about the Howrah-Amra project? It is a twenty-year long project. Still it is pending. What about the Maynaguri-Jogigopa project? What about the Digha-Tamluk project? You have allocated only Rs. 25 crore to BDR. In the previous year, you had already allocated Rs. 40 crore but Rs. 32.87 crore has not yet been spent. I would like to know from the hon. Minister whether the unspent money would be added or not. If you want to complete the Bankura-Damodar River railway project within 2004, you have to allocate more. I would request you that after the completion of this route, you should extend this BDR route from *Beliatore* to Durgapur which is only 20 km. If you extend it, it will be the gateway to the North-East from the South and it will be the shortest and a profitable one. I would request you to make a survey this line immediately...(*Interruptions*)

MR. CHAIRMAN: Please conclude now. I call the next speaker.

SHRI SUNIL KHAN: I would like to mention regarding the train *Annanya* which has started from Bankura to *Solimar* and extended up to Adra but it is difficult for the passengers to get down at *Solimar* because of non-availability of transport in time. So, I would request you to divert the train to Howrah.

MR. CHAIRMAN: Please conclude now.

SHRI SUNIL KHAN: I will conclude. I want to remind you regarding Sealdah-New Delhi Rajdhani Express. It should be run on Sunday from Sealdah because you have already lifted the Bhubaneswar Rajdhani from Howrah. I would request you change the timings of the Howrah-New Delhi Rajdhani Express which runs on Sundays. I would request you to reschedule the timings. Instead of starting at 1.30 p.m. it should be at 5 p.m.

Due to heavy rush in the coal-field, the Mayurakshi Express when comes to Durgapur, students, specially girls, who are going to the university to study, the industrialists, the businessmen and senior citizens cannot board the train to go to Kolkata.

MR. CHAIRMAN: Your speech will not be recorded. Please conclude.

SHRI SUNIL KHAN: I am concluding now. So, I would request you to kindly introduce one fast passenger train from Durgapur to Howrah.

With these words, I conclude.

MR. CHAIRMAN: Dr. N. Venkatasamy to speak now. Before you start, I am allowing Shri C. Kuppusami and Shri Joachim Baxla to lay their speeches on the Table of the House. Both are allowed to do so.

SHRI C. KUPPUSAMI (Madras North): I may be permitted to lay my speech on the Table of the House.

SHRI JOACHIM BAXLA (Alipurduars): With your permission, I lay my speech on the Table of the House.

*SHRI BHARTRUHARI MAHTAB (Cuttack): I am thankful to you for allowing me to speak a few words relating to Railway Budget of 2002.

The Railway Minister Nitish Kumarji has stood his ground and has not hesitated to take some hard measures. The decision may not be palatable to many but the situation had become inevitable.

Among the most discussed is the passenger fare. Second class passengers will have to pay between 6 and 14 per cent more on Express trains, depending on the distance. The hike appears substantial, but only if one ignores the details that the fares had remained more or less unchanged during the past two years.

Much has been made of the fact that there is no increase in the fare of Rajdhani and Shatabdi Trains. It is not as if the elite passengers have been spared. Fares were revised only in October last year to create the Railway Safety Fund and the premium travel category was the most hit.

While the most subsidised lower classes (sleeper and second class) had to pay a token sum of Rs. 2. The burden on the higher classes was as much as Rs. 100. To that extent, the increase has now been rationalised.

Even otherwise, the AC First Class is attracting very few customers because of the numerous flights started both by national and private airlines. In any case, the travelling public today is willing to pay a little bit extra provided it is assured of good service.

The Railway Minister has declared 2002-2003 as the Passenger Amenity Year. How far the slogan changes the situation on the ground remains to be seen. Railway Minister has tried to strike a regional balance and attempted equitable distribution of railway projects. Railway Minister in the past have indeed pampered their own

[Shri Bhartruhari Mahtab]

constituencies like nobody's business. Nitish ji stands apart. That is exemplified, quite ironically. Though he is criticised by representatives from Bihar for not offering anything to his home State.

The increase in freight charges is relatively modest and will fetch Rs. 450 crore. But even this will have considerable influence on the monthly household budget. Commodities of common use like edible salt, fruits, vegetables, gur, foodgrains, edible oil, pulses, organic fertilizer, urea, fodder and dry grasses are to carry the lowest freight tag.

While it has been proposed to carry out a marginal increase in the rates of coal, iron ore and raw material to steel plants, there will be marginal reduction in freight charges for iron and steel, pig iron, cement and most of the petroleum products.

The impulse to increase freight charges substantially in the past has seen a shrinkage in loading last year, it feel 11 million tonnes short of the target of 500 million tonnes.

The Railways is expecting to woo back revenue earning originating traffic and carry 510 million tonnes during 2002-2003. But that will be possible only if the economic slowdown does not cast its shadow. Not many new projects are proposed to be taken up. The Ministry is in a fix on that count. A mind-boggling sum of Rs. 1,25,000 crore is needed if it is to begin work on all the projects where a preliminary survey has taken place so far.

Marking 150 years of operation, the Railways puts more stress on the expansion of the network with 214 route km. to be added and implementation of safety aspects. Besides, 542 route km. of gauge conversion, 250 km. of doubling and 375 route km. of railway electrification is to be completed in 2002-2003.

The Railway is to introduce a new inter-city service called Jan Shatabdi Express. Sixteen such trains, including one from Bhubaneswar to Howrah are to be introduced this year. It's a welcome step. There was a long-pending demand for Rajdhani Express. It's frequency is to be increased and it should ply directly to Delhi via Adra. That has been conceded to. Now Bhubaneswar Rajdhani will ply thrice a week through Adra and need not travel to Howrah at all. I welcome it.

A pilot project for the computer-based unreserved ticketing system is also being taken up.

Twenty-five additional express trains including one from Berhampur to Bhubaneswar and seven (7) new passenger trains are to be introduced. The frequency of 14 pairs of trains is being increased. These steps are really praiseworthy.

The Minister has proposed to cut down capital expenditure marginally to Rs. 5142 crore as compared to the previous year's Rs. 5390 crore, even as the total works expenditure is slated to go up by Rs. 1605.09 crore to Rs. 10413.9 crore in the next fiscal year as compared to Rs. 8808.81 crore, mainly due to increased provisions for the Special Railway Safety Fund (SRSF), and depreciation reserve fund.

Over the next six years, the project will clear the backlog of replacement of over-aged assets. This includes renewal of nearly 17,000 km. Of track, rebuilding of over 3000 bridges, replacement of signalling gears at almost 950 stations, replacement of rolling stock and investment in safety enhancement aids. The problem is that far too much remains to be done to put the Railways back on the rails.

The Economic Survey this year has pointed out that the Government should corporatise the Railways to ensure viable commercial operations while restricting its role to policy formulations.

It has underlined that the financial crisis of the transport monolith is mainly due to high freight rates to benefit passengers. The survey has said that the root-cause of financial problems confronting the Indian Railways included lack of adequate productivity that is commensurate with exorbitant wage bills.

It has suggested that cross-subsidisation at the expense of freight services should be addressed immediately. For that to happen, we have to wait for the next budget, or perhaps next to next!

I would like to draw the attention of the Hon'ble Railway Minister to the problem of commuters between Cuttack and Bhubaneswar, the twin cities of Orissa. A preliminary report has indicated that four to six lakh commuters travel daily between Cuttack and Bhubaneswar using atleast 30 thousand vehicles.

I would request the Railway Minister to consider the suburban transportation system between Cuttack and Bhubaneswar initially which can be extended to Chandwar and Khurdha on both sides. The Rail India Technical and Economical Services (RITES) may be put on the job to conduct a survey.

Earlier, I had drawn the attention relating to congestion between Cuttack-Bhubaneswar rail lines as there is no second bridge over Kathjodi and Kerakhai. Unnecessarily, number of long distance express trains pass without touching Cuttack, which is the commercial capital of the State. I would request the Hon'ble Minister to provide funds for the survey of construction of second bridge over river Kathjodi and Kuakhai and accordingly, provide funds for enhancing the traffic between Barang and Cuttack and utilize Raj-Athgath-Talcher line for commercial use, exclusively.

There is also a greater need to open a new entrance into Cuttack Railway Station from the eastern side. Cuttack city has grown and more than 3 lakhs of people of the city alone reside on the eastern side of the Cuttack Railway Station. Hence, it has become a necessity for the commuters to access into the station from east side.

When funds are available for a project and the money is not spent the project is bound to suffer.

Apart from the neglect or the State's genuine interests, another facet of railway development in the State is lack on timely spending of funds. Records show how a large part of funds under the last 2001-2002 has been unspent affecting the progress of many important projects. While the extent of spending on a majority of projects under the South Eastern Railway (Construction Organisation) has been less than half of the funds allotted, authorities of East Coast Railway (ECR) Zone have not pursued for more funds though the Railway Board had shown interest.

The Daitari-Bansapani Project is a victim of lack of timely spending of funds and consequent surrender. The 155 km. line was sanctioned in 1992 and the progress in the last one decade has been only 54 per cent. How can it be completed by December 2003, the stipulated completion time?

Last year, that is 2001-2002, Rs. 50 crore were allotted in the budget but only Rs. 21.98 crore has been spent so far. The estimated cost of the project is Rs. 585 crore this year has been allotted. Further, stress has been given for completion of the project. If that is so, when are we going to achieve it?

Lack of timely spending of funds has also resulted in unsafe. If I may say so, journeys on rails. For example, the railway bridge on Birupa and Mahanadi rivers is over 100 years old necessitating the construction of a second bridge to ease pressure on the existing ones. But ironically

a meagre amount of Rs. 52 lakh out of the allotted Rs. 10 crore for 2001-2002 was spent while mandarin of the SER Construction Organisation has cancelled floating of tenders. This year Rs. 20 crore have been budgeted. I am in doubt, how much of it will actually be expended!

So is the case of Anugul-Sukinda Road project which is expected to boost industrial activities in the region. At an estimated cost of Rs. 440 crore, the project was taken up for construction during 1997-98. For quite a period it was mentioned in the much-hyped BOLT scheme. But nothing much has happened. That Rs. 6 lakh has been spent out of Rs. 5 crore allotted in the last budget speaks volumes about the project's progress.

The 78 km. Haridaspur-Paradip broad gauge line is yet another project the progress of which has been slow. Similarly is the fate of the Nuapada-Gurupur and Rupsa-Bangiriposi gauge conversion projects. Is it not necessary to see that the money allotted for a year should be spent within the time? Why the South Eastern Railway Construction Organisation has failed to implement the projects, or say, to spend the necessary budgetary funds in the stipulated period? Will the Minister, make an enquiry about it and find the cause thereto?

This is the case of one division. Such may not be the case elsewhere. If the Minister assures the House in this regard, I would be happy if he assures the House that henceforth, the money allotted in the Budget would be spent truthfully in the stipulated period. A time-bound programme be chalked out and accordingly responsibility be fixed.

There is no doubt that Railways has been the harbinger of progress throughout the world. Under the leadership of Hon'ble Prime Minister Ataljee and with the able stewardship of Nitishjee, progress of this country will definitely reach new heights. I extend full support to this year's Railway Budget and at the same time, I would expect necessary corrective measure be made at the earliest.

[Translation]

*SHRI SHIVAJI VITHALRAO KAMBLE (Osmanabad): I am very grateful to you for allowing me to speak on the railway budget. I would like to thank the hon. Railway Minister since he has allotted a fund of Rs. 30 crores for the Latur-Miraz gauge conversion project in my constituency (Osmanabad) Maharashtra. Secondly, I am pleased to note that he has granted permission for constructing overbridges at (1) Rambadi (2) Jair

[Shri Shivaji Vitthalrao Kamble]

(3) Kurduvadi level crossings in my constituency itself. An amount of Rs. 1.25 crore has been allocated for every bridge. I submit to the hon. Minister that the fund of Rs. 30 crore allocated for the completion of the Latur-Miraz gauge conversion work is virtually very little. During the current financial year at least a sum of Rs. 100 crore is required for this work. Only a sum of Rs. 100 crores will be able to complete the work to some extent. I, therefore, submit that by allocating a sum of Rs. 100 crores justice will be done to my backward constituency of Osmanabad and the public would bless you.

During the famine of 1972, the then Prime Minister Shrimati Indira Gandhi announced the gauge conversion of four routes. Out of these the first one is Bani-Chanaka, the second one is Desaiganj-Nagpur, the third is Mudkhed-Adilabad and the fourth is Latur-Miraz. Out of these four routes, gauge conversion work of two routes Bani-Chanaka and Desaiganj-Nagpur has been completed. 52 kms. gauge conversion work between Pandharpur-Kurduvadi of the Latur-Miraz route, has been completed. 42 kms. gauge conversion work from Latur to Latur Road has been completed. The distance between Latur and Kurduvadi is 143 kms. Earth-work and the work of constructing small bridges in this route has been completed to some extent. A total sum of Rs. 140 crore is required for completing the Latur-Kurduvadi gauge conversion work. Unless the work relating to Latur-Kurduvadi gauge conversion is completed, completion of gauge conversion work between (1) Latur-Latur Road and (2) Pandharpur-Kurduvadi route will be of no use since the aforesaid two routes will be inter-connected only after completing the Latur-Kurduvadi route. It means that Marathvada and Western Maharashtra are two big divisions, which are connected with each other. There are 18 stations on the Latur Kurduvadi route. In all there are about 130 small and big bridges. In the Osmanabad district earth work is going on very slowly.

Though gauge conversion of Latur-Miraj railway line was announced way back in 1972, but not even half the work has been completed on this line since then. The two projects of Daud Baramati and Konkan railway lines which were announced after Latur Miraj project, have already been completed. The rail projects in the area of prominent leaders or Railway Minister are completed speedily. Therefore, I have to say this with much regret that it is fit case of 'Might is Right'. According to this saying, whichever party might be in power, the public representatives like us are meted out injustice by the Ministry of Railways. Mr. Speaker, Sir, you are like a judge for us. You are sitting on this chair to provide justice to all. I request you to do justice with me and the

people of my constituency by accepting my demand of allocating Rs. 100 crore for Latur Miraj gauge conversion.

The Railway Minister had visited my constituency on 11,12/9/2000. He also travelled in a train running on narrow gauge line between Barsise and Kurduvadi. He was the first Minister to have travelled in such a train. He must have experienced the condition of passengers traveling in this train himself. I thank him for accepting our demands. No Minister of previous Governments has travelled in such a train ever before. He must have realized how much necessary the completion of work on this line is. In my constituency former Minister of State in the Ministry of Railways, Shri Suresh Kalmadi had done 'Bhumi Poojan' of Solapur-Tuljapur-Osmanabad rail line in 1996 but no amount was provided for it till 2001. Now the cost which was Rs. 4.34 lac in 2000-2001, Rs. 32.11 lac in 2001-2002, has gone up to Rs. 36.45 lac. It is requested that the survey may be completed at the earliest.

It is surprising that the work of Osmanabad rail station was completed six years ago but nothing has been done for the construction of railway track. I think the unique example of a railway station without any railway track.

Besides, I have already placed following demands before the Railway Minister seeking facilities for people of my constituency which have not been met so far:

- * Providing a halt of K.K. Express at Kurduvadi.
- * Providing a halt of Solpur-Sidhewswar Express at 'Parewadi' station.
- * The ST buses ply to and fro under bridge of K.M. No. 453 of Kalamb Road. It is necessary to let these buses continue to ply even after gauge conversion because there is no alternative way to reach 15-20 villages situated nearby.

I had raised the matter of gauge conversion in the House under Rule 377. The Minister had given written assurance on 12.1.2000 that Kurduvadi-Latur gauge conversion work would be completed in ensuing financial year. Mr. Speaker, Sir, through you I request the Minister to do justice with me and the people of my constituency by fulfilling his written assurance.

In order to get more funds for this gauge conversion, I and the people of my constituency held 'Rail Roko' agitation in a peaceful manner on 7.3.2001. It is matter of sorrow that we have to resort agitation for meeting of our demands despite being an ally of NDA. I hope our demands will be met.

I have listened and read the speech of Hon. Minister, Shri Nitish Kumar. For the current year i.e. 2002-2003, Rs. 30 crore has been earmarked for the gauge conversion of Latur railway line and Latur-Kurdwadi rail line. The budget estimate is not clear. Please give full details in this regard.

Mr. Speaker, Sir, there has to be a coordination among the Railway Minister, Members of Parliament and Railway officers for early completion of railway work. When the Railway Minister or Railway officials visit the constituencies, Member of Parliament is not informed about this. Some officials deliberately do not provide information to the Member required by him. Strict action against should be taken against such officials.

[English]

*SHRI C. KUPPUSAMI (Madras North): Sir, I participate in the Discussion on the Railway Budget, on behalf of my party DMK. The Hon. Minister targets Rs. 1360 crore by way of increase in passenger fares up to 8% increase in coal freight rates and 8% increase in certain foodgrains. The increase in passenger fare in long distance trains would affect the passengers who are to travel from one corner to another of the country. Second class Monthly Season Ticket fares have also been increased four times which would put a hole on the pocket of daily commuters. The decision-making process has been decentralized and GMs of Zonal Railways have been delegated more power. I welcome the Railway Budget as there is only marginal increase in fares and freight rates. It has been described as bold, business like and balanced budget.

Sir, I welcome introduction of new trains, particularly Chennai-Vijayawada inter-city train. But this train will not serve for the people of Tamil Nadu. It covers only 50 kms. in Tamil Nadu. Hence I request you to introduce a new fat train between Egmore and Tirunelveli.

Since this is the 150th year of the Railways, as the hon. Minister himself has declared as Passenger Amenities Year, the Government should pay more attention to passenger safety and amenities. I also welcome the inclusion of gauge conversion of Cuddalore-Virudhachalam section of Salem-Cuddalore stretch and Katpadi-Pakala-Tirupati line. MEMU services between Palghat Town Erode are to be introduced and I would request the Railways to expedite these projects. I may also remind the hon. Minister that Chennai being the hub of the Southern-end of the quadrilateral and in view of IT boom and Tidel IT park, this region should get major allocations of funds.

I will give some suggestions for revenue raising for Railways. There are some Railway lands unutilised in Ennore area for which I have sent a letter to the Hon. Railway Minister earlier. Small traders and shopkeepers are earning their livelihood by setting up small kiosks and make-shift shops on the market road, and also at Villivakkam, Avadi and other places. Time and again there is a lot of harassment from the Railway officials and municipal people which the traders have to face. To solve this problem and to get some revenue for the Railways, a proposal was sent to the Southern Railway that the railway land on which the small traders are running their business may be leased out to them on short-term basis since the land is not going to be used by Railways in the near future. In this way, the unauthorised use of railway land will also be regularized and the Railways would also get some revenue, avoiding under-hand dealing from which the vested interests benefit.

The Golden Quadrilateral connecting the four metropolitan cities, Mumbai, Delhi, Kolkata and Chennai are the two diagonals are saturated, in terms of line capacity. There is a need to create additional capacity by gauge conversion, doubling or laying multiple lines, new alignments, upgrading standard of signalling. Developing alternative railway terminals/station facilities. This is the recommendation made by our Railway Convention Committee.

The original Quadruple line was planned some 4 or 5 decades back and since then, the rail traffic both in terms of passenger and freight have gone up like anything. There has been a proposal for quadrupling of the section between Pattabiram and Arakkonam in Southern Railway. The perspective plan was to quadruple the entire section from Madras to Arakkonam. The idea is to quadruple the line with the facility of segregating the suburban stream from long distance mail/Express trains and freight trains. Till this is done, unnecessary and artificial bottlenecks remain in the section, effectively reducing the line capacity below the optimum levels. Whereas this proposal was not approved by the Railway Board in May, 2001. Probably, the Railway Board has not taken into consideration LRDS figure of 105% utilisation of line capacity. Since there is no separate corridor for suburban and other service on Pattabhiram-Trivellore section, the utilisation of third line has been poor. This will be possible only after building of platforms on the third line. I would also request the hon. Railway Minister that Trivellore being district headquarters, Express trains should stop at Trivellore Station also.

[Shri C. Kuppusami]

When trains lose between 5 to 15 minutes merely for cross-over, it will be seen that the line capacity on the third line would be seriously reduced. Two major industrial units have been set up in the Madras areas, in Sriperumbudur, for which the nearest station is Trivellore. Two plants at St. Gobain, a glass manufacturer and the Hyundai car company have shown interest in private sidings which can be linked to Trivellore-Arakkonam section. Unless additional capacity is created on this section, Railways will not be able to handle this traffic.

Tamil Nadu is still one of the States where rail route kms. Which are required to be converted into Broad Gauge are more. I would therefore request the Hon'ble Minister to pay more attention to Tamil Nadu. Some of the important sections which are to be converted into Broad Gauge are Villipuram-Thanjavur, Tiruchi-Rameswaram, Manamadurai-Virudhunagar-Tenkasi, Salem-Karur etc. To cater to the needs of rural public, it was proposed a new railway line connecting Kallakuruchi and China Salem from Ulundurpet. This may please be expedited.

For Thanjavur-Nagore gauge conversion, only a sum of Rs. 13 crore is allotted which is not sufficient. It is a long pending project. The gauge conversion has to be implemented expeditiously keeping in view the importance of pilgrim centres both for Hindus and Muslims, as the places are dotted with many religious places.

Similarly, opening up of Renigunta-Gudur as a double line is very important. The project has been delayed for more than decade. With BG available right up to Tirunelveli and Nagercoil, new passenger streams of traffic have emerged. Chengalpattu-Arakkonam section needs to be electrified, and then it can carry a number of goods trains in the through traffic.

Additional line capacity is required on Pattabiram-Arakkonam section as there is intense demand for running suburban trains upto Arakkonam, instead of terminating at Avadi. Container depot facilities have to be created with the help of agents like CONCOR, Satva at Arakkonam-MLPM section.

At the busy junction of railway crossing at Villivakkam, there is a long standing demand for Rail overbridge which may please be included in this year's Budget and also Gummidipoondi, Minjur, Kadambathur and Ulunthurpettai.

Rail Overbridge at Stanley Hospital:

I would also request the hon. Railway Minister to sanction the pending project of Rail overbridge near

Stanley Hospital at Mint, Chennai which is one of the busy traffic areas and in this connection, I have raised this matter on the floor of Lok Sabha many times and I have already sent letter to the Ministry.

Mass Rapid Transport System (MRTS):

At present, this metro rail project is going very slow and the service is operative only from Beach Station to Mylai. From Mylai to Velachery the work is going at snail's due to lack of adequate funds. It needs the Minister's kind attention.

Connecting Chennai Central with Egmore Station:

There was a proposal to connect Chennai Central which is the railhead for all North-bound trains with Egmore Station with their bag and baggage. With the then Chief Minister of Tamil Nadu, Dr. Kalam, there was an understanding to share the project cost with the Centre and State. It is still a dream project. I request the hon. Railway Minister to take the initiative and make some beginning in this direction.

Perungalathur rail foot overbridge:

Sir, at Perungalathur railway station, which is next to Tambaram (Madras Division) where more than 5000 commuters daily use. It is a fast developing town being the satellite town of Chennai Metro. There is no rail foot over bridge for passengers for moving from one platform to another. Especially at the last moment, it is difficult for ladies and children to go from platform No. 1 to No. 2 to board the train. I request the hon. Railway Minister to sanction one foot over railway bridge for the convenience of commuters at Perungalathur railway station. Passenger amenities at Perungalathur Station need improvement.

Integral Coach Factory at Perambur:

In the name of liberalisation, ICF, Perambur is starved of orders by the Railways. ICF is known for its quality production and has also got ISO certification and is also building coaches for other countries. Therefore, the hon. Minister should direct the Railway authorities to give orders for the ICF so that the skilled workers and others who are working in ICF are given work and the factory is run on sound economic basis.

Safety and punctuality aspect needs to be emphasised. Security, safety and punctuality used to be the watch words of the Railways. Unless they modernise the signalling and communication system, safety of rail travel cannot be ensured. Apart from this, the Rail Ministry

should also launch awareness campaign among the running staff like drivers, guards, and Permanent Way Inspectors, linemen, signalmen about the importance of observing safety rules.

Welfare measures for Railway Workers:

Railway is the largest network in India and the workforce is the backbone for such a huge organisation. Unless the Government take care of the welfare of their workers, whatever modernisation and technology they may have, the organisation will not be successful. Therefore, I would urge upon the hon'ble Railway Minister to redress the grievance of railway workers who are agitating for their demands from time to time. There are lot of casual labour waiting for regularisation. Similarly, in the Catering service also, hon. Minister should ensure that there is no retrenchment of workers, just because they want to privatise railway catering service.

Before I conclude, I request the Hon'ble Minister to permit the Members of Parliament to issue Low Income Value Pass for the poor vendors as earlier. Not a single person is able to obtain certificate from Tehsildar. Mr. Minister may kindly look into the matter and make the issuance of certificate simpler by the MPs.

[*Translation*]

*SHRI CHINTAMAN WANGA (Dahanu): Sir, I am thankful to you for allowing me to put my views. I would also like to thank you for expected completion of automatic signalling system work upto Virar-Uhar Road by March, 2002 itself which you have referred to in your budget speech. You have made provision for Uhar Terminal in this year's budget. Adequate provisions have been made for Basai-Diva line also. A mention has also been made about the introduction of Memu train from Virar to Uhar during this year.

But, as you said, it was my district where a train was introduced for the first time in India. Six Metropolitan Corporations and seven municipal Corporations are existing in this district as on date.

Delhi is the capital of India. But it is said that Mumbai is the economic capital of the country and Mumbai suburban area is expanding. The contribution of my constituency can never be forgotten in the development of Mumbai as well as in the development of this country. But it is unfortunate that my constituency is still underdeveloped despite its being near to Mumbai. Mumbai got water from my constituency, but the tribals of my

*Laid on the Table of the House.

constituency are paying therefor. They are deprived of development. Therefore, there is need to construct Uhar Road-Nasik railway line at the earliest, so that doors can be opened for development of this area. You have announced about the introduction of suburban train upto Uhar Road Virar. I expect for early introduction of this train service. The doubling of Basai-Diva railway route is likely to be completed during the current year. There is a long standing demand for the introduction of a suburban train on this railway line. I am sure that you will fulfil this demand also.

Bhinedi is one of the important stations on Basai-Virar line. Bhinedi city is famous for textile industry. It is called Manchester of India. But attention has not been given towards the station at this city. This station should be recognised as grade-I station. I request you that you would take necessary action in view of its importance.

I also thank the Hon'ble Minister of Railways for introducing several new trains, Uhar is an important station under Western Railways. The population of this city is increasing day by day. It is the last station of Maharashtra. But, among these new trains, none is likely to stop at this station as no provision has been made in this respect. I request you to ensure that some of these new trains should be given stoppage at Uhar station.

I once again thank you for giving me a chance to put my views.

[*English*]

DR. N. VENKATASWAMY (Tirupati): Mr. Chairman, Sir, I thank you very much for having given me the opportunity to speak on the Railway Budget today in this august House.

I rise to congratulate the hon. Minister and I commend his progressive Railway Budget. There are many good and progressive features in the Budget. I do not want to mention all of them. I will mention only four. The first one is the scientific and transparent method of allocation of funds basing on three components. This is a very scientific method. All these years, whoever was the Railway Minister, he used to give the benefit to his State to the disadvantage of other States. That will change now. This system will now enable every State to have its share according to the population, area and other things.

Another very good feature is the setting up of a Special Railway Safety Fund to arrest the railway accidents. Every day, we hear that there are small or big

[Dr. N. Venkataswamy]

accidents here and there. This is a good project to arrest the railway accidents.

Delegation of financial powers to regions and zones is a very good feature. The Ministry is taking lot of time to execute projects. If the powers are delegated to regions, work would be done at a faster pace. It is good that out of 60, forty (40) items are delegated to the zones. I would like to give a word of caution to the hon. Minister. There must be some mechanism to effectively supervise the implementation of these projects at the zonal level. Otherwise the purpose will not be served.

Another important measure proposed in the Railway Budget is to introduce high speed refrigerated parcel vans to move perishable goods like fruits, vegetables across the country to help the farmers to get better prices for their produce. When this measure is introduced, all the vegetables and fruits would be transported to different places and the farmers would get their due share.

As you know, Indian Railways is the pride of our country and the lifeline of the nation. It promotes not only national integration but also industrial development. If a person travels by train from Kanyakumari to Kashmir, he would be seeing different geographical regions, cultures, customs, habits and people. This is a very good vehicle to integrate the nation. Not only that, it also carries raw materials to the production centres. It helps for the industrial development.

I come from Tirupati where Lord Venkateshwara temple is located. I represent Lord Venkateshwara. This is the richest God in India, but located in the poorest place in Rayalaseema. That is the irony. Rayalaseema is a very backward area; there are no perennial rivers; no industries. But we can find not only valuable minerals like lime, byrites, granites and also valuable crops. But still, industrially it is not developed.

As you know, Sir for any development in the area, two things are essential. They are communication and energy. When communication is not there, development is not possible. That is why, as long back as in 1980, Tirupati-Katpadi line gauge conversion was thought of. It started in 1992 but still it has not yet been completed. Right from 1992-93, Budget allocations are being made but the same has been diverted to other places, continuously and successively. This is a decade-old project. Other projects like Hospet-Gadag, Hubli-Londa, Kanjēpuram-Trichinapalli-Nandyala-Dronachalam, which were started after Tirupati-Katpadi project, have been completed. I do not know the reason why Tirupati-Katpadi

project, which is a very important project, has not been completed.

Everyday thousands of pilgrims visit Tirupati. Probably, many of you must have visited Tirupati. Mr. Chairman, Sir, you may also visit it. Some time back, the hon. Minister has announced Rs. 65 crore for this project. I was expecting that he would allocate more money in this Budget. But only Rs. 15 crore has been allocated. An amount of Rs. 63 crore is still required for completing this project. My humble request to the hon. Minister is to see that this decade-old gauge conversion from Tirupati-Katpadi be completed by the end of this year. This is very important. I have given a promise to my constituency during elections. I would request the Minister to complete this project by the end of this year. This project finds a place in the 'Completion List' of your budget speech. This would not only help the pilgrims but also the Rayalaseema area. After its completion, the Rayalaseema would be exposed to other States like Tamil Nadu, Karnataka and Kerala.

If it is opened to other States, the area will be economically developed and industrial development will also take place. So, I would request the hon. Minister to kindly see that Tirupati-Katpadi line is completed as early as possible. I requested the hon. Minister Shri Digvijay Singh when he visited Tirupati.

There is another line for conversion and that is between Dharmavaram and Pakala. If this line is converted to broad gauge, it will not only connect Karnataka with this area, but it will also connect three districts of Andhra Pradesh where a lot of vegetables are produced. So, it will be easy for the farmers to transport their vegetables to Karnataka and the people of that area will be very happy.

The gauge conversion of Tirupati-Katpadi line is very very important and it should be completed soon. Lord Venkateswara is not angry now. If he gets angry, I do not know what will happen to the Railway Ministry and the Minister. So, I would request the hon. Minister to appease Lord Venkateswara and complete this project as quickly as possible.

Now, I would like to say a few words about doubling of a few lines. The doubling of Guntakkal-Renigunta line was started in 1994, but it has not yet been completed. It is a very important line. Between Guntakkal and Chennai, there is a lot of mineral ores available and then there is a cement factory at Yerraguntla. This cement factory produces about 10 per cent of the total cement

produced in India. If this doubling is completed, it will be commercially beneficial to the Railways. The Railways will not only be helping the people of Rayalaseema, but they will also help themselves by way of earning more revenue.

Sir, I would like to mention about another doubling project which is from Gudur to Renigunta. The pilgrims coming from the eastern States are stranded at Gudur for hours together due to non-availability of trains immediately to go to Tirupati. The doubling work of this line has just started. I would request the hon. Minister to complete this immediately.

Besides this, I would like to propose two new railway lines to develop Rayalaseema region of Andhra Pradesh. The first one is between Anantapur and Yeranguntla which will connect Mumbai-Chennai line. A survey has to be done for this line. I would request the hon. Minister to lay this line soon. The second line is between Nadikudi and Kalahasti. For this line survey was done in the past, but I do not know what happened to that. If this line is constructed, the distance between Hyderabad to Chennai will be reduced by 100 kms. During the rainy season, due to flood or due to cyclone, all the trains passing through Vijayawada are diverted through Raichur. The area where I am requesting the hon. Minister to construct this new line is not a cyclone-prone area. So, if this line is constructed, it will not only reduce the distance between Hyderabad and Chennai by 100 kms., but it will also connect four backward districts, namely Nalgonda, Nellore, Cuddapah and Chittoor, and will help in developing these districts. It will also help the Railways by not having to divert trains during the rainy season. I am told that a survey was done for this line, but the proposal has been shelved for reasons best known to the Railway Ministry. Therefore, I would request the hon. Minister to take up this line as early as possible.

Now I would like to say a few words about modernisation of Tirupati Railway Station. Thousands of pilgrims are coming to Tirupati everyday. There are no facilities at Tirupati Railway Station now. So, I would like to suggest that Tirupati West Station should be converted as a Railway Yard so that after the passengers get down, the trains can go directly to Tirupati West Station. It will reduce the congestion at Tirupati Railway Station. Sanitary facilities and foot over bridges are to be provided for the convenience of the pilgrims.

Then, there is another sad story of the Coach Repairing Shop (CRS) at Renigunta near Tirupati.

It was started long back. It purchased 200 acres and spent huge amounts and purchase valuable machinery. The sanctioned strength is 100 units but only thirty-five units are working now. The entire building and machinery are lying idle. It is a colossal national waste. That should be taken care of. I think, the hon. Minister would see that the CSR is improved. Workers are being diverted to other places. This should be stopped and see that sanctioned strength of 100 unit work.

An EMU train is running from Chennai to Tirutani. I would request that the EMU may please be extended to Tirupati. It would be useful to the pilgrims and also the local people living along the line.

Another EMU train runs from Chennai to Sullurpet. This should be extended to Nellore. There is another important thing.

Bitragunta is equi-distant from Vijayawada and Chennai. There is also a old steam Locomotive Workshop. It has got 1,300 acres of land that is now lying waste. Eight hundred and sixty buildings are lying waste. The infrastructure is available there. If this is converted into a Railway Division, it would help the people of Rayalaseema. It would be between Chennai and Vijayawada. This would also be economically viable. You all know Guntur has earlier been made a Division. Vijayawada Division is 40 kilometres from Guntur. Is it economically viable? There is no land, and no other infrastructure still you have decided to have Railway Division at Guntur. I would request the hon. Minister to reconsider this issue. Having 1,300 acres of land and 860 buildings, with available infrastructure, if you repair and re-model it, it would be an ideal place for the Division. I think, the Minister of Railways would also consider this suggestion.

Finally, I would request the hon. Minister to see that Tirupati-Katpadi gauge conversion is done before December. I think, the hon. Minister has already announced an amount of Rs. 65 crore about two months back for this purpose. I also want that gauge conversion should also be completed from Dharmavaram-Pakala section. The doubling of railway line, from Guntakal to Renigunta and Gudufu to Renigunta are completed as early as possible. A new railway line between Nadikudi-Kalahasti and Anantapur-Yerraguntla are to be taken up early. These required to be considered again. Regarding establishing Bitragunta Division modernisation of the Tirupati railway station and EMU trains extending from Tiruffani to Tirupati and from Chennai to Sullurpet are to be considered as early as possible and taken up by the Ministry.

*SHRI JOACHIM BAXLA (Alipurduars): In connection with the Railway Budget 2002-2003, I would like to make the following suggestions for kind consideration:

- * Gauge conversion between New Jalapaiguri and New Bongaigaon via Alipurduar Junction should be completed within the stipulated time i.e. 2003.
- * The train which you have decided to extend from Asansol to Malda may kindly be extended up to New Alipurduar.
- * Accommodation/coach particularly 1st A/c is Darjeeling Mail should be increased from half to full coach.
- * Play ground by the side of the D.R.M. office Alipurduar should be converted into a standard stadium.
- * Recruitment Centre should be provided at Alipurduar Junction.
- * Stop Mafia Raj in contract works for which only handful of powerful contractors can participate in dropping of tender papers.
- * A train connecting Htir Ranchi with Guwahati should be introduced.
- * Please pass direction to the D.R.M. Alipurduar for allotment of a plot of land for setting up Telephone Exchange at Alipurduar Junction for want of which your employees are deprived to telephone services.
- * Reservation quotas in all the trains passing through New Alipurduar should be increased.
- * Fund allotted for new Railway line between New Moynagauri and Jogighopa is inadequate. Please enhance it.
- * North Bengla Express should be extended from New Cooch Bihar to Jorai Station.
- * In order to attract tourists, please restore railway services from Rajabhatkana to Jainti.

I hope the Minister will be kind enough to consider my suggestions.

[Translation]

SHRI SATYAVRAT CHATURVEDI (Khajuraho): Mr. Chairman, Sir, an annual plan of about Rs. 10857 crores has been proposed in the budget presented for the year

*Laid on the Table of the House.

2002-03 by the Minister of Railways. Laying of about 214 kilometers new railway lines has been proposed in this plan.

It is praiseworthy that the Minister of Railway has proposed for giving special stress on safety of railway-passengers and security of the railways as a whole. So far as I have gone through the rail budget and its proposals, I found that the public in general had expected from the Minister of Railways that he would put forth such measures or proposal which would help strengthening the economic condition of railways which is deteriorating day-by-day and thereby more assistance will be available for the expansion of railways, railway facilities and its services. This expectation has not been fulfilled.

I think that the Minister of Railways has to carry out very difficult responsibilities. He has no way out but to work in a very complexed and contrast situation. On the one hand there are public expectations fulfillment of which requires resources. WE are aware of the resources and economic condition of the Railways. Whereas the earlier Governments had set up a tradition of providing budgetary support upto 75 percent to Railways has continuously been declining over the last several years. Today this budgetary support has come down about 20 or 23 percent which is unfortunate. The Railway and the Hon'ble Minister of Railways have to face such challenges while performing the difficult task of meeting the public aspirations and expectations. I have full sympathy with you. I know about your limitations also. I feel that though it is not an easy job yet I would like to congratulate the hon'ble Minister of Railways for making a mention of certain good points.

Hon'ble Minister of Railways has made certain good points in his proposals and most important among them is that unlike his predecessors he has not given any political colour to his Budget. He has broken that tradition and set up certain basic norms on which developmental work have to be carried out by judiciously utilising the resources available with the Railway Department.
...*(Interruptions)*

SHRI PRABHUNATH SINGH (Maharajganj, Bihar): You, may congratulate him for this.

SHRI SATYAVRAT CHATURVEDI: I am congratulating and congratulating whole heatedly the Hon'ble Minister for this. You have shown courage but that is not adequate or some more courage is required to be displayed by you. Bihari people do not lack courage. Everybody is courageous in Bihar. ...*(Interruptions)* All the rationalisation has been carried out due to your

courage. There could be some increase in your income from that, for example, you have tried to rationalize the freight. You have set a target of generating an additional income of about Rs. 450 crores from it. Perhaps, your proposal is to earn an amount of Rs. 910 crores approximately from the proposed increase in the passenger fares. You expect that this much revenue is likely to be earned from it. Overall, as per your submission, you are likely to generate an amount of Rs. 1360 crores as additional income.

I think that you have just missed two points. First is that you have increased railway fares for the general public. However, it will be little bit pinching, but still one will have to take the bitter pill, if the ailment is to be cured. One has to take care of his health ignoring the taste of the medicine. If you have given us this bitter pill, we will take it. But the point is that you have given this bitter pill only to general public, poor persons who travel in second class and have given no injections to affluent class travelling in first class and A/c coaches. Had you given that bitter pill to this class also, the common man could have nothing to complain about, but you have not shown this courage. And, which is why, it hurts a common man when pays extra money for his rail fares. You should have increased the fares for high classes also. You should have shown this much courage also. That is why, I said that you were just short of showing full courage.

I have objection on one more point. You have increased freights. What will be the outcome of your proposals relating to increase in freights?

The existing capacity of the wagon is reduced from 115 to 90 as a result thereof. As a result of this change, there will be 7.89 percent increase in the freights of foodgrains and pulses but about two percent decrease in the freights of industrial goods like iron and steels. Actually freights of urea, which is used by farmers, will be increased by 5.68 percent whereas freight of cement, which is again an industrial good, will come down. Pig iron and cement, both items will be cheaper. So far as high speed diesel, which is an item of industrial use, is concerned, there is already a decline of 1.43 percent. An increase of 11.84 percent has taken place in the freights of groundnut oil, which is an item used by common man.

The effect of the commodities of common man's consumption's that the prices of foodgrains, Pulses and groundnut oil and such other things would go up and the commodities of industrial use, prices of which however are fixed by the manufacturer, the producer would come down.

The saddest part of the story is that the hike you have made in the freight charges of salt amounts to an increase of 123%, that is the salt which used to come to Jhansi from Gandhi Dham at a cost of Rs. 288.30 per quintal would now henceforth reach at an enhanced cost of Rs. 631.89 per quintal. If we calculate the freight per quintal from Gandhi Dham to Maloda for a distance of 2379 kilometres it amounts to Rs. 46.21 which would now go up to Rs. 108.77 i.e. an increase of 136%. It was Rs. 37.61 from Nava city to Maloda but it would now go up to Rs. 84.42. The freight charge on salt which was Rs. 47.29 for a distance of 2487 kilometres from Gandhi Dham to New Jalpaigudi would increase to Rs. 111.57. It is again a hike of 136% on a commodity of common consumptions like salt. Thus freight has not been raised on a commodity like salt used by the common and poor man and you have increased the freight charges on the salt manufactured by Tata which is used by rich class and poor people ...(*Interruptions*). No, there is some increase. But the increase in the freight charges of ordinary salt is too much. It would add to the misery of the poor common people. It is my suggestion that you reconsider it and rationalise it so that it doesn't pinch the common people.

Here, you have talked of mobilising some more resources of income. A new thing you have brought out this year is the Rail-Policy. Mr. Minister, during the previous two-three years we have seen such proposals on the commercial utilisation of Railtel, bolt, Railway properties etc. You would remember that in the meeting of the Railway Consultative Committee I had raised many times these points. When you come out with a proposal on Railtel, I had then expressed serious concern on it and apprehended that the proposal is not very practical and it is exceedingly burdening the Railway department. But the way sources of income were being enumerated, a sense of euphoria was being created, the reality of which is before you that these projects of yours have not been successful. These plans have not turned out to be economically viable. These are not beneficial, these are eating up our resources and stocks. Therefore, I would like to say that we should somewhat avoid adventurism. First of all we should focus on, pay attention to it and take note of the work which is essentially the function of Railway department and try to improve quality and reform and strengthen it. This should be our effort.

However, there are many things to be said but I think time is running out and I would conclude confining myself to certain points. You have made a provision of Rs. 911 crores for new Railway lines. Well, it is much more compared to the past one. I would like to submit that the amount of Rs. 91 crores is not sufficient keeping

[Shri Satyavrat Chaturvedi]

in view the number of proposals of Railway lines lying with you. Hardly you would achieve the targets you intend to. Though the target is also fixed low. Only 214 K.M. long Railway lines are to be laid in one year.

In this way stretches of only 2 kilometers and five or ten kilometers of Railway lines can be laid here and there through out the country. This must be taken into consideration as to how many years will it take to complete and what would be the cost run.

Mr. Rail Minister, three or four years ago, you and the hon. Prime Minister had gone to Khajuraho and laid down the foundation stone of the Lalitpur-Singrauli Rail line. We congratulate you as you have given Rs. 30 crores for that work this time around. But the amount is inadequate. However, for the past several years only Rs. 5 crores were given in a year. In comparison to that the amount is bigger. You do have given the indication that you have willingness to complete this project. I have been demanding for the last two-three years that this project be completed soon. The people of Bundelkhand are grateful and thankful to you as the project for which they had cherished desire for long, will soon be completed. I would like to say that you fulfil the formalities this year itself. Let there be no further delay and get the construction of the Railway Line project completed soon. We hope that it will be started at the earliest.

There is a south Indian organisation named 'Karunai Trust' I have received a letter from them. May be other hon. Members might also have got that. They have stated that under the present facility mentally retarded children, get concession in the Railway tickets and a companion is also allowed with the child as a co-traveller. But there is a condition that his photo should be pasted there. It is not possible in the family that only one particular person always accompanies the mentally retarded child. Sometimes mother, father and even brother can accompany them as their companion in the rail journey. Any person can not accompany them upto 30 days. Therefore, it should be amended that a particular person of their family can accompany them in the journey.

I would like to say something about Bundelkhand area. Taj Express runs from Delhi. Basically, this train was developed as a tourist train. Earlier, this train used to run upto Agra and now it is running up to Gwalior. It reaches Gwalior at 11.00 a.m. and remains standing there upto 5.30 p.m. My suggestion, as I had earlier given a suggestion before the consultative committee of the Ministry of Railways, is that this train which remains standing at Gwalior station for five hours, should be run

from Jhansi to Harpalpur and it does not involve much expenditure. Those who like to go to Khajuraho would also be benefited by this train. People would also be able to travel upto Jhansi and by its extension upto Harpalpur would also benefit the people visit Khajuraho as well. It would return from there. When I gave this suggestion to the railway officials they as usual obstructed the suggestion. They said that there is no arrangement for cleanliness and maintenance of the train at Harpalpur. Some persons can be deployed there for this purpose and it would not involve much expenditure. Several Shatabdi Express trains run from Delhi. A Shatabdi Express train also runs for Bhopal. It reaches Bhopal at 2 p.m. and returns for Delhi at 2.40 p.m. During this 40 minutes halt the coaches of the train are just swept and no other maintenance is done. This arrangement could be done at Harpalpur also. If you do it, it will be a great job.

You want to encourage tourism through railway. This train unnecessarily remain halted for five hours, it should be extended to Harpalpur.

Secondly, Tulsi Express is the only train which connects the people of Bundelkhand area with their capital Bhopal. This train is running only two days a week. I request you that this train should be allowed to run four days a week with a stoppage at Harpalpur. This will facilitate the people of that area to reach their area easily. Mahakaushal Express, Bundelkhand Express and Chambal Express also run from our area. In these trains reservation facility from Harpalpur to Jabalpur, Banaras and Howrah respectively is not available at Harpalpur station. It is the only railway station of district headquarter. It will be of great help if reservation facility of various classes is made available at this railway station. I will not take much more time. ...(*Interruptions*)

SHRI PRABHUNATH SINGH: Speak, a little more.

SHRI SATYAVRAT CHATURVEDI: If allowed by the Chair I am prepared to speak for an hour. ...(*Interruptions*)

SHRI PRABHUNATH SINGH: Speak, a little more. Give him all the time allotted to our party. ...(*Interruptions*)

SHRI SATYAVRAT CHATURVEDI: I shall be grateful and it is for the first time that Shri Prabhunath Singh is liking the speech of a member. I would like to emphasise that I have drawn the attention of the hon. Minister towards those proposals and decisions which are adversely affecting the interests of the common man and needs to be reconsidered at his level. The common man

should not be over burdened. I think perhaps it will not be appropriate to politicize the issue if railway system is strengthened by realizing more money from more affluent classes. We should support the positive efforts which are done with good intentions and their success depends the ways these are implemented. Nitish ji, I hope if you are taking it seriously and not eyeing it from a political angle and also wish to give railways a human face by taking a human approach, then you will certainly consider my suggestions seriously. I would like to be assured that you will not be miser in allotting funds and by fixing an early date construction of Lalitpur-Singrauli-Khajuraho railway line will be started at the earliest. With these words I conclude.

MR. CHAIRMAN: Shri Shriniwas Patil ji, Shri Ranen Barman ji, Shri Prabhunath Singh ji and Shri Ram Tahal Chaudhary ji you can lay your speech on the Table of the House.

*SHRI THAWAR CHAND GEHLOT (Shajapur): Sir, a survey has been carried out to lay a new rail line in Ramganj Mandi via Ujjain, Aagar, Susner, Soyat, Jhalawar. Hon. Minister of railway, Shri Nitish Kumar inaugurated the survey work and on the occasion of inauguration, he gave an assurance that approval would be granted for laying rail line on the said route. Through you I would like to inform the hon. Minister that there was a railway line on this route from Ujjain to Aagar in the year 1976-77 and passenger train and goods train used to pass through this route. This railway line was uprooted during emergency. I request the hon. Minister to grant approval for laying new rail line on the said route.

Sir, I thank the hon. Minister of Railway for getting the work of new rail line in Maku Devas completed this year and request him to start a passenger train between Indore-Guna on this rail line in my constituency which will start functioning by the end of March so that the people of Indore, Guna and Gwalior area may be benefited.

Mr. Chairman, Sir, on this occasion I request the hon. Minister that the railway track between Ujjain and Indore is having single line. It is also not electrified. Therefore, kindly grant approval for doubling and electrification of rail line between Ujjain and Indore at the earliest.

Mr. Chairman, Sir, I believe that the hon. Minister who is sufficient and is working hard for the betterment of railway would accede to my requests.

*SHRI RAMPAL SINGH (Dumariaganj): I stand up to support the railway budget. You have given a very good budget for the development of the country. Railway is the only service that is available to every section of the society throughout the country. I became a member of Lok Sabha in 1991 and since then I have been making efforts for gauge conversion of Gorakhpur Gonda loop line at Siddharthnagar district. I came to know recently that all the formalities have been completed and the cabinet committee on Economic Affairs under the Chairmanship of hon. Prime Minister has granted approval to this line and 5 crore rupees have been allocated this year for this purpose. It has risen hope and belief that the work on this line would start now. I thank the hon. Prime Minister and hon. Minister of Railway for this. The absence of this line was an impediment in the development of this area and the transportation of the area was hindered as there was no direct train for Lucknow and Delhi from this line. Apart from this, there was a railway bridge in a market place in my constituency which was used for train and buses but since then another bridge has been constructed and due to this the railway department is closing the bridge for pedestrian and cyclists. I received a memorandum in this regard from the people of that area which has been forwarded to hon. Minister of Railways. It has been asked in the memorandum that railing of the bridge should be pushed back a little bit and the bridge should be open for pedestrians and cyclists. The facility which the people were getting earlier should be continued. I would like to tell one more thing to the hon'ble Minister that Gorakhpur is presently the headquarter of the North-Eastern railways and when there was meter gauge rail line between Gorakhpur and Lucknow, trains would run from Gorakhpur early in the morning to return in the evening. Baruna Ganga Gomti run from Varanasi and Prayag to Lucknow and return in evening. One similar train should be run between Gorakhpur and Lucknow which could start at 6 O'clock in the morning to reach Lucknow at 10 O'clock and while returning it should start at 4 O'clock from Lucknow to reach Gorakhpur at 9 O'clock in the evening. This will give convenience to the passengers.

*SHRI DAHYABHAI VALLABHBHAI PATEL (Daman and Diu): Sir, the hon'ble Minister of Railways has presented a commercial budget in which the introduction of some new trains have also been envisaged. But no new train has been introduced in the Ahmedabad-Mumbai route of the Western Railway. Besides nothing has been proposed about the proper maintenance of the trains running at present. There are several such trains by changing the timings and service of these trains slightly the passengers could be provided much relief. In this

[Shri Dahyabhai Vallabhdbhai Patel]

regard, I would like to mention the important railway station Vapi of Southern Gujarat. In respect of income, after Surat, Vapi is the second largest income generating railway station. The per day revenue receipt of this station is around Rs. 7 lakh. That is why, this station has been declared as A grade super station. But so far as the stoppage of the express trains is concerned, the position of this station is quite bad. This station has got a crucial location as it is adjacent to important places. Daman is 7 Kms., Silvasa is 11 Kms. and the border of Maharashtra is just 15 Kms. from this station. Besides, this is surrounded by four Parliamentary Constituencies (Balsad, Danu, Silvasa and Daman). Therefore, if all the express trains are provided stoppage at this station, the people of all these four constituencies would be benefitted.

Partially accepting our request made time to time for the stoppage of the express trains at the Vapi railway station, the hon'ble Minister of Railways has approved the stoppage at the Vapi railway station of 4707-4708 Rabakpur Express, 2471-2472 Swaraj Express, Jammu-Tawi and 2953-2954 Mini August Kranti Express on the single route. It is my request that these trains should be given stoppage the up and down both routes for meting out natural justice to the traffic at this route. 9017 Saurashtra Janata Express stops at Vapi only at the down route and 9006 Swarashtra Mail stops at Vapi only at the up route. Both these trains should be given stoppage at Vapi at both the up and down routes. 9109 and 9190 Gujarat Queen which runs between Ahmedabad and Valsad arrives Valsad at 12.25 in the night and leaves that station at 4.25 a.m. Thus it stops at the platform number one of the Valsad station for three and a half-hours. There no maintenance etc. takes place. This train reaches Ahmedabad at 10.10 A.M. in the morning and after stopping there for 8 hours, leaves that station at 6.10 in the evening. The whole maintenance work is carried out at Ahmedabad itself. The route of this train can easily be extended upto Vapi.

The 9057-9058 Inter City Express runs between Valasad and Vadodara. It reaches Valsad at 9.05 P.M. at night and laves Valasad there at 7.15 A.M. and reaches Vadodara at 10.00 A.M. in the morning and leaves Vadodara at 5.40 in the evening again. This train should be extended to Vapi. In this connection, whenever a written request is made to the railways, the railways officials give the plea that operational and maintenance facilities are not available at Vapi railway station. But I would like to say that adequate facilities are available at Vapi railway station. The shuttle train from Mumbai changes its engine here and returns to Mumbai. Anyway, if at all terminal and other facilities are not available at

the station, the same should be made available in view of its super 'A' grade status. Here, I would like to mention and draw the attention of Hon. Minister of Railways to the fact that around 42 trains halt at Balasad railway station which earns Rs. 1694.33 lakh revenue annually, whereas only 26 trains have a stoppage at Vapi railway station which earns Rs. 2078.05 lakh revenue annually. Therefore all facilities should be made available at this station and these trains should be extended upto this station. The 2951/2952 Delhi-Mumbai Rajdhani Express covers the distance of 500 Kms. between Mumbai and Vadodara without any stoppage. There is a need to provide a stoppage at Vapi which is located between there two stations. It will serve both purposes as the passengers would be benefitted and more railway revenue would also be generated as well. In addition, a stoppage of 2955-2956 Jaipur Superfast, 2961-2962 Awantika Express, 5663-5664 Awadh Express, 2431-2432 Trivandrum Rajdhani, 6333-6334, 6335-6336 and 6337-6338 Konkan Express trains should be provided at Vapi railway station. In this connection, I would like to bring to the kind notice of Hon. Minister of Railways that in 1997 when the then Minister of Railways Shri Ram Vilas Paswan had visited Vapi for inauguration of an overbridge, he had given an assurance that Gujarat Queen and Intercity Express trains would shortly be extended to Vapi. The assurance which has not been fulfilled so far be fulfilled at the earliest.

In this context, it would be appropriate to mention here that the largest industrial estate of Asia is situated at Vapi. The big industries are being set up in the Union Territories of Daman and Diu an Dadar Nagar Haveli due to five year tax holiday given by the Government resulting in heavy traffic at Vapi railway station. There are more potentials for earning substantial revenue at this railway station. Therefore, I urge upon Hon. Minister of Railways to ensure that the stoppage of all the express trains passing through Vapi on this route should be provided at Vapi railway station. I hope the Minister would sympathetically consider my request and proposals and implement them at the earliest in view of the difficulties being faced by the people.

*SHRI RAM SINGH KASWAN (Churu): The Railway Budget 2002-2003 presented by Hon. Minister of Railways Shri Nitish Kumar is a balanced budget and not aimed to burden any particular class in view of existing situation prevailing in the country. Sidelining the allegations of politicization of railway budget, Hon. Minister of Railway has made efforts to make financial scheme of the Ministry commercial and balanced one. Instead of major revision of passenger fare, the entire fare structure has been

*Laid on the Table of the House.

rationalised. The slight increase in the passenger fares for all classes has been announced. Instead of increasing freight, it has also been rationalised. The next year has been declared as 'Passenger Amenity Year'. The new budget has a gift for Rajasthan. First time, the gift of four new express passenger trains, one Jan Shatabadi Express and a new rail line has been presented to Rajasthan. Besides, the extension of two passenger trains, the gauge conversion of a rail line and increasing frequency of a passenger train have also been announced.

2. There can be no a better railway budget in grave financial circumstances prevailing in the country today. But main problems of my constituency which have to be looked into in the rail budget of this year are provision of necessary amount for converting Rewadi-Bikaner, Sadulpur-Hisar-Ratangarh-Degana meter gauge line into broad gauge line has not been made. The sanction for gauge conversion of Rewadi-Sadulpur rail line has already been accorded. The sanction of gauge conversion of Sadulpur-Hisar rail line was accorded in the last year budget but my constituency Churu has got nothing but disappointment due to no financial provision made in this budget. It is true that Rs. 2000 crore is required to complete pending rail projects in Rajasthan and to mobilise such a big amount is not possible for any Minister of Railways. However, Bikaner district is strategically connected with Pakistani border. The traders of my Constituency have to frequently visit major cities of the country. The oil is transported from Kandla to Haryana and Punjab via Jodhpur, Degana, Sadulpur and Hisar. The gauge conversion of rail line in this area has become necessary in view of the reasons stated above.

The survey for laying new Churu-Taranagar-Sardar city-Hanumangarh-Nokha-Salasai rail line was conducted. This survey was also inaugurated but been neither desirable results have come nor any financial provision have been made in this budget.

3. The demand to extend Loharu-Jaipur 205/206 Passenger train from Loharu to Sadulpur and Bikaner-Churu 1/2 B.C. passenger train to Sadulpur Junction is being made for many years. To extend these trains is very necessary in public interest.

4. The biggest problem of my parliamentary constituency is of Railway level crossing. Several incidents take place in the absence of railway crossing every year. People from rural areas have to face lot of difficulties. The department of Railways has closed rural roads operating for many years. Today every farmer has camel

cart, tractor, jeep etc. and they have to face a great difficulty in moving from one place to another in the absence of railway crossing. People of rural areas have to face great difficulties in the absence of railway crossings near Bebad Bhojaan station, Guglava-Kirtaan-Kalari, Kandhran-Dokva, Hadiyal, Moliser, Payali, Bigga Beniser, Sudser villages under Bikaner division on Delhi-Bikaner rail line, Railway crossing between Khasoli to Ramsaar and near village Loha, Bhajasar, Padhihara, Balsamand on Ratangarh-Degana line, near village Lasedi-Indrasar on Sadulpur-Hisar line, near village Pahadser, Hansiavass Dhani Choti (Sidhmukh) on Sadulpur-Hanumangarh line. Danger of accidents is always there. The people of rural areas had gone on hunger strike for one month to get the crossing opened near Dokva halt station. They had called off dhama and hunger strike after the assurance of District Collector, Churu and Railway Officers but the crossing has not been constructed till date. I had written a letter to DRM, Jodhpur on 4.4.2001 for providing Rs. 10 lakh from my MPLAD fund for constructing manned railway crossing at Km. 336/6-7 near Loha halt from Ratangarh station under Jodhpur Division of Northern Railway and for construction of manned railway crossing on level crossing number-46 of Km. 3904 between Balsamand and Sanvrad but no action has been taken in it so far. The construction of above two crossings is very necessary for this area. Therefore, it is my humble request to get the above level crossings constructed without any delay. I am ready to grant Rs. 10 lakh from my Member of Parliament Local Area Development Fund.

5. Ratangarh junction under Bikaner Division is an important junction. The population of this town is one lakh and everyday 24 trains pass through this town. On an average, 2500 rail tickets are sold here and the department of Railways earn revenue about sixty thousand rupees daily. It is essential to have a computerised railway ticket reservation centre here. Besides, Sardarsahar is also the largest town of this area. Therefore, it is my humble request that computerised reservation centres may please be opened at the above two places during the current year.

6. It is necessary to provide Guglava Kirtaan halt station between Rampuraveri and Bevad, Bhojan station, Anandvasi halt station at Ratangarh-Sardarsahar railway line, Jaselser halt station between Bigga-Sri-Dungargarh station and Baniser halt station between Sridungargarh-Soodsar keeping in view the necessity and demand of the people.

7. It is essential in public interest to increase a quota of 6 berths to 15 berths of Sidhmukh station and 6 berths

[Shri Ram Singh Kaswan]

quota of Sridungargarh station should be increase to 15 berths in Delhi-Bikaner Mail coach from Hanumangarh to Delhi and reservation of 8 seat sleeper class quota in Train No. 2308 (A) Bikaner-Howrah Express should be allotted for Sri Dungargarh railway station.

8. Degana junction under Jodhpur Division is an important station in Northern Railway. People of towns and villages of my constituency use this station. The important train 2307/2308 Jodhpur-Howrah superfast of this area does not stop here. Therefore, its stoppage is necessary in public interest as well as in the interest of Railways. Further more, it is very necessary to stop Link Express at Rampura Beri Station between Loharu-Sadulpur junction of Bikaner Division.

9. 9 crew cadre of drivers were working at Sadulpur junction of my native place. The goods trains are being detained at this station due to transfer of training personnels and crew from other stations have to come to operate the trains due to which department of Railway has to incur losses and the drivers who have been transferred from here are facing a lot of difficulties. Therefore, it will be in the interest of the department of Railways to deploy five drivers at Sadulpur junction on permanent basis.

*SHRI RAM TAHAL CHAUDHARY (Ranchi): Sir, I support the Railway Budget 2002-2003 presented by the hon. Minister of Railways Shri Nitish Kumar. The Railway has completed 150 years. The Railway is an important institution of public convenience. Train fare has been increased from 5 per cent to 14 per cent. The average increase in rail fare in all classes is 8 percent. Rajdhani and Shatabdi Express fare has been remained the same. This increase would fetch revenue amounting to Rs. 1360 crore during this budget. It is proposed in this budget that 16 Jan-Shatabdi Intercity trains, 25 additional Express trains and 7 new passenger trains would be introduced and operation area of 16 trains would be enhanced. It is proposed in the budget that computer based ticket system pilot project would be started and it would be connected with all district headquarters. It is also proposed that 50 food plazas would be opened at various railway stations. The Railways would set up a water plant and it would provide 'Rail Neer' to Railway passengers. The aim of this rail budget is to compete with air services and also to rationalize the freight. The increase in freight charge would fetch an estimated amount of Rs. 450 crore. It also proposes to start three EMU train services. The increase in passenger fare would fetch an estimated amount of Rs. 910 crore. It is proposed in the budget

that Rs. 911 crore would be incurred on laying a stretch of 214 K.M. rail line. Outlay of Rs. 12330 crore has been earmarked in this budget. It is also proposed in the budget that Rs. 237 crore, Rs. 862 crore and Rs. 610 crore would be incurred on electrification of a stretch of 375 K.M. track, gauge conversion and doubling of rail line respectively. It is also proposed in the budget that Rs. 2702 crore and Rs. 204 crore would be incurred on track renewal and construction of bridges respectively.

Various organizations have praised this budget. Fifteen and a half lakh employees are working in the railways. It is, thus, a sensible, balanced and a practical budget. Sir, keeping in view the passenger amenities and public convenience this budget has been drafted. In this budget emphasis has been laid on improving financial position, security and sanitation. There is a proposal that now the money to be spent to encourage the sports persons will be two times of the amount being spent in the past. It would provide opportunity to the sportspersons to step forward in Olympic games. Therefore, I appreciate this railway Budget and thank the hon. Minister of Railways, Shri Nitish Kumar.

Sir, lastly along with some suggestions. I would also like to say about the problems of railway employees and railway facilities of my constituency i.e. Ranchi. Efforts should be made to check corruption in the railway. Basic facilities such as security, treatment, education and accommodation should be provided to the railway employees.

I would like to congratulate Mr. Hon'ble Minister for the rail facility he has provided in Ranchi and in the State of Jharkhand. At the same time I request him to remove shortcomings and expeditiously complete the ongoing projects. Mr. Hon'ble Minister, it is my request to you that the Ranchi-Delhi Rajdhani Express should be run twice a week instead of once a week. Such arrangement be made as it should run from New Delhi every Friday and from Ranchi every Sunday. The work for the extension of the Ranchi Lohardagga line upto Tori be completed expeditiously. The work for the Ranchi Kodarama via Hazaribag railway line be got completed expeditiously.

I oppose the proposal for the Hatia Mumbai train being run via Gaya Allahabad. That train should be run via Hatia Rourkela to Mumbai so as to render benefit to the people of Ranchi and Jharkhand area, otherwise it would not be in the interest of the people of Jharkhand Ranchi. Tata Pink City train should be run expeditiously for which you have made an announcement. Railways

overbridge should be got built on the Ranchi Khelari road near the Khelari station at the Khelari coal area. This demand is being raised over the years. The Ludhiana-Dhanbad train which stands at Dhanbad for 17 hours should be extended upto Ranchi. For the backward and general castes Railway Recruitment Board should be set up in Ranchi without delay so that the poor people of Jharkhand could get the opportunity to serve in the railways. There should be a provision for giving priority to the sons of the soil and to the members of the displaced families for the lower level posts of the jobs. The D.R.M. office building should be got expeditiously constructed to make the office operational at Ranchi at the earliest.

The Danapur Tata Passenger train should have a two minute stoppage at Bakar Kudi (Ichagadh). The railway employees posted at Muri station should be provided security, the facility of drinking water, power, school and repairs of the railway quarters at the earliest and the beautification and expansion of the station should be carried out.

I am sure that the hon'ble Minister would pay special attention to the aforesaid points to solve them at the earliest. Sir, thanks for the time I was provided.

*SHRI PRABHUNATH SINGH (Maharajanj, Bihar): I am submitting in writing the following points in connection with the railway budget that are related with my constituency. It may please be included in the proceedings of the House.

- * The hon'ble Railway Minister had announced in the inauguration ceremony for the reconstruction of the Daraidya Maharajanj railway line to set up a railway crossing in front of the Jalalpur village, the proposal for which has already reached the board. That should be approved at the earliest to get the work commenced.
- * Action should be taken for extending upto Mashrak the Daradiya Maharajanj railway line so that that small rail section could be completed.
- * It was announced by you in Mashrak during the inauguration for the beautification of the Mashrak station that small shops will be opened on the land owned by railways beside the road near the railway station which will on the one hand make available to the railways a source of income and on the other hand provide opportunities of employment to the unemployed.

* In Mashrak itself it was announced by you that a railway hotel will be made in Mashrak. Some action has been taken in this regard but the speed is very slow.

Congratulating you for the railway budget I would request you to expeditiously complete the items of work I have mentioned.

[English]

SHRI SHRINIWAS PATIL (Karad): Sir, I want to make only one submission.

I am thankful to the hon. Minister of Railways for starting computer reservation in my home constituency, Karad, which is known after the name of the late Deputy Prime Minister Y.B. Chavan. The computer system is working very well but both the stations, Karad and Satara are about seven kilometres to eight kilometres away from the township. Therefore, if the facility of providing one terminal each at Karad and Satara is given, the computerisation would be totally complete.

I am thankful for allowing me to lay my written speech on the Table.

*Sugar Transport is a major business to railways from my Karad Lok Sabha constituency which lies on Pune Miraj Section of South Central Railways having about twelve Sugar factories near KARAD Railway Station.

Annually Rs. 22 crore Revenue is collected from Karad Station from transportation of goods. There is an utmost need for construction of shed over Loading platform which will cover 22 BSN type wagons. At present only five wagons are covered by shed. Also unloading platform for trucks should be constructed so that unloading becomes easier and faster. In the present circumstances in rainy season loading and unloading becomes very difficult. Government is considering to give incentive to sugar factories for transportation of sugar for export purpose. The bill on Sugar Development Fund which is introduced today in Lok Sabha, I think will increase the Revenue of the Railways to the significant extent because the incentives are to be given to transport for export purposes.

In Maharashtra there are only two rail corridors connecting the low lying Konkan and the high altitude plains of Western Maharashtra namely Nashik Mumbai via Kasara Ghat and Pune Mumbai via Khandala Ghat. There is an utmost need to create a third corridor namely

[Shri Shrinivas Patil]

Karad Chiplun or Kolhapur Ratnagiri as may found feasible by the authorities. Karad Chiplun link can directly be connected to Vijapur in Karnataka which will greatly facilitate the inter-state transport of goods as well as passengers. Sir may I bring to your notice that Vijapur area in Karnataka is well known for providing skilled construction Agricultural labour who work in Western Maharashtra and the Konkan areas. Hence a new route from Vijapur Karad joining Konkan Railway at Chiplun may kindly be thought to be planned and survey on priority basis may be started.

There is much need for laying of double track on Pune Miraj section of South Central Railway which has become very busy route due to introduction of new trains i.e. Bangalore Jodhpur and Bangalore Ajmer and other good traffic trains.

Due to construction of Quadri-Angle Highway connecting four Metropolitan cities which also passes through my Karad Lok Sabha Constituency, if rapid changes on Pune-Miraj section are not implemented, there are greater chances of loss in revenue to the railways since parallel and efficient system of road network will greatly hamper goods transport by railways.

Sir, ours being sugarcane producing area partially manner gates are a major problem in transportation of sugarcane from the field to the factory because these gates are kept closed during night time. They are only manner during day time. Hence I request you to kindly issue orders to DRM Hubli to conduct a meeting with MPs in this regards to finalise the list of gates which need manning of gates for 24 hours.

Since there is a demand for merging of Pune-Miraj section from South-Central railways to Central railways, the officials of DRM office-Hubli are not interested in development of this section. Hence I request you to kindly declare whether this section would be merged with Central Railways or not? The issue if kept pending for a long time and will hamper the development of South-Central Railway portion from Pune to Miraj.

Farmers seeking permission to lay pipeline for irrigation purpose crossing railway line face harassment from office of DRM Hubli. One window clearance system for such permission my kindly be started to avoid harassment and exploitation of the farmers and sugar factories.

As regards facilities for passenger traffic:

- (i) There is need to start computerised city reservation office at Karad and Satara. Since both the stations are having computerised reservation system and are six to seven kilometers away from the cities. One terminal may be granted in the town of Karad and Satara, each for reservation.
- (ii) Ahmedabad-Pune Ahinsa Express should be extended upto Kolhapur on South Central Railway.
- (iii) Kolkata—Pune Azad-Hindi Express should be extended upto Kolhapur on South Central Railway.
- (iv) A new Superfast train from Pune to Panjim should be started and it should run during day time.
- (v) Kolhapur-Ghorpadi passenger train should be extended up to Pune Railway station which is just 3 km from Ghorpadi.
- (vi) Ghorpadi-Kolhapur passenger train runs empty without passengers up to Satara and thereafter it runs as Satara-Kolhapur passenger. This is a great loss to the railways: I request to run this passenger train from Pune to Kolhapur, if it is not possible then it may run from Ghorpadi.

The building of Railway station Karad is very old. The retiring room is only one. There are 7 State Government Ministers from nearby Tahsils who sometimes have to sit on benches on platform waiting for the train during Assembly sessions. Total facelift at least for the time being would give some satisfaction to VIPs. The toilets are out of use and drinking water facility is meagre and light on platforms during night is insufficient. The air-conditioned coaches during rainy season have no facility of shelter as such passenger get totally wet due to rains. At least one full length covered platform will serve the purpose. Train named Mahalaxmi runs between Kolhapur to Mumbai. The members of legislative assembly and ministers from Western Maharashtra both travel in II class A.C. & sometime during Assembly sessions seats are not available. In order to avoid this, I request you to attach one 1st class air conditioned carriage to this train. Please do ask the G.M., South Central Railway to visit KARAD Railway Station and do the needful as suggested above by me.

SHRI PRABHAT SAMANTRAY (Kendrapara): Thank you, Mr. Chairman, Sir, for giving me this opportunity to participate in this Railway Budget.

This is a Railway budget that has changed the track for a better railway management in a country where in the last 52 years our route kilometre achievement has been very insignificant. Since a track and an approach in a new direction has been presented for discussion, I believe, we being a captive audience in this project, should give our opinion.

Before thanking the Railway Minister, I would like to draw his attention to the bitterest fact that draws our attention and also gives an apprehension whether certain policy decisions which he has elaborated in his Budget Speech, will be in the right direction or not. That is relating, most importantly, to the formula which he has advocated in his Budget Speech for allocation of funds, and I quote:

"I have considered three major criteria—the area of the State, the population and the throw forward of projects in the State. Weightage given to these three criteria is in the ratio of 15 per cent, 15 per cent and 70 per cent respectively."

On the one hand, the Government of India and the hon. Health Minister who is present here, are advocating, and we all are also emphasizing, the downsizing of the population of this country which is creating a major problem in our advancement. On the other hand, the policy advocated by the hon. Railway Minister for allotment of funds for the railways in different States, based on the population, totally drags away the States. More particularly, I would name the State of Kerala which has become an example for all the States for achieving the population, and they will be the worst sufferers, as also the other States which are coming under this criterion for calculation of allotment of funds. So, I would request the hon. Railway Minister to consider the formula as to whether on the basis of the revenue generated from the State through freight and passenger traffic or the route kilometres available in that particular State should have been the criteria, in place of the population being the criteria for allotment of funds. If this is encouraged, I am afraid that instead of 100 crores population in 2000, we will be increasing it, in competition, by more than 20 crore in two years. So, the choice is of the Government and of the Minister of Railways who has advocated this formula. He should reconsider and review whether the suggestion that I have proposed is good enough for consideration or not.

I am told that during these 55 years after Independence, we have inherited 53,000 route kilometres from the Britishers and we have only added, by the year

2000, 63,000 route kilometres. Our ratio of increase is very insignificant. There should be an appraisal with regard to the difficulty in achieving the route kilometres which is more important for each of the Members of this House and the other House, and more importantly for the population of India. The route kilometres achievement is very negligible. What has gone wrong? That formula or that policy has not been advanced by the hon. Railway Minister. I would request that he should have a look at it and see in what way we can go ahead with the projects which are under the budgetary allotment of the Railways for the last so many years for which the achievement is very negligible.

Now I come to my own State. The State of Orissa which I represent has got only 2,309 route kilometres in the State, out of which we have inherited from the Britishers 1,400 kilometres. Our route kilometres is in the ratio of 14.4, whereas the national ratio is 19. In my neighbouring States, Bihar and West Bengal, the route kilometre ratio is 30 and 43.1 respectively.

19.00 hrs.

I believe that more route kilometres should have been added during the last two years. Orissa is a State having 2,300 route kilometres and it is part of the South Eastern Railway. More importantly, South Eastern Railway is the revenue generating zone of the Indian Railway system. It always exceeded the targets in revenue earning and Orissa has been a part of that. Thirty per cent of that revenue has been contributed from Orissa region alone. In this regard I would like to draw the attention of the hon. Minister that despite all this the hon. Minister has taken the steam away in regard to allocation of funds and other things. I would like to give the figures of budgetary allocation to Orissa during the last three years. During the year 2000-2001 it was Rs. 174 crore; during 2001-2002 it was Rs. 140 crore and for this year the allocation was only Rs. 126 crore. Not only the volume has been reduced but the important projects have been allocated lesser funds.

I would request the hon. Minister of Railways to kindly consider some of the important proposals relating to the State of Orissa and more particularly about the proposals for new trains and extension of existing trains. At present there is a train from Hazarat Nizamuddin to Sambalpur called Hirakud Express which runs three days in a week. I would urge upon the hon. Minister to consider extending this train to Raigada which will be catering to the needs of the southern parts of Orissa, a portion of Andhra Pradesh and more importantly the major industrial centres

[Shri Prabhat Samantray]

like HAL, JK Paper Mills, IMFA and NALCO. All these places can be catered by this extension of train.

There is another important request which we have been asking. There is a need for a direct train service between Puri and Jaipur. There is no direct train from Bhubaneswar to Bangalore. The assessment indicates that there are sufficient number of originating passengers towards Bangalore. It is, therefore, proposed to extend the existing 8564/8563 Visakhapatnam-Bangalore Prasanti Express upto Bhubaneswar. This train remains idle at Visakhapatnam for 12 hours and by extending it to Bhubaneswar there will be sufficient time for washing and other things.

A lot of funds allotted to Orissa region last year has been re-appropriated with the excuse of non-implementation of projects that have been funded last year. I would like to draw the attention of the hon. Minister to this. What has gone wrong? Why is it that the budgetary allocation that has been made by the Railway Ministry last year to Orissa region could not be spent? I want to know whether the Railway officials are responsible for this or whether there are certain directions. This should be told to us. Why is it that a large chunk of budgetary allocation has re-appropriated in the State of Orissa? We should be told of this.

Finally, we have now been discussing about the IRTCC—Indian Railway Tourism and Catering Corporation. In this connection I would like to submit that we all have a very bad experience in this country. This Parliament has provided not only funds but created huge infrastructure for the public sector undertakings. But due to mismanagement, all of us are now facing an embarrassing situation of disinvestment. The age-old system is existing in the Railways. Without meddling with that and without going in for a fresh look into it, a new attempt may lead to an embarrassing situation after five or ten years. I shall be requesting that action should be taken in that direction. Before giving a thrust to that particular proposal, the Railway Ministry or the Railway Board should take a clear look into this and the responsibility should be fixed.

If investment is done in the name of some corporation, a written assurance should be there. With these words, I shall be extremely thankful to the Railway Minister for providing Rajdhani Express, as requested by us. It is not that only Jana Shatabdi train has been introduced from Bhubaneswar to Howrah, the frequency of Rajdhani train has also been increased. One train has been provided from Behrampore to Bhubaneswar. But in

spite of that, the East-Coast railway zone, for which people of Orissa have been asking, has been allotted a very meagre amount of Rs. 4 crore. I shall request the hon. Railway Minister to allocate some funds, more particularly, to complete it. I would also request him that to strengthen the railway system, please complete the work of Jakhpura—Banspani and Haridaspur-Paradeep lines. By doing so, the Railways would be getting back within ten years the money they have invested in it. That is our assessment. That is their assessment also.

With these words, I thank you, and through you, the Railway Minister again.

MR. CHAIRMAN: Shri Abdul Hasnat Khan and Shri Namdeo Harbaji Diwathe are allowed to lay their texts on the Table of the House.

As announced earlier, the hon. Members may lay written text of their speeches on the Table of the House, if they so desire. These speeches will be included in the proceedings.

*SHRI RANEN BARMAN (Balurghat): In connection with the Railway Budget 2002-2003, I would like to make the following suggestions for your kind consideration.

I oppose the Budget because this is a anti-poor. Sleeper class fares and freight for essential items, i.e. salt etc. have been hike and a number of projects are pending. For example, in my constituency, Balurghat under Dakshin Dinajpur district of West Bengal is still pending and also fund allotted is for short of requirement. I demand that it should be raised then only this Eklakhi-Balurghat which covers 90 kms. could be completed. In fact, survey was conducted a way back in 1984 and its slow pace of implementation has caused serious anxiety amongst the minds of the people of this backward area. Therefore, appropriate steps should be initiated without further delay.

With these words, Sir, I conclude.

[Translation]

*SHRI RAMANAND SINGH (Satna): Sir, I welcome the budget for the year 2002-2003 presented by the Railway Minister. It is the first Railway budget which has been heard with attention and without any interruption. Even the opposition has more or less held the budget as balanced and pragmatic.

*Laid on the Table of the House.

The budget has been prepared after taking into accounts the need of the entire country. Separate allocation has been made out of the Central budget for the Udhampur-Srinagar-Baramula project in Kashmir. Provisions have been made to introduce 23 new Express trains and 7 passenger trains. The budget provides for the laying of 6 new Railway lines and introduction of 16 new 'Ahar Shatabdi Express'.

The target for the electrification of Railway lines in 375 kilometres. Special emphasis has been laid on the Railway safety. These all are laudable steps.

But poor and common man will be hit by the increase in second class fares therefore, it needs to be brought down. Similarly, hike in freight charges for salt would be realised from consumer by the salt industrialists. A hike of 123% in the freight charges for salt is not reasonable. The hon'ble Railway Minister should review it.

Construction of over bridge at Meihar Railway Station in my constituency, Satna is pending for the last six-seven years. It should be completed at the earliest. The construction work for the third platform at Satna Railway Station should commence without any further delay and for the convenience of passengers, a booking office should be opened at the Western side of the platform.

The inter Shatabdi which is likely to run between Jabalpur-Harishgunj should be run from Satna to Harishgunj. Mahakaushal Express should be given stoppage of 2 minutes each at Majhgawan and Unchehava Railway stations in Satna district.

The budgetary allocations should be increased for the Lalitpur-Khajurao-Satna-Singrauli Rail-line so that it is completed in next 10 years.

Steps should be taken to ensure that Mahakoushal Express, arrives New Delhi at 8 or 9 A.M. and not at 11 A.M. which is its present arrival time. Efforts should be made to modernise and upgrade the catering facility at Satna, Katni and Manikpur stations. Neatness and Cleanliness should be of high order at these stations.

*SHRI SOHAN POTAI (Kanker): Sir, Railways are the largest organisation in the world which have faced various odd challenges from time to time and emerged victorious.

Railways is not only a means of mass-transport but it has also rendered the greatest service to the nation in times of peace war, drought, flood and other calamities.

It is the life line of the nation which play significant role in the socio-economic development of the society. The income and expenditure of the Railways constitutes an inseparable part of the total income and expenditure of the Government of India.

Since no hike in passengers fares were affected in the last two years, it has become necessary to increase the same during 2002-2003.

Except for 1st class, a hike of 5% to 14% has been effected in all classes. It was necessary to rationalise the freight charges also.

Sir, the targets fixed for completion of under construction projects is praiseworthy.

The proposals for the introduction of 25 new express trains, passenger trains and laying of six new Rail lines, introduction of 16 inter city Shatabdi Express are praiseworthy.

I would like to conclude after giving following suggestions and requests:

It is submitted that the proposed Rail line from Dallirajhara to Ravghat which has not been included in this budget, should be included and work on the project should commence at the earliest. Whatever may be the impediments concrete steps should be taken to remove them after ensuring that no harm is done to environment and people's interests. With the development of Bustar division, it will provide employment to the unemployed people in this area. Dalli Rajhara is turning into a desert, it can be saved, it will bring green revolution in the entire Chhattisgarh region.

- * Approval to rail service from Durg to Jaipur is welcome. But it should be extended from Bilaspur zonal head-quarter and High Court head-quarter to Jodhpur which will facilitate direct access to Raipur, Capital of Chhattisgarh, Bikaner, Ajmer, Merta and Jodhpur. Or, if not possible, one bogey should be made available directly for Jodhpur.
- * Bhuvaneshwar-New Delhi Rajdhani Express should be run four days a week in place of two days a week so that more facilities are available to the people of Chhattisgarh.
- * The narrow gauge from Raipur to Dhamtari should be converted into broad gauge and extended up to Dallirajhara after including Gunderdehi therein.

[Shri Sohan Potai]

- * 2807/2808 Samata Express which runs thrice a week should be run on two more days in summer season.

With this I support the Rail Budget, 2002-2003.

[English]

SHRI G. GANGA REDDY (Nizamabad): Mr. Chairman, Sir, thank you for giving me time to speak. I represent North-Telangana of Andhra Pradesh, which falls under Nizamabad district. I am thankful to the Railway Minister, and I am also happy, that after persuasion of our beloved Chief Minister, Shri N. Chandrababu Naidu alongwith TDP MPs, he has provided Rs. 40 crore in the Supplementary Budget and assured the completion of gauge conversion between Mudkhed—Dharmabad—Jankampet—Bodhan. Now, even the South-Central Railway's G.M. has also given us in writing that by the end of April, Mudkhed—Dharmabad—Jankampet—Bodhan gauge conversion will be completed.

I am also thankful to the Railway Minister for announcing an express train from Mumbai to Nizamabad. Now, our Chief Minister, Shri N. Chandrababu Naidu has written for a budget allocation of Rs. 130 crore for gauge conversion. But for Secunderabad—Bolaram—Nizamabad—Mudkhed, he has provided only Rs. 30 crore. We need at least Rs. 160 for the gauge conversion of Nizamabad—Kamareddy—Bolaram line which is about 160 kilometres. So, I would request the Railway Minister to kindly consider allocating more funds to complete Nizamabad—Bolaram gauge conversion work in two years to improve the backward area of Telangana region. The gauge conversion of Secunderabad—Bolaram—Kamareddy—Mudkhed line will be very important for traffic and goods movement, and the Railways will also get more revenue.

On this line, there is a Saraswati Mata Temple at Basar which is located on the bank of Godavari river and is very famous in South India. now, our Chief Minister is renovating this temple in all respects as per *Vastu Shastra*. After the completion of this gauge conversion work, trains will start from Secunderabad to Mumbai directly and people will reach Mumbai in 13 hours only.

Secondly, at page 2, I am surprised to find that the budget allocation for the Karimnagar—Nizamabad new line was Rs. 10 crore only. On 14.2.2001, the Minister of State in the Ministry of Railways, Shri O. Rajagopal, laid the foundation-stone for this new line. In the year 1999-2000, the budget allocation was Rs. 20 crore, whereas for the running year, the budget allocation is Rs. 10 crore

only, which is quite unjustifiable. This 142-kilometre long new line needs more than Rs 200 crore. So far, about Rs. 60 crore was spent on this Peddapalli-Karimnagar-Nizamabad new broad-gauge line. The work on this line started in the year 1992. Now, I would request that a further allocation of Rs. 40 crore be made to complete the land acquisition and earthwork in both the districts of Karimnagar and Nizamabad as it would improve the backward region of Telangana.

Thirdly, I would request that the senior citizens may be given some concession in the fares, just as they get 50 per cent concession when they travel by air. The Railways also may consider giving 50 per cent concession to senior citizens in all classes of the train journey.

[Translation]

*SHRI NAMDEO HARBAJI DIWATHE (Chimur): Mr. Chairman, Sir, I am submitting the following proposals for your consideration:

- 60 k.m. Vadsa-Gadchiroli new rail line should be constructed.
- Nagmid-Nagpur narrow gauge line should be constructed into broad gauge.
- 150 k.m. new rail line via Kurkhera—Vandersa Gadchiroli to Rajnandgaon should be constructed.
- 150 k.m. new rail line via Chimur-Chandrapur to Umraid should be constructed.
- 50 k.m. new rail line via Mo. Lakhandoor-Yavari to Arjuni should be constructed.
- There is an ordnance factory in Kandara Jawahar Nagar. There is a need to construct an over bridge at Gadchiroli-Vadsa station.
- Gondia—Chandrapur has been provided broad gauge line but the height of the platform has not been raised due to which 50 persons have been died. Its level should be raised.
- Trunk Hyderabad a new train should be introduced.
- Jharsukaj—Gondia train should be extended upto Nagmid.
- To provide land on lease—The vacant land at Badsa station should be given on lease. Any station having vacant land, should be given on lease.

[English]

*SHRI ABUL HASNAT KHAN (Jangipur): I want to raise the following demands and hope that the Ministry would take necessary favourable steps expeditiously:

- * Completion of the proposed and ongoing projects of West Bengal. Requisite funding for the pending and ongoing project and necessary moniterisation so that these projects may be completed on the stipulated period.
- * Electrification and provision of double line from Katwa to New Farakka.
- * Provision of computerised reservation facility at Jangipur Road, Kahaigaun, Nathnagar, Sultanganj, Pirpaity Stations of Eastern Railway.
- * Shifting to Dhanliyan Ganga Stations towards National Highway 34.
- * Stoppage of trains at new Farakka Railway Station namely Dadar-Guwahati, Cochin-Guwahati, Tiruvananthapuram-Guwahati, Asansol-Malda, Guwahati-Saraighat. Farakka is an important place where two big National Projects are situated.
- * Malda-Ajimgang Passenger train should be extended upto Katwa.
- * New Farakka and Bhagalpur Railway Station should be upgraded and categorised as 'Model Station'.
- * Proposed Howrah-Malda 'Jan-Shatabdi' should start in the early morning from Malda and run through Ajimgang-Katwa route with stoppage at New Farakka, Jangipur positively.
- * Construction of over bridges at Tildanga and Nimtita Stations of Eastern Railway.
- * Observation/recommendation of Thirteenth Report of the Petition Committee of the current Lok Sabha placed before this august House on 14th instant should be taken up favourably.
- * The railway track near Sankopara Station in the Malda Division of Eastern Railway is endangered by erosion in the river Ganga. If protection work is not undertaken on this point on urgent basis, it may collapse in the near future.

- * Doubling of rail line from Barharwa to Bhagalpur and Kinl to Kajara should be completed as early as possible.
- * DMU trains from Bhagalpur to Malda and Bhagalpur to Kinl should be introduced.
- * Stoppage of N.E. Expresses at Nanghachia.
- * Shalimar-Haldia (Azad City) Express may be generated from Howrah to make it economically viable.
- * Construction of level crossing (Manned) at the following points:
 - (i) Tildanga-NTPC Road (Malda Division/Eastern Rly)
 - (ii) Jai Krishnapur village in between Dhuliyyan Ganga & Nimtita Station (Malda division/Eastern Rly)
 - (iii) Khidirpur village in between Nimtita & Sajnipara Station (Malda Division/Eastern Rly)
 - (iv) Popara village (Howrah Division/Eastern Railways).
- * Drainage enlvert 2 kms. away from Sagardighi Stations towards Ajimganj Junction.

[Translation]

*SHRI VIRENDRA KUMAR (Sagar): The Rail Budget is quite progressive with regard to facilities to be given to the railway passengers, but the kind of railway facilities expected by the railway commuters between Bina and Katni block of central railways could not be fulfilled in the Rail Budget. I, therefore, wish to draw your attention towards these aspects.

On an average one goods train carrying freight passes through the Bina-Katni railway stations within an interval of 15-20 minutes, but it seems that there are less number of trains on this railway track especially during the day time. All the express trains pass through this track in the night time.

A demand was being made to run Rajkot Express train for three days in a week through Katni, Bina, Bhopal and Rajkot as it runs via Jabalpur for four days in a week but the Ministry of Railways granted approval for only two days.

[Shri Virendra Kumar]

Bhopal Howrah Express is a weekly train which passes once a week through this route. It's frequency is to be increased from one day in a week to four days in a week.

Prior to this the railway passengers of Sagar, Damoh, Vidisha, Satna have been continuously demanding for regularization of Indore-Howrah Kshipra Express for all the seven days in a week. Railway department also gets a good revenue from this train. Therefore, Kshipra Express should run all the seven days in a week.

8235/8236 Bhopal-Bilaspur Express train should be extended upto Durg by making it a fast passenger train.

Train No. 189/190 running between Kota-Damoh as a shuttle train should be converted into Jaipur-Jabalpur fast passenger train.

Train No.1504/1505 running between Bina and Katni may be extended upto Chopan.

Train No. 407/408 running between Chirmiri-Damoh may be extended upto Sagar.

Train No. 1271/1272 running between Bina-Itarsi may be extended upto Nagpur.

Train No. 2411/2412, Gaudwana Express running between Jabalpur and Nizamuddin may be extended upto New Delhi and may be operated as a separate train.

Half of the train comes from Jabalpur and half of them come from Bhusawal-Bilaspur and get linked at Bina. Due to this the railway passengers between Jabalpur and Bina have to face a lot of difficulties to board the train despite having proper reservation in the train. Moreover, Sagar, being a big centre of the Army, a large number of soldiers travel to Delhi. So keeping in view the number of railway passengers travelling in this train, there is an urgent need to run this train as a separate train by increasing its compartments.

New passenger trains via Bina-Katni should be introduced from Jabalpur to Jodhpur, Jabalpur to JammuTavi, Jabalpur to Amritsar, Reeva to Ratlam, Mumbai Poona to Varanasi, Gorakhpur to Madras, Raipur to New Delhi, Guwahati to Mumbai, Howrah to Ahmedabad, Faizabad to Hyderabad.

Jhansi-Bina passenger train, which was introduced during the Budget, may be extended upto Jhansi-Bina-Damoh and the timing of this train may be fixed in such

a manner so that the railway passengers between Damoh and Bina could avail of the facility of this train in day time as there is no train from Sagar between 1 O'clock in the afternoon and 7 O'clock in the night.

Shuttle services may kindly be stated from Katni to Nagda Ujjain, Damoh to Bina, Damoh to Jhansi Mahoba, Sagar to Shadol Budhar and Sagar-Jabalpur.

4 bogies may kindly be attached to the 8235 Bhopal-Bilaspur Express operating between Sagar and Lucknow and these bogies may be detached from the Katni station and then attached in the Jabalpur Lucknow-Chitrakut Express. And on the return journey, these bogies may be detached at Katni and attached in the 8236 Bilaspur-Bhopal train.

Changing the route of Raipur—New Delhi Rajdhani Express from original one to the route of Bilaspur Katni Bina Jhansi Delhi would save both time and money, although operating the train on the route from Raipur to Nagpur Bhopal Delhi would consume more time and money, moreover already too many trains are operating on this railway route.

It is very necessary to give a two minute stoppage of all express trains at Makronia Railway Station, as Makronia has developed as a large suburban area and the natives of this place have to go to a distance of 10 kilometers to catch a train.

Construction work of the Railway overbridge near the Rahatgarh Bus stand at Sagar has been completed by the Ministry of Railways but after the declaration of Kanpur, Sagar, Bhopal, Devas, road as National Highway No. 86, the State Government has started neglecting the construction work of railway overbridge. Therefore required funds may immediately be released by the Central Bridge Corporation, National Highway Authority and Central Public Works Department for completion of construction work of overbridge near Rahatgarh Bus Stand at Sagar.

Anandpur Trust, a place falling on the Bina-Guna railway route is a very famous religious place, devotees from all over the country as also abroad come here in large numbers for the purposes of visiting this place, Goa, Pushpak etc. trains are given a stoppage at Bina for four times a year. It is, therefore, very necessary to make stoppage of Goa Pushpak Kamatak Express at Bina.

Mandi Bamora is a big 'Mandi' of foodgrain. Traders, students, servicemen and railway passengers in large

number, go to the capital of the State 'Bhopal' from this place. A demand is being made here for the stoppage of Sadan Express at this place since long. Therefore, Sadan Express train should be given a stoppage at Mandi Bamora with a view to facilitate the railway passengers of Sagar and Vidisha Lok Sabha constituency.

Earlier the Utkal-Kalinga Express had a stoppage at Ganeshganj (Shahpur) Station and Pathankot Express had a stoppage at Karaunda Station, which was discontinued later on. The stoppage of two trains may kindly be restored at the same stations keeping in view the difficulties faced by the railway passengers.

It is very much necessary to make stoppage of any of the two trains viz., Utkal Express or Gaudwana Express at Jarubakheda Station.

Dangidahar Station may kindly be developed and facilities for railway booking alongwith a Ticket Centre should be provided therein.

A Railway overbridge should immediately be constructed on National Highway No. 86 passing through Mumbai cabin near Makronia station.

80 percent population of Sagar Nagar lives on the Southern side, i.e., on the side of platform No. 2. Therefore platform No. 3 and 4 should be developed and warehouse may kindly be shifted elsewhere. A water coder may be installed at the Railway Reservation office complex at platform no. 2.

The number of General class bogies may be increased in each of the express train so that railway passengers travelling without reservation could get some place to travel.

There is no train between the Bilaspur train at 12.00 noon and a shuttle train at 7.15 p.m. for going towards Bina from Sagar. Similarly there is no train after the Bhopal Bilaspur train at 1 O'clock in the afternoon till 11 O'clock in the night for going towards Katni from Sagar. Therefore the departure time of shuttle train from Damoha be rescheduled at 4.30 p.m. and that of Mahamaya Express from Jabalpur at 4.00 p.m. that is after 20 minutes of the departure of shuttle train.

The train declared to be introduced from Durg to Jaipur should have the route via Bilaspur, Katni, Bina, Kota because it is the short railway route and would involve less time and fare.

The Jan Shatabdi Express from Jabalpur should run three days a week on Bina-Katni route.

There is a long pending demand of the people of this area to introduce a new shuttle train on Bina, Katni route. A recommendation has also been made by office of the Divisional Railway Manager in this regard. A new shuttle train should, therefore, be introduced immediately on this route.

[English]

*SHRI SANAT KUMAR MANDAL (Joynagar): Sir, the Railway Minister Shri Nitish Kumarji has cleverly presented this year's budget. He has tried to please all but in the process he has disappointed every section. This is a cleverly manipulated budget. The real face of the budget has started coming out. I shall cite some instances in support of my argument in the course of my speech.

Through his budget proposals the Railway Minister has tried to put a burden on the ordinary passenger. He has spared the AC passengers but increased the fares of sleeper classes. An attempt has been made to rationalise the fare structures of the ordinary passengers. While doing so the interests of the ordinary passengers have been sacrificed. The Rail Minister has kept the interests of the upper sections of the society in his mind. This year's Rail Budget is anti-poor and pro-rich budget. Sir, the second class fares are already very high. It should not be increased further. I urge the Minister to withdraw the hike forthwith.

Now, Sir, I shall touch upon the security of the passengers and the punctuality of the trains. In the budget there is hardly any measures on these twin aspects. We have seen that the trains are running late and the passengers are feeling insecure during their journey. The Railways should give more stress on maintaining punctuality of trains. At the same time top priority should be given on the security of the passengers. It is the duty of the Railways to protect the lives and properties of the passengers.

The Rail Minister has announced the introduction of several new trains. This is welcome. But what about the new projects such as track renewals, electrification and doubling of rail lines. Even for the ongoing projects the allocations are very meagre. If work goes on at this pace then it will take another ten to fifteen years for the completion of the ongoing projects.

[Shri Sanat Kumar Mandal]

Now Sir, I would like to draw the attention of the Hon'ble Railway Minister to some of the long-standing demands of the Railway commuters of the Sealdah South Section Railway. These demands included installation of double lines between Sonarpur and Canning and Baruipur and Lakshmikantapur. Introduction of tokenless system between Sonarpur and Canning, extension of Canning Railway line upto Sonakhali specially for the economic development of the poverty-stricken people of Sundarbans and setting up of a new station between Canning and Taldi Station.

Sir, Canning Station has been declared as a model Railway Station. This is the gateway to Sundarbans, which is a tourist spot. But there is no amenities for the passengers. Therefore, I urge the Railway Minister to pay his attention towards this problem. There should be rest rooms, canteen facility, Yatri Niwas and drinking water facility at the Canning Railway Station. Even though Canning Railway is declared as a model station, no developmental works have taken place so far. Several times, I have brought this matter to the notice of Railway Ministry. I regret that there has been no action.

Sir, there is a lot of land at the Canning Station. The Railway can lease out this land for the commercial purposes and earn revenue. These funds generated most of this can be utilized for the development of the Canning Station. I would now point out how the Rail Minister has taken a casual approach in his budget? For example for doubling of rail lines last year in the Rail Budget Canning—Ghutian Sharif and Baruipur-Dakshin Barasat 10 crores and six crores had been allocated respectively. But this year only One crore has been allocated. The total cost of two projects are Rs. 36 crores and Rs. 49 crores respectively.

With this meagre allocation, the Railway Minister can imagine how long the two projects would take for completion. Therefore, Sir, I urge the Railway Minister to reconsider this and allocate adequate funds for the early completion of the projects.

Sir, I have, in my speech, have pointed out some of the issues that are lacking in the Railway Minister's budget for 2002-2003. I have also raised a few demands of the Sealdah South Section Railways and Canning Railway Station which need urgent attention. I hope and believe that the Railway Minister Nitish Kumarji would address these issues during his reply.

There has been also a demand to increase the frequency of Sealdah-New Delhi Rajdhani Express. On Sunday, there has been no train. I would, therefore, urge the Railway Minister to also include Sunday for the Sealdah-New Delhi Rajdhani Express from Sealdah.

SHRI SONTOSH MOHAN DEV (Silchar): Mr. Chairman, Sir, at the very outset, I convey my heartfelt thanks to the hon. Railway Minister. Though we all demand new lines, gauge conversion and other amenities, unless the revenue is increased, it cannot be done. You have started a good thing, and I fully support you on that.

Mr. Chairman, Sir, when the United Front Government was there, Shri Nitish Kumar was also there, they have given the sanction for converting the line from Lumding to Silchar into broad-gauge line, which will benefit the people of Tripura, Mizoram, Manipur and Silchar. Though the work has started on it, there is fund crunch, and it requires Rs. 60 crore to Rs. 70 crore annually. I do know the constraints of the Ministry of Railways. I have discussed this matter with him also. I tried to get some money from the non-lapsable fund of the Government of India, but I could not get it.

If you think that the North-Eastern region is being neglected, cut-off, and if you can consider the scheme for Kashmir as a national scheme, then why do you not take up this line which will benefit three States, that is, Manipur, Assam and Mizoram? I shall humbly request you to take it up with the appropriate authority and do the needful. Otherwise, even if you go on giving Rs. 60 crore annually, even when my grandson becomes an MP, he will not be travelling on this broad-gauge line because this is a project worth Rs. 1,115 crore. By the time you are able to complete it, the cost would have gone up very high. Therefore, I humbly request that this may kindly be considered. The hon. Minister told me, "I have got all sympathy and I am trying to do my best." I would request him to consider this proposal of mine, go before the Cabinet, and try to get it done.

Even after 52 years of Independence, in Assam, not even a single kilometre of line has been electrified. We have been requesting for the last four years that the Guwahati-Dibrugarh line electrification must be done. Power is available. I know that you cannot do it in this Budget, but if you can do it by making a provision in the mid-budget appraisal, it will be a good thing.

I must convey my thanks to the hon. Minister for one more thing. I wrote to him requesting him to start a train from Guwahati to Jaipur. That has been started because people from that area come to our area for business purposes, and they remain scattered at various places all over Assam. They have conveyed their thanks and, on behalf of them, I convey my thanks to you.

We are very happy to convey our thanks for your having included the Bhogibhil Bridge Project in this year's Budget. It was our demand and this has been done this year.

Sir, I would like to make another request. The Guwahati Rajdhani was introduced a few years back. But if you compare the running time of this Rajdhani train with that of the other Rajdhani trains, then you would see that there is a lot of difference in their running time. We were told, when the train was introduced, that it would run on an experimental basis on this route and they would see as to how it is working. Now we have been told by the authorities that the running time of this Guwahati Rajdhani could be shortened. Kindly examine this aspect. I would not tell you to do it immediately without examining it. If the running time could be reduced, then it should be done.

Sir, there has been a request from the people of Arunachal Pradesh, particularly from the residents of Pasighat in the East Siang district and Teju in the Lohit district, for opening of two railway booking counters in these places. It is because these are very far-flung areas. If they get the tickets, then only they can board the trains, but if they cannot get tickets then they would have to stay overnight either at Lumding or at Guwahati or in some other areas. If railway-booking counters are opened in these places, then they could easily get the tickets and travel comfortably.

Sir, I would also like to make a mention about the Barrak Valley and the Cachar express trains. These trains are connecting these places and these trains need to be made regular. They are not running regularly now. The conditions of the coaches also are very bad. When Shri Ram Vilas Paswan was the Railway Minister, the time schedule was maintained. But now that has got changed. I would like to request the hon. Minister to look into this aspect as well.

Sir, I now would like to mention about the gauge conversion. I support the eviction of people for a purpose. But I have got a sad experience about it. I would like to request you to examine this issue. People are evicted

but railway lines are not laid. A new set of people take possession of that land. If you take eviction measures, then you should ensure that the purpose for which you evicted the people is also served. You throw out people and for months together the land remains vacant and after some time a new batch of people take shelter in that land. That is not a desirable thing to do. We would support eviction for a purpose. I myself would go to the District to get the permission for that, but then if it is seen that after eviction, the land lies vacant for months and then a new batch of people take shelter in that place, then it becomes difficult for us to answer the people. So, there should be instructions, as it was there during the time of the late Madhav Rao Scindia, that eviction must be done when it is needed. If eviction is required to be done, it must be done and we, as public representatives, would support that. But without the fund at your disposal, without having a working plan at your disposal, if you evict people for the sake of eviction, then that is not a good thing to be done from the point of view of humanitarian considerations.

Sir, lastly I would like to request the hon. Railway Minister for increasing the quota, at the railway booking counters in the Calcutta airport, for making available tickets to those coming from Silchar and Agartala and are intending to go to Delhi, Mumbai or such other places. These booking counters were opened by the Railways at our request only. People coming from these places sometimes go to places like Mumbai for treatment of cancer patients and all. Moreover, there is one very good doctor of orthopaedics in Bihar and many of them want to visit him as well. But they do not get reservation. So, I would like to request you for enhancement in the quota in these booking counters. I hope, you have listened to what I have submitted to you and would consider them also.

Sir, with these words, I conclude my speech.

[*Translation*]

PROF. RASA SINGH RAWAT (Ajmer): Mr. Chairman, Sir, I whole heartedly support the Railway Budget presented by the hon'ble Minister of Railways. First of all, I congratulate him for presenting this Budget so cleverly that for the first time no hue and cry has been raised over presentation of Railway Budget. Even Members of Opposition parties listened to his speech very patiently. I also congratulate him for making his speech in Hindi while presenting the Budget.

19.20 hrs.

[SHRI DEVENDRA PRASAD YADAV *in the Chair*]

Highlights of this Railway Budget had already been published in various newspapers, but I would like to draw the attention of the hon'ble Minister towards the problems of my Parliamentary constituency. I would like to submit that Ajmer is a holy, religious and important place from historical, religious and tourist point of view. Lakhs of pilgrims visit Pushkar and Ajmer every year. Almost every Minister of Railways has tried to introduce a train for Ajmer from his State but so far Bihar Sharief has not been linked with Ajmer Sharief. I request the hon'ble Minister to link Patna with Ajmer because large number of people from Bihar visit Ajmer, Pushkar and shrine of Khawaja Sahab.

Bihar and Rajasthan are important States from tourist point of view. One of the Railway Minister linked Bangalore with Ajmer and another Railway Minister linked Kolkata with Ajmer and introduced new trains. The Hon'ble Minister of Railways has done a lot for Rajasthan and has introduced five new trains for Rajasthan and an announcement has been made to lay new railway lines in border areas with assistance of the department of Defence but no new train for Ajmer has been introduced. Only the weekly train between Ajmer and Bangalore has been made bi-weekly.

I would like to raise two important demands. The train plying between Ernakulam and Jaipur should be extended upto Ajmer. Kerala is an important State from viewpoint of tourism and similarly Ajmer is also important from this viewpoint. Kerala has a large population of Muslims who keep on visiting Ajmer. Besides a large number of people from Southern India especially Keralites live in Ajmer and there should be some arrangements for their coming and going to their native place. This train remains stranded at Jaipur for the whole day. Without any additional expenditure Ajmer will get a new train from Southern India if this train is extended from Jaipur to Ajmer.

Mr. Chairman, sir, secondly the Pooja Express from Jammu-Tavi upto Jaipur remain stranded at Jaipur for the whole day. Vaishno-Devi and Pushkarji will be linked directly if this train is extended upto Ajmer. I hope that the hon'ble Minister will pay attention towards this. As I have said in the beginning itself that it will be better if Pattiputra or Patna is linked with Ajmer because large number of people from Bihar visit Ajmer. I feel that it will be an important gift to Rajasthan and Ajmer from the

hon'ble Nitishji and he will get blessings of both Ajmer and Pushkar. I hope that the hon'ble Minister will pay attention towards this issue.

Mr. Chairman, Sir, Byawar and Kishangarh cities of my constituency have a population of more than one lakh. The Superfast train Ashram Express running between Delhi and Ahmedabad stops at Bandikui and Dausa, both the cities which have a difference of only 25 kilometer and population of both the cities is around 50 thousand. Kishangarh is 25 kilometre away from Ajmer and a big centre of marble industry with population of around 1 lakh. Byawar is 55 miles away from Ajmer. It has a population of 1.5 lakh and people from Southern India, Gujarat, Maharashtra and other States visit the city for business purpose but Superfast Ashram Express has not been given stoppage at Byawar and Kishangarh. When we raise demand for stoppage, the plea is given that distance is less and thus stoppage cannot be given. It should be given two minutes halt there. The hon'ble Minister of Railways perhaps not be aware that Phulera is not a commercial stoppage of this train and there it stops for 15 minutes for maintenance. It also stops for 25 minutes in Jaipur where maintenance work can be undertaken. Arrangements should be made for providing stoppage of Superfast 'Ashram Express' at Kishangarh before Ajmer and at Byawar as both the cities have a population of more than one lakh.

Sir, you have done a good work by formulating a formula for projects of States to make allocation for them. I would like to say that Rajasthan is the largest State from viewpoint of area. Two years ago, a project was sanctioned for Ajmer-Pushkar and only Rs. 5 crore has been sanctioned for this. Only Rs. 25 crores have been sanctioned for conversion of Ajmer, Chittor and Udaipur meter gauge line into broad gauge. Similarly, Bandikui-Agra fort railway line is quite important and link western Uttar Pradesh and Ajmer but so far it has not been converted into broad gauge. Earlier it was under BOT and later on Ministry of Railways took over its charge but it is really sad that such a meagre amount has been sanctioned for that and work of this project may not be completed with this amount.

As in the beginning I have mentioned that for the first time a formula has been prepared for new projects and laying railway lines on the basis of area of a State, no state will be deprived of its due rights but I could like to say that its demands will not be fully met. At least the project of laying railway lines should be completed in one go. On the occasion of 150th anniversary of Railways, the current year is being celebrated as 'Passenger

Amenities year' and a decision has been taken to introduce 'Rail Neer' for providing clean drinking water to passengers. The issue of 'Food Plaza' has also been raised. For the first time fares of various classes have been rationalised whether it is freight charges or passenger fare. Members of opposition are saying that fare has been increased. I would like to say that for these last many years the fare of second class was not increased. Now fare has been increased, but in total it has been rationalised and reduced for long distance in some classes. Similarly freight charges have been rationalised, which is a good thing.

Apart from that, special attention has been paid towards Railway Security and special budget allocation has been made for that and I thank him for this endeavour. Through you, I would like to submit that Railways is the largest transport in the country and 100 lakh employees are working therein. I would like to submit that Railways is a public service and in view of the recommendations of Rakesh Mohan Committee it should not be made commercial because it is a support to common man and used by public for travelling. It has been stated for Railways that network of railway are the nerves of nation and blood of national unity flows through it and thus this important service should maintain its status of Public Service. I congratulate the hon'ble Minister that in spite of limited resources, efforts have been made to provide more facilities to the passengers.

I will conclude after raising one more point. I seek your protection. There are Loco and carriage sheds of Railways in Ajmer and some work has been accorded to these but more work should be provided to these factories as per the capacity of machinery installed here so that workers engaged therein should earn their livelihood and may not be compelled to opt for VRS or rendered jobless. The ban imposed on new recruitment should be lifted so that labourers could get jobs in Loco and carriage sheds. There is a stadium where all India level Competitions are organised, but perhaps due to paucity of funds it could not be maintained properly or developed to the desired extent as a result thereof it is lying idle. There is need to pay attention towards this stadium.

In the end, while supporting the Railway Budget, I would like to submit that he has done something for Rajasthan but that is less than the expectations. I request him to be more generous for fulfilling the expectations of Rajasthan which is the biggest State from point of view of area and for providing it an important place on the map of railway network.

*SHRI CHANDRA PRATAP SINGH (Sidhi): Sir, I strongly support the railway budget and would like to draw your attention towards some of the issues concerning my constituency.

Shaktipunj Express runs from Howrah to Jabalpur and after reaching here remains halted at Jabalpur for 28 hours and then leaves for Howrah the next day. If this train is extended from Jabalpur to Bhopal, it would not put any extra burden on the railways but would instead benefit the passengers.

A halt of 'Shaktipunj Express' be provided at Madwas village or Niwas village which would facilitate travel to Sidhi district headquarter.

The railway track between Bilaspur and Anuppur under South Eastern Railways is in a bad condition and this stretch of 46 kilometres of track be immediately renovated which would lead to the smooth traffic of passenger as well as goods trains.

The reservation quota for Sarnath Express at Chirmiri, Mahendragarh and Vishrampur stations under South Eastern Railway is very inadequate. The Sarguja district and Korja district being the coal belt region, passengers have to travel by bus to go to Benaras and Allahabad. Hence reservation quota upto Benaras, Allahabad and Lucknow be fixed and special attention be given towards starting direct railway service from Chirmiri-Vishrampur to Banaras.

A passenger train runs from Chirmiri to Bilaspur. That train be extended upto Raipur Durg so that the passengers could be provided direct railway facility upto the States capital.

The railway bridge at the Hasdev river between Chirmiri-Mahendragarh station which was constructed in British has become weak, hence a bridge be constructed there.

*SHRI VISHNU DEO SAI (Raigarh): Sir, I support the Railway budget 2002-2003 presented by the hon. Minister of Railways Shri Nitish Kumar. I also thank the hon. Minister for the provisions made under this budget of starting 16 new Janashatabdi Express trains. I also congratulate him on behalf of the people of the region for starting a new Janashatabdi Express between Raigarh and Durg. However, the foundation stone of a coaching terminal was laid by the hon. Minister on 14.9.1998 in my Lok Sabha Constituency, Raigarh under South Eastern Railway laying of this foundation stone has fulfilled the

[Shri Vishnu Deo Sai]

long pending demand of the people of Raigarh. The people of Raigarh have an emotional attachment with the terminal because besides Raigarh the people of Jaipur and Sarguja district also travel from here. The number of trains presently running Raigarh is inadequate in view of the number of passengers. I am of the view that the construction of the terminal would also fetch extra revenue for the railways. The trains like Chhattisgarh Express, Mahamaya Express, Ispat Express which run between Howrah and Rourkela would run upto Raigarh after the construction of the terminal at Raigarh.

The hon. Minister has also announced in the new budget that the trains between Durg and Bangalore and Durg and Jaipur would be run once a week but the running of these trains from Durg would leave the entire Chhattisgarh region bereft of this facility. I am of the opinion that the construction of a coaching terminal at Raigarh would result in these trains running from Raigarh which would benefit maximum number of persons. The Government also intends to extend the benefit to the maximum number of persons at minimum cost. The State Government has made available the necessary land required for the construction of the terminal and the railway department has also provided the compensation worth thirty lakhs rupees but no budgetary allocation has been made for this work in this budget.

Hence, through you, I would request the hon. Minister to make available funds for the construction of the coaching terminal. I conclude by once again extending my strong support to the railway budget for 2002-2003.

[English]

*SHRI PABAN SINGH GHATOWAR (Dibrugarh): I am not going to repeat all the points already mentioned by the Hon. Members of this House. I only confine myself to the problems, hopes and expectation of the people of North-Eastern Region.

Sir, the presence of Railway in the N.E. Region is comparably very poor. For long, the successive Railway Budgets have failed to attend the problems and demands of the people of the region. But I shall thank Shri Nitish Kumar ji for introducing few new Trains this year for the people of the N.E. Region:

1. A weekly Train from Guwahati to Bikaner via Jaipur.
2. Jan-Shatabdi Train between/Guwahati to Dimapur.
3. New passenger train between Guwahati and Bongaigaon via Goalpara.

Sir, while mentioning about the Mega Bridge project of Bogibeel in his Budget Speech, the Hon. Railway Minister has said:

"The House will be happy to note that commencement of work on the Bogibeel Bridge over the mighty Brahmaputra will take place during the ensuing Bihar celebrations."

But the people of Assam and Arunachal Pradesh would like to be assured that the commencement does not turn out to be a ritual followed by years of inactivity on the project as was done in the past. The amount sanctioned for the project in this year's budget is not sufficient I request the Hon. Railway Minister for allocation of more fund to this project on priority basis and see that the project is completed well in time.

Now I like to draw the kind attention of the Hon. Railway Minister to some of the long-standing demands of the people of our region:

- (1) Doubling of the Railway line from Jalpaiguri to Guwahati. This will ease the traffic flow and create additional capacity on this saturated section.
- (2) In his Budget, the Railway Minister has not announced any step to start construction work of the Rangia Railway Division, for which foundation stone was laid way back in 1995. I demand immediate start of this work.
- (3) Till today, the Railway Ministry has not taken any step to start the work of Railway Electrification in the whole of N.E. Region. Early steps must be taken in this regard.
- (4) Early action has to be taken for the Gauge conversion of Rangia to Murkongchelek as this is the only Railway line of the North bank of Assam and Arunachal Pradesh.
- (5) A long standing demand of the people of Upper Assam is to extend the Avadh Assam Train upto Dibrugarh.
- (6) The inter-city Train between Guwahati to Tinsukia should be extended upto Dibrugarh.
- (7) Connecting Moranhat to Dibrugarh by a New line of 26 Km is a long standing demand of the people of the area. This will shorten the distance of Simulguri-Dibrugarh main Broad Gauge line by about 90 km. and it will connect Bogibeel Bridge also. I request the Hon. Railway Minister for early consideration of this project.

In his budget speech, the Hon. Railway Minister has dedicated the coming year as Passenger Amenities year. Sir, I like to draw the attention of the Railway Minister some of the difficulties faced by the passengers of North-Eastern Region:

- (i) The safety of the travelling passengers is one of the most important things in the region. Railway in consultation with the respective State Governments should take adequate measures in this matter.
- (ii) Most of the Railway stations of the region are very old and without proper passenger amenities. I request you to take necessary steps for rectification of these deficiencies.
- (iii) The compartments of most of the passenger trains are very old and this causes lot of inconvenience for the travelling passengers. These should be gradually replaced by new compartments.

At the end I request the Hon. Railway Minister to take all possible steps so that the people of my region also feel and appreciate that the Indian Railway in its true sense is the garland of National Integration of our great country.

*SHRI V.S. SIVAKUMAR (Thiruvananthapuram): I am very much thankful to you for including the following projects in the Railway Budget 2002-2003 in my constituency at Trivandrum.

The major Project included in the Budget is the construction of 2nd Terminal at Kochuveli near Trivandrum and conversion of Parassala Station into crossing section. The total cost of the new terminal Project at Kochuveli is Rs. 8 crores. The allocation in the Budget is 5 lakhs only considering the importance of the Project, the amount earmarked in the Budget is too small. The construction of the 2nd terminal is very much essential as the development of the central station at Trivandrum is in a saturated stage. Hence it is requested that the new project may be taken up on a war footing basis. So, I request that the allocation may be enhanced to Rs. 1 crore or at least Rs. 50 lakhs. The allocation for Parassala crossing station is also very negligible. It is also requested to enhance the amount to Rs. 50 lakhs.

Central Railway Station

The development works at TVM Central Station is now going on. Considering the importance of the TVM

Central Railway Station, you may be pleased to direct the concerned authorities to complete the work immediately.

Nemom Station into Crossing Station

Railway Authorities have already submitted a proposal for conversion of Nemom Station into a Crossing Station. It is highly helpful to the passengers from the Southern part of TVM.

Development of Neyyattinkara Railway Station

Being a Taluk Headquarters Nta railway station needs the following developments:

- * Firstly introduction of computerised reservation system for all trains originating from TVM, Nagercoil and Kanyakumari;
- * Stoppage may be allowed to all express trains passing through this station;
- * Thirdly, extension of platform No. 2 and provide roofing.

Dhanuvanchapuram Railway Station

On various occasions, I had represented the Railway Ministry the need for developing Dhanuvanchapuram Railway Station into a departmental Station, which is now running on contract basis.

The large number of commuters board and alight from this station daily. Also the monthly collection is very that Dhanuvanchapuram Railway Station may be upgraded into departmental Station by constructing Permanent Station building instead of temporary asbestose shed and providing basic amenities.

I hope that the Hon'ble Minister will consider the above matters forwarding for which I shall be ever grateful to him.

[*Translation*]

*SHRIMATI SHEELA GAUTAM (Aligarh): As the Indian Railway is going to complete 150 years of its existence, I thank you for giving me an opportunity to speak on this occasion.

Railways has been the most prolific and the convenient mode of travel for the poor and middle class people during the past one hundred fifty years. This

[Shrimati Sheela Gautam]

budget also provides several new facilities for the passengers.

The proposal of providing free meals to the children upto five years in the upper class of Rajdhani and Shatabdi Express, providing pure bottled drinking water and opening of food plazas are worthy of welcome.

The decision to rationalise the freight charges is also a good step. The increase in passenger fares of various categories is estimated to entail an extra earning of Rs. 910 crore and the increase in passenger fare alongwith the rationalisation of freight is likely to accrue a revenue of Rs. 1360 crore per annum for the railways. The annual outlay of this railway budget is Rs. 10,857 crore. It is estimated that freight would increase by 2 crore 10 lakh tonnes and the number of passengers is likely to grow by four percent. A welcome feature of this is that there is a proposal of starting 35 new trains including 16 JanaShatabdi Intercity Express trains.

Sir, my suggestion is that there is a need to utilise the unutilised assets of railways. Common man has a lot of expectation from Railways and it is still the main mode of transport for them. People want that the facilities may increase but unless the neglected far flung areas are not linked with rail lines neither the regular railway income would increase nor the entire railway system would be modernised. There is an allocation to the tune of Rs. 2110 crore on security and safety works in this budget and this assurance by the Minister of Railway is worth welcome that the new railway projects would not be undertaken until the pending projects are completed. However, the pending demands for laying new railway lines have yet not been considered upon. I would like to acquaint you with some of the problems in my constituency Aligarh under Northern Railway. I am not only optimistic but fully assured that you will certainly consider following suggestions in view of the welfare of the people in my constituency.

2. I am representing the Aligarh Parliamentary constituency for the fourth time. Hence, I have kept on drawing your kind attention towards the railway passengers facilities and the issues concerned with Railways in the House during the last 11 years.
2. Aligarh is a great education centre not only of India but entire world and also it has hardware and lock industry. Several students from abroad come to take education to the Aligarh Muslim University only for education. There is a great freight transportation from this place. People in

large number from the city travel to the capital and Ghaziabad every day. Though two EMU's and a passenger train run from Aligarh to Delhi. However, these train becomes so over crowded at Aligarh station itself that the passengers from the next stations do not find room enough to sit so much so that after Khurja the passengers of Aligarh are made to leave their seats with the comment that 'Aligarh people have sat enough and now it is their turn to standup'. If someone does not rise then a quarrel ensues. This results in a great harassment and problem for the civilised citizen and the women. Hence, I would make a special submission to you that a fast EMU be immediately run between Aligarh to Delhi. The justification for starting this fast EMU has been accepted by the General Manager, Northern Railways himself.

3. The number of coaches of Delhi Aligarh EMU train be immediately increased in view of the large number of passengers. The present number of coaches in it is 12 and it should be increased to 16 and DK-2 be extended to Aligarh.
4. One EMU train Aligarh/Delhi be started at 3 or 4 o'clock in the evening so that the passengers going to Delhi and onwards could get the facility. The same train should come to Aligarh from Delhi at 7.30 p.m. so that the passengers leaving the office late may be facilitated.
5. In view of my request and the needs of the people of Aligarh, there is a proposal to upgrade Aligarh junction as a model station. Adequate budgetary allocation for this work has been made in the budget and work has started in this direction. I extend my thanks to the hon. Minister for it. The proposal of utilising the unutilised railway land lying adjacent to the railway godowns for amenities like parking purpose etc. has been cleared by the Railway Minister and I shall request to initiate work on his immediately.
6. This is for your kind information that holy river Ganga flows near Rajghat-Babrara station on Bareilly line and every month, particularly on Purnima and Amavasya days large number of people go to take holy dip in river Ganga. Special trains were run during British period in view of religious feeling of people to the holy dip. Besides a train used to run from Rajghat Babrara in the morning which used to travel back in the evening. It is long pending demand of the resident of Aligarh. Hence, train between

Aligarh to Rajghat-Babralla be started which could be extended up to Chandausi and special Mela trains be introduced on occasion of special festivals. This facility could also be made available by starting Aligarh Bareilly inter city express.

7. Many trains ply between Aligarh and Delhi if a provision for one more track is made, then the movement of trains would be more smooth. Furthermore, the frequency of EMU trains could also be increased, which will become convenient for daily passengers.

8. Mr. Speaker, Sir, through you, I would like to draw the attention of the hon'ble Minister towards some constructive facts.

(a) Platform No. 2 of Aligarh Railway Station is very narrow, though it is a main platform. As a result, passengers face inconvenience in boarding and getting down from train due to heavy rush. In such condition, many accidents have taken place. Therefore, I would like to suggest that Platform No. 2 should be extended further in width, and platform No. 3 should be used for the trains plying from Platform No. 2. The Government should get a survey carried out in this regard. The length of Platform No. 2 has been increased towards Howrah, but the number of Sheds have not been increased proportionately. As a result inconvenience is caused to the passengers in the rainy season, therefore I would like to request the hon'ble Minister to increase the number of sheds.

(b) There are some old dilapidated quarters near the Godown in old city of Aligarh. New waiting room should be constructed there by demolishing those quarters and city Booking office should be extended.

(c) In this series, the space for park should be made available in the residential area located between old Microwave tower and East Cabin. The proposal for the shops on road towards Pan Dariba is ending for a long time, it should be granted approval at the earliest. It will help increase the revenue of railways. The cycle stand of the station is lying closed for a long time, and old Microtower adjacent to it is not presently

operational. Hence, old cycle stand should be extended upto this area and this cycle stand should be started at earliest. It will give cycle parking facility to the working commuters and it will help in increase revenue of railways.

(d) The railway quarters should be constructed near Badarbagh and the Jail to provide residential facility to railway employees.

(e) The running room near old Kathpula is in dilapidated condition. It is being used to provide residential facility to the drivers and guards, since British era. There is a very big area lying unused. Multi-story residential flats can be constructed over there. The railway employees have took initiative in this regard.

(f) There are some old dilapidated quarters near the railway track, old Kathpula. These quarters have no relevance from the point of view of planning. Therefore, railway track should be extended upto this place.

(g) In view of heavy crowd there, an enquiry counter alongwith increase in the number of counters is very much needed there, which could help the passengers to get the exact position of the reservation there.

(h) The two way bridge across the Platform no. 3 and 4 which connects both part of cities is very old and small. It vibrates on movement of people over it and there is a fear of its falling anytime. Therefore, a new pedestrian overbridge should be constructed on platform no. 3 and 4 leading towards Howrah at the earliest.

(i) Passengers are facing a lot of inconvenience due to non-appointment of trained employees at Aligarh Station where there is a shortage of 2030 employees. Therefore, sufficient number of employees should be recruited at Aligarh Station.

9. The hon'ble Minister has provided stoppage of Delhi-Lucknow Shatabdi at Aligarh for which I was making efforts for last six years. For this, I heartily congratulate and thank the hon'ble Minister.

[Shrimati Sheela Gautam]

10. I have been demanding stoppage of Licchivi Express and Purushottam Express from Aligarh Railway Station for the convenience of passengers. Therefore, I would humbly request the Minister to ensure the stoppage of these trains at Aligarh Railway Station.
11. Bareilly/Dadar 4314/4313 Express is running only once a week on Saturday for the last several years. Such a low frequency of this train is causing inconvenience to the commuters, therefore, it should run at least thrice a week. This train always has longest waiting list.
12. Jammu Mail terminating at Delhi Station should be extended up to Aligarh to benefit the commuters visiting Jammu and Vaishno Devi shrine. No such facility is available at present.
13. Earlier a passenger train used to run between Delhi and Agra Cantt. in the afternoon. It was replaced by an EMU which runs up to Kanpur. This train is usually late and, therefore, commuters going to Agra from Tundla get no connecting train. The timings of EMU should be fixed in such a way so that the commuters going to Agra from Tundla are benefited.
14. It is a matter of importance that the Centre and State Government are constructing a bye-pass around Aligarh to facilitate movement of heavy traffic on G.T. Road. There are two railway level crossings. The Ministry has given approval for the construction of an over-bridge at gate No. 112, C/3. I thank the hon'ble Minister for this with the request that an over-bridge should also be constructed on railway level crossing at 105-C. The railway line which passes through Aligarh connects Delhi and Calcutta and at least 200 trains pass on this track in 24 hours.

Therefore, once again, I strongly support the Budget presented by the hon'ble Minister and convey my thanks for presenting such a balanced Budget in the public interest.

[English]

*SHRI S. MURUGESAN (Tenkasi): I wish to lay on the Table of the House my speech on railway budget for the year 2002-2003.

Certain Railway projects are pending in my constituency for a long time which need to be addressed to on priority basis.

*Laid on the Table of the House.

Allocation of adequate funds for conversion of Virudhunagar-Quilon and Tirunelveli-Tenkasi into broad gauge and early completion.

Introduction of a new train from Sengottah to Chennai Via Madurai.

Introduction of a new train from Madurai—Mumbai via Tenkasi, Sengottah and Quilon which would considerably reduce the distance to Mumbai.

Facilities for booking of tickets through computer from Tenkasi with connectivity to important centers in the country.

Construction of a railway gate at Sundaresapuram railway line at Kadayanallur assembly constituency of Tenkasi Parliamentary Constituency.

Construction of an overbridge near the railway gate at Pavor Chathiram in Tenkasi-Tirunelveli highway.

Construction of a new broad gauge railway line from Courtallam to Kanyakumari via Tenkasi, Ambasamudram, Valliyur, Panangudi.

I already represented for formation of new Railway Line in between Kadayanallur to Sankarankoil via Puliyangudi which is only 8 kms. and covers over one lakh population.

Sir, I wish to appeal to Hon'ble Railway Minister, through you, to allocate adequate funds for early completion of already approved projects and ordering survey at the earliest for the new projects.

[Translation]

SHRI TUFANI SAROJ (Saidpur): Mr. Chairman, Sir, I rise to strongly oppose the Railway Budget 2002-03. I am opposing because the largest State and densely populated Eastern Uttar Pradesh has completely been neglected in this Budget. People of Eastern Uttar Pradesh especially the people of Mau, Balia, Azamgarh and Varanasi were hoping that the Railway Minister would certainly make arrangements to convert the meter gauge line between Araria and Jaunpur into broad gauge in this year's Budget, however, their hope were not be fulfilled. They were disappointed.

Sir, I personally met the Railway Minister and also drew his attention towards the problem of people of the area. Earlier a train was running between Araria and Jaunpur four times a week. Now instead of that train, rail

bus has been introduced which can accommodate only 75 persons and that too with difficulty. Local people face a lot of difficulty in summer season when private vehicles are booked for marriages and parties.

Sir, I have raised the matter of conversion of said meter gauge line into broad gauge in Petition Committee also. Officials of Traffic Section, Railway Board were also called for witness before Petition Committee. I was also present there. Officials of Railway Board had accepted the need of this railway line and the conversion of meter gauge line into broad gauge. However, no efforts have been made in this regard till date. Eastern Uttar Pradesh is the most densely populated area where at least 5 lakh people will be benefited by it. But attention has not been paid towards it. Therefore, I call it a directionless budget.

Sir, the hon. Minister has done a completely irrational work. Poor people have been overburdened by the increase in freight charges and second class fare. The increase in freight charges will lead to increase in prices of almost all commodities including essential commodities. Fares of Rajdhani Express and Shatabdi trains have not been increased. It seems that special attention has been paid to people belonging to elite class.

MR. CHAIRMAN: Please make some suggestions.

...(Interruptions)

SHRI TUFANI SAROJ: Mr. Chairman, Sir, I will make suggestion but before that I shall make my points. Eastern region has been neglected completely in this Budget. It has been raised in this House several times that meter gauge railway line should be converted into broad gauge. However, partisan attitude has been adopted in this regard. Please let me put forth my grievances first, then I will make suggestion. Other Members have also made suggestion. Everyone has welcomed this rail budget. My agony is that for the first time, an increase of 7-14 per cent has been made in ordinary class fare. Earlier this increase was being made in upper class fare. It is for the first time that only second class passenger fare has been hiked. IInd Class passengers travel is very inhuman conditions. Second class bogies always remain over-crowded. Not only the coaches remain over-crowded but passengers occupy toilets also which create problems for ladies. No one has paid attention to this.

When late Shri Kamalapati Tripathi was the Railway Minister he had paid some attention towards Eastern Uttar Pradesh. A survey was conducted in 1992-93 for laying railway line between Tarighat to Mahu, but that has been

abandoned. Besides, hon. Prime Minister had made a mention of providing employment to 1 crore people but instead of that retrenchment has been done in the name of VRS and Railway's strength has gone down from 17 lakh to 14 lakh. IIIrd and IVth Class employees of poor families have been retrenched. No employee belonging higher class has been removed.

Though 60 thousand quarters were constructed for III and IV class employees yet these are not being maintained properly. They are in very bad condition. The Government are not making any arrangements for the maintenance of these quarters. The Government are paying full attention to employees of higher class.

I would like to draw the attention of the Government towards Railway Hospital at Varanasi since I belong to that area. Besides shortage of staff, medicines in this hospital are also not supplied properly.

MR. CHAIRMAN: Please speak in brief as several other Members have to participate in this discussion.

SHRI TUFANI SAROJ: Mr. Chairman, Sir, I would like to suggest that catering pattern corporation has been set up in Railways which looks after catering management. This department has started contract system and contracts are being awarded on a large scale. Through you, I would like to request the hon. Minister to introduce a Rajdhani Express between New Delhi and Varanasi on daily basis. Since most of the local people go to Calcutta for service it is their demand that a new train between Varanasi and Howra be introduced.

[English]

SHRI SUDHIP BANDYOPADHYAY (Calcutta North West): Sir, this year happens to be the 150th year of Indian Railways. The Railways are celebrating this year by taxing the common people and it would collect Rs. 910 crore through increase in Railway fare. A few months back, 10 per cent surcharge was imposed and now they are going to collect Rs. 910 crore.

Sir, the Budget is an holistic document. When the hon. Railway Minister presented this Budget to the House, he succeeded in befooling the House. Nobody could know exactly where and how much increase has been made. Even many newspapers were also preplexed with the speech of the hon. Minister.

He has said that the minimum fare for the ordinary second class trains is proposed to be increased from

[Shri Sudip Bandyopadhyay]

Rs. 3 to Rs. 4. If any fare increases from Rs. 3 to Rs. 4, what does it come to percentage-wise? It comes to 33 per cent increase. Has it been published anywhere? The Trinamool Congress in principle has always been opposed to any such decision that causes tremendous difficulty to the common people, particularly the downtrodden and the lower middle-class people. This price hike has hit that level, by which Rs. 910 crore is proposed to be collected. Rs. 450 crore is going to be collected from freight charges.

I would like to mention here the change in the freight of the edible salt and how it has been increased. One wagon carrying 54 to 55 metric tonnes of salt from Gandhidham to Chitpur which is in my constituency in Kolkata will now be charged Rs. 1 lakh from the previous level of Rs. 60,000. It means, it will be increased by Rs. 40,000. I will hand over this paper to the hon. Minister, so that he could clarify when he replies as to how far I am correct in my facts and figures.

Charges for loading and unloading from Gandhidham to Malda town covering a distance of 2379 kms. have been increased by 156 per cent. From Naucity to Malda town covering a distance of 11714 kms., it has been increased by 127 per cent. From Chirai to Chitpur covering a distance of 2374 kms., it has been increased by 156 per cent.

So, any such decision announced in the Budget proposals and especially insofar as edible salt is concerned hits each and every family of the country and the poorest of the poor are badly affected. The same is the case with urea also. I was listening to hon. Members from the Congress Benches. To my utter surprise, they were so satisfied with the Budget, they were so overwhelmingly reacting to the Budget proposals that I wondered as to who will talk about the poorest of the poor people and who will tell them as to what is going to happen to them. Therefore, we totally oppose it and request the hon. Minister to withdraw the hike in a few cases wherever common people are affected insofar as the increase in freight charges to this extraordinary level is concerned.

We are concerned about the safety and security. The Prime Minister along with the Finance Minister has provided Rs. 17,000 crore for the safety and security. For this, Rs. 12,000 crore will be provided in the next six years and Rs. 5,000 crore will be collected through surcharge by the Railway Ministry. Have the Railways made a Master Plan for this? Would any diversification of fund take place out of this budgetary support? Because

in the last two years there has been no budgetary support from the Finance Ministry to the Railway Ministry. There were proposals for better safety and security. But the Finance Ministry did not spare a single penny and therefore the demand has cropped up to Rs. 17,000 crore now for safety and security. I would like to know from the hon. Minister whether my complaints are correct.

I would appreciate the performance of public sector undertakings attached to the Railways in the year 2000-01. They were doing well; but what happened to them? Now the public sector undertakings are facing tremendous threat of disinvestment throughout the country.

Even profit-making public sector undertakings are under threat. Now what was the performance in 2000-01? It has been mentioned in the Railway Minister's speech. It is not that I am quoting it myself. IRCON International made a net profit of about Rs. 66 crore. RITES (Rail India Technical and Economic Services) made a net profit of Rs. 15 crore. CONCOR (Container Corporation of India Limited) made a profit of Rs. 217 crore and also paid a dividend of Rs. 43.54 crore. The Indian Railway Finance Corporation earned a net profit of Rs. 238 crore. All this happened in 1980-81. We are fully satisfied with the performance of the Railway public sector undertakings which are proceeding with their profit-making process and we positively believe that these undertakings will never be handed over to the private sector. We want this to be assured by the Railway Minister. JESSOP is a unit in Bengal which used to make wagons. It was a public sector undertaking and only against a price of Rs. 18 crore, it has been recently handed over to a strategic partner in spite of the fact that it was fully engaged with the production arrangements for the Railways.

We are concerned with safety and security. Huge amount has been deposited. Earlier, when railway accidents took place, many Committees and Inquiry Commissions were announced in 1962, 1968 and 1978. Lastly, Khanna Committee was announced. But where are the actual reports? Where does it go? Are they thrown out in the waste paper boxes? What are the main reasons for accidents? I would say that human error is one of the causes for accidents. Mechanical fault and administrative callousness may be one of the reasons for accidents. Technical fault may be one of the reasons for accidents. But unfortunately, after inquiry, when all the reports are placed before the Ministry and the Government, long periods have already lapsed. These should be not taken for granted. I hope the Railway Minister will take all precautionary measures when he

would launch a massive programme to see that safety and security of the railway passengers are taken care of properly.

Then, track renewal is due since years and it is pending. We are keen to know in what capacity and manner this Master Plan is going to be set up. When Shri Nitish Kumar was the Railway Minister earlier, he published a White Paper. Many things were published on this issue. We are keen to know whether the Action Taken Reports of different Commissions alongwith the steps taken by the Government as follow-up measures will be tabled in the House or not.

Accountability of the Railway Department is to be fixed. They still require austerity. There are saloon systems in the trains. I have seen the Minister travelling in the three-tier sleeper class and in the same train, the Chairman of the Railway Board was travelling in the saloon car while going to see a site of an accident in Punjab. I have seen with my own eyes. But these things happen. How much is the cost per saloon? We have saloons used for many occasions and not always for official purposes. These are matters of luxury taking place on many occasions.

So, these aspects have to be dealt with firmly. Austerity is one of the most important steps to be taken by the Government. Expenditure management of the Department is urgently required. Unless expenditure management is properly done, whatever money we collect, either through taxation or in the name of revenue collection and raise the plan outlay to Rs. 12,000 crore, it would not be useful. We have to see where we stand. Proper planning for expenditure management is very broadly required so far as Railway finance is concerned.

I would like to speak about the Railtel Corporation. Shri Sam Pitroda is an expert on this subject. When Shri Rajiv Gandhi was the Prime Minister, he brought an enthusiastic approach in the country so far as communication system is concerned. Shri Sam Pitroda was invited from abroad, this topic was discussed and a Corporation was created. I would like to know whether Railtel has totally been withdrawn. I would like to know whether it still exists. What is the reason that a person like Shri Sam Pitroda, who was totally involved in this subject, without any fees or monetary benefit, had to go back? We are very anxious that track renewal, modernisation, research and analytical development should take place properly. Poor people have been burdened. Monetary collection will be there. But are these funds properly utilised? Austerity is broadly required. It is on

record that Government has got more than Rs. 700 crore. I believe the hon. Minister will try to give a very positive reply when he responds to the debate. After he presented the Budget, I saw that the Minister of Parliamentary Affairs came and embraced him and said.

[Translation]

I fail to understand how the hon. Minister has made a proposal for taxation amounting to Rs. 910 crore in this Budget. Everybody is in a dilemma and similar views are being projected in the House today.

[English]

We have been taxed up to maximum possible level.

[Translation]

We protested when prices of some commodities like LPG and Kerosene were raised in the general budget. We also express our resentment in this regard. In Parliamentary democracy, we are with the Government but have objections on some issues.

[English]

I do not oppose the Budget.

[Translation]

*SHRI KISHAN LAL DILER (Hathras): Today we are passing a budget amounting to crores of rupees and it is due to the capability with which the hon. Minister has developed the Railway Department by taking into consideration the development of the entire country which is really praise worthy. But this progress is not evident in the constituency Aligarh, Hathras. I am presenting some of the problems of the people of both districts. I hope that the following problems would be resolved:

1. Construction of a road bridge in Hathras city— as this crossing is used for going from Meerut, Hapur, Ghaziabad, Bulandshahar, Khurja, Bareilly, Aligarh to Agra and Bharatpur in fact the people are facing difficulties. Vehicles stuck on for hours together. People on both the sides of the city face trouble. They would be relieved of their problems if the said bridge is constructed.
2. Kindly give approval for the stoppage of Barauni Express and Prayagraj Express at Hathras junction so that people could get some relief.

[English]

*DR. C. KRISHNAN (Pollachi): I wish to say the following things of importance in respect of railway facilities required in my constituency Pollachi, Coimbatore District, Tamilnadu.

Pollachi is a place which is connected by only meter gauge from Coimbatore (Podanur) to Dindugal via Palani, the famous pilgrimage centre of Tamilnadu. Conversion of this length of meter gauge rail to broad gauge is a long pending dire necessity of the people of Pollachi and neighbouring villages. Pollachi, consists of Textile mills, Small Scale Industries, Agro-based business markets, pilgrim and Tourists places (Anaimalai Wild Life sanctuary). Being a very big business centre in industry as well as coconut oriented products lack of broad gauge connection is a disgust for my constituency. Preliminary works of conversion has already been done during 2001-2002. But this time nothing has been announced in Railway Budget to take up this gauge conversion project.

I request also as per the public request two new trains to be introduced between Coimbatore to Tirunelveli (via Pollachi) and Coimbatore to Tiruchendur (via Pollachi).

Tiruchendur is a holy temple city of 'Lord Muruga', there is no train facilities to Tiruchendur via Pollachi. Tirunelveli is a very big market centre where the entire agricultural products are transported from Pollachi and Coimbatore.

I shall be grateful if you could kindly introduce two new trains on the above routes and I also request you to kindly expedite the conversion of meter gauge into broad gauge between Coimbatore to Dindugal via Pollachi at the earliest.

I request also to sanction three over-bridges in my native place (Udumalpet, Coimbatore District):

1. Udumalpet-Dhalli Road Rail Crossing
2. Ramasamy Nagar-Udumalpet Rail Crossing
3. Pollachi to Valparai Road Rail Crossing. These are all very highly populated area with heavy traffic.

Kindly take up the project of Mysore Samaraj Nahar via Dharapuram to Palani via Sathyamangalam. This Railway line was thought of and was planned during the British period and it is in the very initial stages only for the past more than 60 years. This will connect major business centers and townships in my constituency.

*SHRI SHIVAJI MANE (Hingoli): I support the Railway Budget proposed by the Hon'ble Railway Minister for the year 2002-2003. This Budget is good for the Urban areas. No burden has been imposed on the poor and general public.

I am very thankful for starting 16 Jan-Satabadi Inter-city service and 25 additional Express trains in this budget.

There is growth in computerization Pilot scheme to connect all the main District places.

The Railway Minister has not allocated sufficient funds/amount for the 'Akola Purna Project' in my Constituency, which was sanctioned in the year 1999-2000. This project is beneficial for the infrastructural development of Marathwara Region. In this Budget only Rs. 10 crores have been allocated for gauge conversion project, whereas this project's cost is Rs. 235 crores. The provision of Rs. 10 crores for the above project is very meagre and it will take many more years to complete the project. So, my humble request to the Hon'ble Minister is to allocate sufficient amount for the Akola Purna Gauge Conversion project.

Sir, there is another project in my constituency which is also very important for the development of Marathwara Region and to increase the infrastructure in Marathwara-Mudkhed-Adilabad gauge conversion, which was sanctioned in the year 1985-86. Unfortunately, this project has not been completed so far and for that purpose, I along with the other Delegation Members met the Hon'ble Minister repeatedly to sanction sufficient amount in the Budget for the completion of Gauge conversion. If these projects are completed it will also be helpful to the Marathwara Electricity Board and the goods trains which transport Coal from the Coal Mines under Parki Yojna Thermal Power Station in Bad district. There will be a saving of 400 kms. distance. Thus, it will save time and money and the Maharashtra State will save more than Rs. 150 crores per annum as it is the shortest route—Mudkhed-Adilabad-Hyderabad-Nagpur.

In the last Budget Railway Minister made announcement regarding computerization of all District Railway Stations but in my constituency 'Hingoli' District there is no computerisation facility.

Sir, in the last year when we met the Railway Minister, we were assured to start a new train from Mumbai to Nanded but in this budget no announcement has been made about this new train. Hence the people in Marathwara Region are frustrated and angry and they

are going for agitation/dharna. To avoid this and to improve the image of the Government, a new train from Mumbai to Nanded should be started w.e.f. 1.4.2002.

Sir, No budget provision has been made for the new Railway lines in remote areas and for modernization of the railways to improve railway revenue. Railway Minister has to introduce new railway lines to find out new market for the remote areas.

Sir, due to heavy fog the railway services get disturbed and the railway is suffering heavy losses on this account. So far no technology has been introduced to face this menace. Due to fog the trains get the delayed and from 15th Dec. 2001 till date approx Rs. 400 crores loss has been suffered by the Railways.

[*Translation*]

*DR. RAM LAKHAN SINGH (Bhind): Sir, due to paucity of time, I would like to place my speech on the Table of the House. Kindly grant me permission to do so.

Sir, hon. Minister of Railways definitely deserves a big thanks for presenting a good Budget under such adverse circumstances. I support this Budget and congratulate hon. Minister for presenting it. Sir, through you, I would like to make some request regarding my constituency.

Target fixed for completing the Guna-Etawah railway line is in the year 2003, but the present pace of work does not indicate that the work would get completed within the stipulated time. In fact, Bhind is an extremely backward area and is also affected by dacoits. This railway line, may, therefore, be completed within the time limit so that the entire area could develop.

Hon. Prime Minister had gone to Gwalior in 1998 and he had announced a new railway line viz. Bhind-Urai-via Mahowa, but the survey work of this railway line has not yet been completed. Therefore the survey should be completed, funds be allocated and work be started at the earliest.

Pathankot Express used to stop at Basai Railway station in district Datia, but this was discontinued in 1995. I have been making continuous demand in this regard since 1996, but have achieved no success. Hon. Minister had also assured me verbally that the train would be given halt from the month of March. Therefore, I request that Pathankot Express may be given a halt at Basai station from 1st April.

Datia is a town of historical importance which has very famous 'pitambara peeth' visited by people from all-over the country. The people of this place have been demanding for the stoppage of Jhelum Express here. This may kindly be done.

Once again congratulating hon. Minister for a good Budget. I hope that my demands would be acceded to as far as possible so that this area could be developed and people could get benefit out of it. Thanking you, I conclude.

*DR. RAMESH CHANDRA TOMAR (Hapur): Sir, I support the Budget for the year 2002-2003 presented by the hon. Minister of Railways. Sir, Rail is the biggest mode of transportation. A majority of people depend upon rail for travelling and carrying their goods from one part of the country to the other. Most of the people prefer rail since it is comfortable and facilitate.

The hon. Minister has announced new projects and new trains which I welcome. Once I was travelling in the Executive Class of Shatabdi Express from Lucknow to Delhi and I found as if I was travelling in the Euro train of Paris. In fact good facilities have been provided by the hon. Minister in the train.

Hon. Minister has got the work of doubling the line from Ghaziabad to Muradabad started in my constituency. The same work has also been started from Ghaziabad to Meerut, Saharanpur. The work is progress.

I would like to draw attention of the hon. Minister towards the problems of people of Modinagar, Muradabad and nearby rural areas falling under my constituency with regard to the rail transportation and request that Modinagar falling under the National Capital Territory Region is an industrial and commercial technical education centre and Muradnagar is an important area of Handloom textile industry and jaggery. Thousands of students come from different States to study management, medical, engineering in big commercial institutions of Muradnagar and Modinagar but these students and other people are facing a lot of inconvenience due to the non-stoppage of Jalandhar Express train and both the above mentioned trains which go from New Delhi to Saharanpur-Ludhiana (Punjab) via Meerut. Similarly, the cloth traders are also facing inconvenience due to non-stoppage of the said trains. All the people have to go to Meerut or Ghaziabad in order to catch this train which causes wastage of time and money and is also very inconvenient. People of this area falling under the National Capital territory region

[Dr. Ramesh Chandra Tomar]

would be facilitated if the aforesaid trains are given a stoppage here and the Railway department shall not also have to spend extra expenditure on this.

Thousands of daily commuters between Modinagar, Muradnagar, Durai, Ghaziabad and Delhi to undertake a risky journey on the roof tops of buses and trains in absence of adequate railway facilities.

Hence I request that while considering the problems of people of that region, instructions may be issued for providing stoppage of Jalandhar Express train No. 4681/4682 at Modinagar and introduction of a shuttle train between Meerut-New Delhi immediately. I hope you will pay special attention towards it.

You have not only provided good railway facilities to the people but also taken care of passenger security in view of the increasing incidents in trains and for this people of my constituency congratulates you. The provision of accident safety fund in the rail budget 2002-2003 is a welcome step and I congratulate you for this.

Hon'ble Minister, Sir, I am an M.P. from Hapur (Ghaziabad) region of U.P. My constituency comes under National Capital Territory and it is adjacent to Delhi Border. Many E.M.U. trains are running between Delhi and Aligarh and it takes 3-4 hours time in reaching Aligarh from Delhi. Children, old people, women and sugar patients travel in these trains. But due to lack of toilet facility in these trains they face inconvenience. Hence, I request hon'ble Minister that since he has taken care of all other facilities, he should also make arrangement for providing toilets in the E.M.U. trains keeping in mind the problems being faced by passengers.

Hon'ble Minister, Sir lakhs of people commute daily from Ghaziabad to Delhi either for business or doing job. However the number of trains running at present is insufficient. Hence I request that the number of E.M.U. trains may be increased. Hon'ble Minister, Sir, in my constituency electric trains are running from Delhi to Ghaziabad. Double line is being laid in my constituency which covers Ghaziabad to Hapur and Ghaziabad to Meerut. My submission to you is that the track from Ghaziabad to Meerut and Ghaziabad to Moradabad should be electrified so that electric trains can be introduced there.

Hon'ble Railway minister, Sir, the population of Delhi is increasing rapidly. I request you to make arrangement for introducing flying local train in the morning and evening within the range of 100 K.M. of Delhi/New Delhi for the

facility of people who travel by E.M.U. train so that they can reach in lesser time.

Ghaziabad station is a very big junction, however there is lack of Platforms. Hence for the solution of this problem, this station should be converted into major terminal station and the following trains should be provided stoppage at Ghaziabad.

The following trains may be provided stoppage at Ghaziabad:

| | |
|-----------|-----------------------------|
| 2003-2004 | Shatabdi Express |
| 2815-2816 | Puri Express |
| 2381-2382 | Poorva Express |
| 2303-2304 | Poorva Express |
| 8605-8606 | Swarn Jayanti Express |
| 2391-2392 | Magadh Express |
| 5205-5206 | Lichchavi Express |
| 2801-2802 | Purushottam Express |
| 2553-2554 | Vaishali Express |
| 2555-2556 | New Delhi Gorakhpur Express |

The following departing trains have no stoppage at Ghaziabad station.

Hence these trains may be provided stoppage at Ghaziabad:

| | |
|-----------|-----------------------------|
| 5622 down | North-East Express |
| 5708 down | Maharashtra Katihar Express |
| 4056 down | Brahmputra Express |
| 2418 down | Prayagraj Express |

In the end, I once again support the Rail Budget and congratulate the hon'ble Minister of Railways wholeheartedly for presenting a good budget.

SHRIMATI KANTI SINGH (Bikramganj): Mr. Chairman, Sir, we are discussing the Railway Budget 2002-2003 which is presented by Hon'ble Minister of Railways. We are completing 150 years of railway service in the country this year. The hon'ble Minister has said in his Rail Budget that this year is being celebrated as "Passenger Amenity Year". Indian Railways is the biggest means of transport in the country and lakhs-crores of people travel by train.

But as regards providing railway facilities he has mentioned, it seems that he is concerned only with the passengers of First Class and AC category and it has been decided to celebrate 'Passenger Amenity year' for the people travelling in these categories only. The amenities of crores of people of this country, who are poor, have been totally ignored and it seems that the hon'ble Minister has taken the resolution to celebrate this year as "Passenger Amenity Year" for the rich people.

Passenger fares have been increased from 5% to 14%. Freight charges have been increased by 123%. As far as the question of salt is concerned, earlier also many members have said that salt is an essential ingredient in the food of poors. Earlier freight charges on salt per tonne were Rs. 283 now when these have been increased to Rs. 632, how poor people can consume that? Freight charges have been further increased. Freight charges on essential commodities like green vegetables, oil, Cinnamon etc. have also been increased.

Prices of urea had already been hiked by 6% due to which the farmers were already facing immense difficulty and this further increase has put additional burden on them. Hon'ble Minister, Sir, earlier also you were Minister of Agriculture and you represent constituency dominated by farmers. It is said that you are a very kind minister who is sympathetic to farmers. Therefore I would like to ask what kind of sympathy you are showing towards farmers by increasing the freight charges on urea and fertilizers.

By increasing the prices of oil, sugar, pulses etc. the Government have put additional burden on women also. Since all these things have to be arranged by women as men only earn money, the Government have put additional burden on women. It is being said that the Government will earn revenue of Rupees 1360 Crore from this but it cannot be used as an excuse to put burden on poor people.

The same thing was done in the general budget also. The prices of ration oil and cooking gas were increased. Will the poor section suffer due to the railway budget also? How long the poor would continue to suffer?

People in the village do have the facility neither to feed themselves nor have a home nor the clothing facility and also no means to educate their children. Under such scenario a poor would keep on suffering on all accounts despite this year being celebrated as railway passenger amenities year. To whom the facilities are being provided? The passengers travelling in Shatabdi, Rajdhani trains

are being given the amenities. Mahatma Gandhi had said that before taking any action we should think that we should not loose sight of the poor people and the leaders ought to be concerned as to what impact their actions would have a poor person. The rich people can afford to travel by plane and it is only those are being given more amenities while the amenities being given to the poors are being curtailed everyday. It is a matter of great concern.

MR. CHAIRMAN: You give some specific suggestions also.

SHRIMATI KANTI SINGH: What suggestions are to be given? Nobody speaks for the cause of the poors. Hon. Minister is well aware as how to earn the revenues and expand the business.

20.00 hrs.

The attention has been paid towards it also. Some trains have certainly been increased but the needs of the rich people have been kept in mind while providing amenities.

MR. CHAIRMAN: Your allotted time is going to be over. Now you give some suggestions.

SHRIMATI KANTI SINGH: The people travelling in second class and general class have to bear a lot of suffering. I would like to say that we the parliamentarians have the facility to travel in first class but a common man has to face a lot of problems in travelling. I would also like to say that we face problem while travelling even in class II AC in Purushottam Express then it is not difficult to imagine what problems the passengers might have to bear while travelling in general compartments. The water is not available even in the toilets. You can understand as to how difficult it can be for a person to hold the urge to urinate. It needs no telling that this render a person in a miserable state. Even the bed roll given doing travelling is also torn but the hon. Minister do not pay attention towards it. This facility is provided under contract system therefore it needs to be checked regularly so as to stop arbitrariness of the contractors in this matter. Same position is prevailing in the case of catering. Rajdhani Express reach the capital from Patna at 10 or 11 O'clock and reach Patna at 6 O'clock in the morning next day starting on five O'clock in the evening.

THE MINISTER OF RAILWAYS (SHRI NITISH KUMAR): It is for this reason that the Sampoorna Kranti has been started.

SHRIMATI KANTI SINGH: This should also be changed. I would like to say that the Chambal Express and Shipra Express between Calcutta to indore are going to be started within three days. It is requested that this train be provided a halt at Dehri on son. It earns a lot of revenue. Besides, a railway line between Dehri and Bharnathpur be also constructed. It is an industrial region. A railway line should be constructed for this region. Similarly the work of laying Arrara-Sasaram railway line is proceeding at a very slow pace.

MR. CHAIRMAN: The time for discussion in the House was extended upto 8 O'clock. It may be further extended by two hours if the House so desires. Besides, the hon. Members wishing to lay their written speech on the Table of the House, can do so.

SHRI NITISH KUMAR: I am ready to reply, let it take place. I am ready to sit as long as you sit. I am also ready to give reply.

MR. CHAIRMAN: It is to be concluded today itself. The time may be extended by two hours if the House agrees.

[English]

SHRI VAIKO (Sivakasi): Mr. Chairman, Sir, in the meeting of the Business Advisory Committee it was decided that the Railway Minister would reply at 12.00 noon tomorrow.

SHRI NITISH KUMAR: Sir, I am prepared to reply today itself.

MR. CHAIRMAN: Shri Vaiko, I have already give a ruling. Please take your seat.

SHRI VAIKO: Sir, all the Members who are sitting here now are sitting here to speak and also to listen others. So, kindly provide whatever time is needed by members.

MR. CHAIRMAN: We will see that later on. Please take your seat.

[Translation]

SHRI SUKDEO PASWAN (Araria): Mr. Chairman, Sir, we were told that the House will run till 8 O'clock ... (Interruptions) now the time has been further extended by two hours.

MR. CHAIRMAN: I have said that the hon. Members who want to lay their written speeches can do so.

SHRIMATI KANTI SINGH: Mr. Chairman, Sir, I would like to draw the attention of the hon. Minister towards the slow progress of construction work of Arrah Sasaram Railway line. I would like that it be completed expeditiously because our region is called the rice bowl as rice is produced in large quantities there. Our farmers are unable to carry their produce to the market. Hence that railway line should be completed at the earliest because the work of it is proceeding at a snail's pace. There is also a need to construct an overbridge in our Dehri-Anson. Many trains pass through that place where there is railway crossing and this railway crossing is closed very frequently. Hence an overbdige be constructed there in view of the public, facility.

Sir, a place called Manadeva in my constituency is densely populated but there is no railway crossing there. I would like that a railway crossing be set up there. The construction of a rail line is a long standing demand of the people in Vaishali, however this has not been mentioned even in this year's budget. I would like to draw your attention towards the facilities of coolies working at railway stations. I demand that they be given the status of at least IV class. The parcel of goods at the railway stations is also carried out on contract basis. I would like to suggest in this regard that this work be done through the coolies at railway stations so that they could earn Rs. 20-25 more. There is a need to take care of their children's health. Coolies form a big organisation, hence in my opinion if shelter home facility is provided to them, they can play an important role.

I had make a number of submissions to the hon. Minister including the need to attach one more first class coach in Purshottam Express. ... (Interruptions)

MR. CHAIRMAN: You give the rest in writing for many hon. Members are yet to speak.

SHRIMATI KANTI SINGH: Hon. Minister had given the assurance in this regard but nothing has been done. ... (Interruptions)

SHRI NITISH KUMAR: I will pay attention to it.

SHRIMATI KANTI SINGH: I am thankful to hon. Minister since he is giving an assurance. Hon. Minister should roll-back hike on salt and urea. Otherwise he would be called anti-poor. No doubt, he is anti-public, he would be called anti-everyone. With these words I conclude my speech.

In addition, a special coach each, should be added to the Brahmaputra Mail and the North Eastern Express from Patna to Guwahati. These trains are always over crowded with passengers. As all know, a large number of Biharis travel by this train. Therefore the Government should realise their inconvenience. Electrification work in railway is in progress. My submission is that the railway line between Gaya to Keol should be electrified on priority basis.

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): Sir, today, the House will sit till late hours. Therefore, an arrangement for the meals for all the hon. Members, press and employees of Lok Sabha Secretariat has been made.

MR. CHAIRMAN: It is a good thing that meals have been arranged for late sitting.

*SHRI RAGHUNATH JHA (Gopalganj): In view of the time constraint owing to ongoing debate on Railways, I would like to lay my speech.

First of all I would like to thank hon. Minister of Railways who has done justice to the people of Bihar by making provision for laying of new railway lines in Bihar, which is quite backward State in this perspective, gauge conversion and doubling of railway lines, construction of bridges and ROB, electrification, sanctioning construction of a bridge on river Ganga in Patna for which work has already started.

I am grateful to hon. Minister of Railways who has considered long standing demand of the people of Bihar and has sanctioned laying of following new railway lines:

1. Mandarhill-Rampurhat via Duma
2. Aarah-Sahasram
3. Fatuha-Islampur
4. Rajgir-Hisuatilaiya
5. Rajgir-Islampur
6. Daniyawan-Bihar Sharief-Shekhpora
7. Khargon-Punpun-Daniyawan (Patna Bypass)
8. Devghar-Sultanpur
9. Patna Ganga railway bridge

10. Rail-cum-road bridge on Monghyr Ganga
11. Khagaria-Kusheswar Sthan
12. Daroda-Maharajganj
13. Sakari-Hasanpur Bardi
14. Muzaffarpur-Sitamarhi-Shivhar-Motihari
15. Bagha-Chitauni
16. Sitamarhi-Sonbarsa-Meetha-maade Jainagar
17. Hajipur-Sugoli via Vaishali

The gauge conversion of following lines have been sanctioned.

1. Jainagar-Darbhanga-Sitamarhi-Narkatiaganj
2. Mansi-Saharsa-Forbesganj
3. Samastipur-Khagaria
4. Kaptanganj-Thave-Siwan-Chapra
5. Katihar-Jogbani
6. Mansi-Samastipur

The works for Doubling of following lines have been sanctioned:

1. Sonnagar-Mugalsarai (Third line)
2. Patna-Parasa Bazar
3. Parasa Bazar-Punpun
4. Punpun-Taregana
5. Taregana-Gaya
6. Sahibganj-Farakka Malda
7. Chapra-Hazipur
8. Karpoorigram-Siho
9. Kisanganj-Dalkolha
10. Kidal-Gaya
11. Kidal-Kajra
12. Barauni-Katihar
13. Kidal-Badharva via Bhagalpur

[Shri Raghunath Jha]

The Electrification of following lines have been sanctioned.

1. Danapur-Murgalsarai
2. Patna-Gaya
3. Kidal-Sahibganj
4. Baroni-Katihar
5. Gaya-Kidal
6. Bakhtiyarpur-Rajgir
7. Rajgir-Hisa, Tilaiya
8. Fatua-Islampur
9. Dariyawan-Bihar Sharief-Shekhpora
10. Khagol-Punpun Dariyawan

I would like to request that the funds should be allocated for these projects on priority basis and these should be completed on schedule.

Sir, I would urge the hon. Minister of Railways that the zonal office of Railways at Hazipur should be made duly operative and the works should be completed expeditiously on Ganga Bridge in Patna. Works of Sitamarhi Muzaffarpur new railway line should also be completed expeditiously.

Broad gauge conversion works on Jainagar-Darbhangha Sitamarhi via Narkatiaganj should be completed.

The works on Kaptanganj-Thave-Siwan-Gopalganj-Chapra should be accelerated.

The railway stations at Gopalganj, Thave, Didhwa, Duwoli and Sidhawalua should be uplifted and made more beautiful and these should be connected with the broad gauge.

With these words, I urge the hon. Minister to implement these projects.

[English]

*SHRI V. VETRISILVAN (Krishnagiri): Sir, I thank you very much for giving me an opportunity to participate in the discussion.

Sir, I would like to express my sincere thanks for providing me this opportunity for the third time to support

the Railway Budget on behalf of my party the DMK. Before my speech, two members from DMK Party. I am the third man to speak on this subject, therefore, I will speak on needs of people of my constituency.

Sir, it is also my privilege to congratulate the present Hon. Minister of Railways, Shri Nitish Kumar, who became a second-time Minister of this NDA Government. I also congratulate you for completion of 150 years of Railways in India.

In this budget I want to ask Minister to do something for my Constituency especially the new line between Jolarpet and Hosur via Krishnagiri. It is the long time dream of people of my constituency to have a new train between Jolarpet and Hosur via Krishnagiri.

I, therefore, request the Hon. Minister of Railways to make our dream come true as quickly as possible.

Sir, in this regard, I had written so many letters to the General Manager, Southern Railway as well as to the Minister. They have sent me the reply assuring me that the preliminary engineering-cum-traffic survey for this sector would be completed by December, 2000. So, far, we did not get this project in our area. I would request the Minister of Railways to reconsider my request to lay a new line in my constituency and I request the Hon. Railway Minister to include this project in the current Railway budget then only my people will be satisfied and appreciated by the people of my Constituency.

Krishnagiri is one of the important business places in Dharmapuri district. Krishnagiri is surrounded by two States—Andhra Pradesh and Karnataka. Several thousands of people are coming to Krishnagiri from various places of India and several people are going from Krishnagiri to other parts of the country. The main business of Krishnagiri is coconut, groundnut, textiles, mangoes, foodgrains etc. In order to cater to the needs of the people, the Government should open a reservation counter at Krishnagiri. Dharmapuri district is bifurcated and Krishnagiri is declared as the headquarters of the district. Therefore, I request the Govt. that computerised reservation counter should be opened at Krishnagiri because it has been declared the headquarters of the district. It would facilitate the people of Krishnagiri and its surroundings.

As a Member of Parliament of Krishnagiri constituency, I thank you on my behalf and on behalf of my constituency people for having run a special train between Bangalore and Madurai on every Saturday. This

has catered to the long cherished ambition and need of the people of Dharmapuri district as there is not even a single train to Madurai and beyond Madurai (Tinneveli, Tuticorin, Kanyakumari etc.) via Hosur and Dharmapuri.

Hosur is in the map of one of the major industrial cities in India having the automobile, textile, watches and other industries. Nearly 60% of the employees of these major industries like T.V.S., Ashok Leyland, Hindustan Motors, Titan watches, Bata, Exide, Premier Mills etc. are from the southern districts of Tamilnadu. These commuters were depending on buses only to their home towns as till now there is no train to Madurai and beyond via Hosur and Dharmapuri. Under the above circumstances, I place the following requests for your favourable consideration.

1. The Winter special train between Madurai and Bangalore should be converted into a regular express service with immediate effect which is of paramount importance (with limited stoppings).
2. The frequency should be increased to daily basis from the existing weekly basis.

The reservation quota is earmarked as 40 berths for Hosur Railway Station which is far below the requirement. The entire 40 berths were reported to be booked within an hour from the time of booking and many passengers were negatively replied. Hence I request you to give necessary instruction to the authorities concerned for increasing the quota from 40 to 100 berths. There is much need to it and the entire proposed increase will be definitely filled. By doing so the revenue to the Railways will be substantially enhanced. The income of Hosur railway station will also grow.

One more request to Hon. Railway Minister. There is no train running from Hosur to Chennai. Therefore, I request the Minister to allot one bogie from Hosur which should be attached with Bangalore Mail running from Bangalore to Chennai. There is no announcement facilities in the Hosur Railway Station. This should be also considered by the Minister. Many trains running from Bangalore to Coimbatore, from Coimbatore to Bangalore via Palakodu, but no train stopover at Palakodu especially in day time. Therefore I request the Hon. Minister to give necessary instruction to concerned officer to stopover any train running in day time which should be helpful to the Palakodu people.

Jolarpet railway junction is very historical railway junction. It is linked with three divisions one is Palakkad and other is Bangalore and Chennai. People are travelling

in and around Jolarpet but there is no computerised reservation facility. Therefore I request the Government to open a computerised reservation counter at Jolarpet as quick as possible. It should facilitate the people of Jolarpet and people living in and around Jolarpet.

Sir, once again I offer my sincere thanks for giving me this opportunity and for the patient hearing.

[*Translation*]

*SHRI SUKDEO PASWAN (Araria): Sir, I rise to participate in the discussion on Railway Budget 2002-2003. First of all I would like to congratulate hon'ble Minister of Railways Shri Nitish Babu for presenting such an excellent budget. All the hon'ble Members have patiently heard in Lok Sabha and participated in the discussion on the budget and have congratulated. I personally consider it the best Railway Budget since independence till date.

Personally, I will always be obliged to him as he has fulfilled all the main demands laid on the Table of the House of my parliamentary constituency it is for the first time during my tenure as Member of the House that my all main demands have been met. A public meeting with the biggest gathering of people was held at Jogwani to lay the foundation stone for gauge conversion of Jogwani-Katihar railway segment which was hitherto a metre gauge. It was given impetus development of this backward and border area. Another important achievement is the announcement of opening computerisation of reservation of Farbisganj junction that falls in my parliamentary constituency. This facility will be made operational within a few months. I also congratulate the hon. Minister for this.

Sir, through you, I would like to make some main and important demands to the hon'ble Minister of Railways for our backward and border area.

A new railway lines should be laid from Supaul railway station Pipra-Triveniganj, Jadia, Bhazgama, Raniganj, Gitwas till Araria. It is the main traffic route of five main blocks and its survey work has already been over.

Probably order for conducting survey of Shankarpura—Triveniganj, Jadia, Koriapatti, Chhatarpur, Chunni, Mirdaur, Narpatganj line and from Bathnah to Jogwani in Madhepura district has also been given.

Earlier there was narrow gauge line from Bathnaha to Achara Baluer Bajor, Virpur to Bhim Nagar. It has been closed since long. I have seen train running on this

[Shri Sukdeo Paswan]

route some 35 years ago and railway track is still existing there.

The then Minister of Railways and the then Prime Minister Shri Deve Gowda ji had given an assurance for the work of laying line from Araria Rek to Haldia, Sinrauha, Deoria, Parandaha, Khawaspur, Kushikat Sikti, Palasi and from Galdalia to new Jalpaigudi.

There is a great need to lay rail line from Bathnaha to Sonamani Gudam, Garia, Kuwari as most of the people in this backward areas have not seen trains as yet.

Sir, at the end through you, I would like to submit to the hon'ble Minister of Railways that the pace of work of Jogwani Katihar railway line for which he had laid foundation stone is very slow. I request him to issue instruction to concerned officials so that the work could be started as soon as possible.

The then Minister of Railways, Shri Ram Vilas Paswan had laid foundation stone at Saharfa for railway lines from Mansi to Saharsha, Supaul, Lalita gram. In the first stage Mansi-Saharsha and in second stage Saharsa Narpat Farbisganj rail line work was to be done. There is inordinate delay in this world also. please make arrangements for speedy completion of the work.

Trains run from Lalit gram to Pratapganj. Madhubani village falls in the middle. Several rivers originating from Nepal have turned this village into an island. If a stoppage of contel could be provided trains at Madhubani about one lakh people will be benefited. I believe that the hon. Minister will pay special attention to it.

Please pay special attention to the above mentioned demands and make effort to fulfill them.

SHRI DINESH CHANDRA YADAV (Saharsa): Mr. Chairman, Sir, today discussion is being held on Railway Budget 2002-2003. I come from a constituency which is the most backward region of Bihar. It is known as Koshi region which covers Saharsa, Madhepura, Supaul Araria districts. When I became a Member of Parliament for the first time in 1996, gauge conversion work from Mansi to Farbisganj was approved and in the first phase construction work of 43 km. long railway track from Mansi to Saharsa was started. However I am sorry to inform that though provision of funds is made every year in the budget yet the construction work of this 43 km. long railway track could not be completed till today. Several major bridges are needed to be constructed in between. On this segment, tenders for bridge nos. 44, 45, 47 and

52 were floated several times. Last year the hon'ble Minister of State for Railways had visited that area and had called the officials to review the work and had given instructions but it did not bear any fruit. This year on 8th of January hon'ble Minister of Railways visited Madhepura and Supaul and inaugurated the computerized reservation facility and I heartily congratulate him that computers have been set up at both the places. On this occasion he said that tenders were floated on several occasions for the construction of major bridges between Mansi and Saharsa however work was not started so he had talked to the railway officers on his mobile that day and that work is going to be assigned to IRCON. A large number of people had gathered in that inauguration ceremony and he had assured that gauge conversion work could be completed within one and half years. He had said that bridge construction and other work would be started simultaneously and two-three months have elapsed since then. Work on that railway line continues only for five months and after five months if there is water in Kosi river the work stops. The people there had launched an agitation in 1998 for that line and the then Minister of Railway Shri Nitish Kumar thought that agitation was against him. However we had explained him that agitation was against the Ministry of Railways as the Ministry did not understand our problems and plights as it ought to have been. If they had understood and realised our agony, the gauge conversion would have been completed much earlier after 1996. Off late we have come to know that the work that has been assigned to IRCON has been mentioned in the tender and it will be completed within 30 months. The hon'ble Minister had assured that the work related to bridge will be completed in one and half year and six months more will be taken for the completion of rest of the work and the work will be completed at all costs, however officers keep on extending the stipulated time.

Hon'ble Minister is paying personal attention to it and a provision of Rs. 15 crores has been made for this work for this year.

It was done earlier and last year also but construction work is not completed and funds remain unutilised.

We present our points during discussion on railway budget and I personally met the officials of Railways, the Minister of State of Railways and Minister of Railways but no progress in the gauge conversion work has taken place. The work should be completed within a fixed time frame. People are disappointed as this work has not yet completed. People are concerned for this project. Computers were installed at Supaul and Madhepura and

linked to one PRS but that should be linked with Calcutta, Chennai and Mumbai. There is no utility of this facility if it is not linked with these cities. So that should be linked with all these PRS. There are four major bridges No. 44, 45, 47 and 52 on that railway segment which have been given to ERCON. Earlier bridge No. 51 proposed to be constructed on this line with a cost of Rs. 9 crore. It was supposed to be the biggest bridge but due to slackness in construction work the tender was cancelled. The Department of Railways has not taken a decision in this regard whether it will be done by itself or through ERCON. Construction work of other four bridges will be completed and construction of this major bridge will remain incomplete if this work is suspended. Along with construction of bridge, the work on soil has been done only on 23 kilometer area. This work was started in 1996 and even the work on soil has not been completed so far, that should be completed. The railway line between Saharasa and Madhepura is 21 KM long. During last budget the work of gauge conversion through material modification was sanctioned but that work has not been started. The gauge conversion between Katihar and Jogbani has been started and this line passes via Purnea. There is no justification in leaving the gauge conversion of small portion between Madhepura and Purnea via Banmankhi, Bihariganj, so the work of gauge conversion on this line should be taken up.

There was a railway line between Nirmali and Bhatpatiyahi during the British period. It collapsed in the flood of Kosi river and no one felt the need to reconstruct it. This rail line collapsed in 1938, it should be reconstructed. A survey was conducted in 1997 for this railway line and as per this survey report 40 kilometer rail line was proposed to be constructed at a cost of Rs. 273 crore. A bridge was proposed to be constructed on Kosi river for which a site was to be selected and a provision of Rs. 2 crore was made for that. It has been published in the Pink book that Department of Railways has given the entire funds but the site for construction of bridge could not be selected so far. The visit of hon'ble Minister of Railways to Supaul aroused hopes of people. In a public meeting the Minister of Railway had given an assurance that he was considering it seriously. People entertained hopes that this rail line would certainly be constructed. The Government have developed several broad gauge rail lines in various parts of the country and almost all the parts have been linked by broad gauge lines, but our area has been deprived of this facility even 52-53 years after Independence. It is really painful, one who goes there can understand this problem. Several MPs come from these areas and we face lots of problems to go there. We have to come to Barauni or Patna for

catching Rajdhani Express. All MPs of this region, hon'ble Sharad Yadavji, Sukdeo Paswanji, Renu Kumariji, Ramjivan Singhji, Ramchandra Paswanji and I myself requested the hon'ble Minister to provide stoppage to Rajdhani Express for one minute or 30 seconds at Khagaria. When I raised this matter in the meeting of Advisory Committee of Railways, the officials informed me in writing that Rajdhani Express is a through train and only long route passengers from Delhi to Guwahati can travel by it. I do not want to level allegations on anybody but is it not correct that Rajdhani and Shatabdi Express trains are stopping at such stations from where not a single ticket is purchased. Please provide this facility at Khagaria. Several MPs travel by that train. The train will attract many passengers. Please give a chance. The stoppage can be cancelled if passengers are not coming for the train.

Mr. Chairman, there is a station called Radhopur in my Parliamentary constituency—it is adjacent to Nepal. It is a small station but Railways earns Rs. 14 lakh in a month from this station. Foreign tourists as well as tourists from the county come to this station. A retiring room should be constructed at Radhopur station. A retiring room with a cost of Rs. 2-3 lakh should be constructed at the railway station which gives an income of Rs. 14 lakh in a month to Railways. There is an approach road at railway crossing at Tharbhita railway station and passengers from the whole block come there. Culvert has collapsed and on my request the Minister of Railways has given instructions to railway officials of Supaul to construct a box culvert there. Approach road there should also be repaired. Approach road at Saraigarh Station should also be repaired but it could not be done. A railway overbridge was sanctioned at railway crossing in my parliamentary constituency Saharsa and for that tenders were invited by Railways but so far construction of overbridge could not be started. It should be taken up.

Mr. Chairman, Sir, the population of Saharsa city has spread to surrounding areas. The passengers coming from eastern part of the city face lots of problems and for that Karu Khilhar halt should be provided. This matter is pending since long. Goods booking facility should be provided at Kopariya station permanently because except trains there is no road or other means of transport. Farmers face lots of problems in transportation of foodgrains to other areas so permanent arrangements should be made for booking of goods at Kopariya station.

Mr. Chairman, Sir, trains of Samastipur division run in my area. Just now hon'ble Member Shrimati Kanti Singh made a demand to provide A.C.-1 boggy in that

[Shri Dinesh Chandra Yadav]

train and the hon'ble Minister has given an assurance for that. Not only the Minister of State of Railways but Minister of Railways also has visited our area and the people who visit our area know and feel the pain and agony suffered by people of that region. We do not demand A.C. first class but I would like to say that boggies provided in trains plying on metergauge line are in very dilapidated condition. So not to speak of foreigners, even people of our own country would not board these trains if such boggies are provided in trains plying in Delhi and Mumbai Zones. The Government should consider problems of people of this area and provide good coaches for trains there.

Mr. Chairman, Sir, gauge conversion work at Jaynagar-Narkatiyaganj via Darbhanga is going on for the last three years. Funds for this project are given equivalent to the work taken up in Mansi-Saharsa Railway segment but no progress is taking place in construction work. The work of laying Sakri-Hasanpur railway line has not been started. We see that funds are allocated in railway budget but work is not taken up actually.

Mr. Chairman, Sir, Jhanjharpur railway station is the headquarters of Jhanjharpur Lok Sabha constituency and your Lok Sabha constituency. It is an important station. The hon. Minister of Railways has invited suggestions from MPs of all the places. A computerised reservation centre should be set up at Jhanjharpur railway station. The new railway line for Sitamarhi-Muzaffarpur was sanctioned in 1996-97 but so far not even the work of land acquisition has been completed. This work should be taken up. Similarly, even 10 per cent of gauge conversion work at Jaynagar-Sitamarhi-Raxaul has not been completed as yet.

Mr. Chairman, Sir, in the end while supporting the railway budget presented by hon. Minister, I hope that the will realise our problems. I am not speaking in anger but explaining the problems being faced by public in that area. The hon. Minister has interest in this work and public will get its benefit by progress of developmental work. Therefore, I would like to say that these problems should be solved and gauge conversion work at Mansi-Saharsa-Farbisganj and Madhepura-Purnea should be taken up.

With this, while supporting the budget, I conclude.

*SHRI NIHAL CHAND CHOUHAN (Sriganganagar): Sir, I represent that desert area of Rajasthan which has border with Pakistan and land mines are laid in the area for quite sometime.

Sir, we are living under the shadow of land mines. That area is totally neglected from railway network point of view. The Ministry of Railways has always neglected that area. Sir, there is only one train named Udhyan Abha Express which goes to that area from Delhi. It covers the distance of 425 Km. between Delhi and Sriganganagar in 14 hours. Sir, since it is a border area, farmers do not get reasonable price for their crops.

Sir, the gauge conversion work remains to be undertaken from Swaroopsar to Sriganganagar in western Rajasthan. The point of converting only 116 KMs of this metre gauge line estimated to cost Rs. 68 crores dominated 1997-98 Budget discussion.

Sir, the hon'ble Prime Minister, while addressing an election meeting at Hanumangarh in 1998, had also promised to extend cooperation in this gauge conversion work. Sir, due to this single metre gauge line, farmers are unable to get reasonable prices for their produce. This gauge conversion work is also very important from security point of view. Mr. Deputy Speaker, Sir, this metre gauge line is causing a lot of problems in Import-Export also.

Today, I had talked to the hon'ble Minister in this regard. After getting the record of railway plan of Rajasthan he assured me that he would refer the proposal to cabinet for converting this line into broad-gauge and after approval efforts will be made to start this work as early as possible. Mr. Deputy Speaker Sir, today I met the hon'ble Prime Minister also and he has given assurance to me in this regard.

Through you, I request the Government to kindly accord necessary approval in this budget itself for converting this metre gauge line into broad-gauge line in the interest of farmers, traders and common man.

Sir, I further request the hon'ble Railway Minister to kindly introduce one more train from New Delhi to Sriganganagar and also to connect Anupgarh and Suratgarh directly from New Delhi. This line will be very important for the Defence Department also.

*SHRI ASHOK ARGAL (Murena): Sir, I congratulate the hon'ble Railway Minister for presenting a good railway budget in adverse situations and support this Budget.

Through you, I would like to draw the attention of hon'ble Minister towards the metre gauge line from Gwalior to Shyopurkala in my constituency. This railway line was laid 100 years ago and despite a final decision

to this effect, no gauge conversion work has been undertaken so far. I know its preliminary survey has already been conducted. Therefore through you, I request the hon'ble Minister to kindly make provision as per policies of Railway Department for undertaking this gauge conversion work at the earliest. With this gauge-conversion, Etawah, Bhind, Gwalior, Shyopur will get connected with broad-gauge line of Swai Madhopur and Kota junction of Rajasthan—which will not only facilitate the people of this area but also increase railway revenue. Not only that, this gauge conversion will also be beneficial from the tourism point of view because it will connect Madhav National Park, Kuno Palpur, 'Lion' sanctuary Shyopur and Tiger Game Sanctuary, Ranthambore.

As per a new plan each district headquarters has to be equipped with the computerised reservation facilities. I therefore, request the hon'ble Minister to kindly provide this facility in Shyopur, my parliamentary constituency which is also a district headquarters.

Besides district headquarters, Murena is also a commissionerary headquarters where the population is more than one lakh. Even today, there is no stoppage of main trains there. Hence while considering the demand of people, I request the hon'ble Minister to provide stoppage to G.T. Express, Mahamaya Express, Hirkund Express and Samkhand Express at this station.

Similarly only Chhattisgarh Express has stoppage at Bunmore railway station of Central railway. Hence I request to provide stoppage of Mahakaushal Express and Malwa Express at this station. While considering the traffic at Lalore bypass of Murena city, there is a need to construct an overbridge for the convenience of lakhs of citizens of that area. There is a need to construct an foot overbridge at railway crossing of Murena city because the movement of people is more there.

I once again support the Budget and request that the issues raised by me may be considered.

[English]

SHRI E.M. SUDARSANA NATCHIAPPAN (Sivaganga): Respected Chairman, Sir, I feel that this Railway Budget is having some unique deviation from the normal conventional Budget. We feel that globalisation has occupied the field. Privatisation and market economy is now coming up. India needs infrastructure in roads, in shipping, in air and in railways.

But all the three, that is, road, shipping and air, have gone to private sector. Railways alone is left out. Railways is a symbol of national integration.

Even during freedom struggle, Mahatma Gandhi used railway travel as the symbol of integration and freedom struggle. This is the nervous system of India. In such a juncture, every Budget used to protect the interest of each and every State. But here is a Budget given purely by a socialist; that is also by a Lohia socialist; that is also in NDA Government where both the Samata Party leaders are occupying the same portfolio and giving the Budget in the name of Rakesh Mohan. That is, it is giving first symptom of corporatisation. It is neglecting the area, which is to be developed. Now, global economy and privatisation can develop road; it can develop the shipping area and it can develop air. But why is the Railways not having any competition? It is monopolized by the Government. Therefore, we have to concentrate on the area, which is neglected, the area which has to be developed and the area which needs transportation.

Here is my constituency, Sivaganga, which is having about 40 textile mills and about 1500 small-scale industries. Graphite mines are there. Nearby my constituency, my learned friend, Shri Vaiko's constituency, Sivakasi is having cottage industries. It is having litho press. It is having matches. It is having crackers. It is having many things to be transported. Seafood is to be transported. It is such a place. There is also Rameswaram. It is a famous place.

Now Rama is holding the field. Yesterday also I dreamt about Lord Rama. Lord Rama came and said: "This is a Budget where I am totally neglected." Ayodhya is also neglected. Rameswaram was linked with the mainland by Shrimati Indira Gandhi by making a bridge. Shri Rajiv Gandhi opened it. In Rameswaram, Lord Rama has won the war and he is worshipped throughout India. Every Hindi used to worship Lord Rama. ...(*Interruptions*) Kindly do not interfere because you are also now in the Rama's field. You are one of the disciples of Rama now.

SHRI VAIKO: Lord Rama appeared in your dream. I am happy. you are hailing from Tamil Nadu. ...(*Interruptions*)

MR. CHAIRMAN: Shri Vaiko, please take your seat.

SHRI E.M. SUDARSANA NATCHIAPPAN: Therefore, if this Government is having some interest in Rama and Lord Rama is to be protected, then, Rameswaram is to be protected. But what happened? Kumari Mamata

[Shri E.M. Sudarsana Natchiappan]

Banerjee had presented the Railway Budget. When she presented the Railway Budget, she included these areas, Tiruchirappalli, Pudukkottai, Karaikudi, Sivaganga, Manamadurai and also Rameswaram, in the Railway Budget for the first time for broad gauge conversion. She also allotted Rs. 10 crore. Subsequently, she allotted Rs. 7 crore. But what happened now? Sir, Rs. 4 crore was diverted for other projects. That is how, Lord Rama is worshipped. That is the greatness shown for Lord Rama.

Here is a project which has got an ancient history. Rameswaram Express is called as 'Boat Mail'. Normally they will get the ticket in Chennai and will go to Rameswaram. Then, they can go by the steamer to Thalayamannar, Sri Lanka. That was the ancient system. Then, the rails which were laid during the British period were changed subsequently by the Congress Government. But now they have become old. About Rs. 17,000 crore is allotted for the safety purpose. But not even a single pie is utilised for the purpose of laying new rails. This is the thing which is happening.

I would like to draw the attention of the Government. Ninth Five Year Plan gave Rs. 45,413 crore for 3710 kilometers of rails where broad-gauge conversion is to be made.

After four years, it is only 11,832 kilometers, which is less than 50 per cent achievement of the target. This is the fourth year you are running but you could not achieve even gauge conversion. Gauge conversion is treated as one of the factors of economic development of an area. By converting to broad gauge, the area would be developed because more tourists would come, more freight would be carried and more exchange of people would be there. This is why gauge conversion was made one of the main thrust areas of the Ninth Five-Year Plan but that was not achieved at all.

In the case of goods traffic, the earnings is 64 per cent; in respect of passenger traffic, it is 29 per cent; and the coach earnings is two per cent. At Perambur, in the Integral Coach Factory, a lot of orders are pending from various Asian and African countries but they are not executed. You want to close down the Integral Coach Factory, which is the prestige of Tamil Nadu. Now, Tamil Nadu has created history where a majority of MPs from Tamil Nadu are supporting the ruling alliance of the country. There is also a Samata Party nominated Member. Out of 40 MPs, 37 are supporting the NDA Government. What is the gift you have given for this support, upon which this Government is standing? They are now giving an allocation, which is the lowest.

The Southern Railway is having a capital fund of Rs. 1,586 crore. Out of that, only a meager amount is given for Tamil Nadu. The Plan outlay is Rs. 804 crore but the State of Tamil Nadu is getting only Rs. 70 crore, which is less than nine per cent. So, what is the interest you are showing to this area, where 37 MPs are supporting you? In the Rajya Sabha, Sixteen MPs are supporting you along with another nominated MP. So, seventeen MPs from Tamil Nadu are supporting you in the Rajya Sabha. The gift you are giving to Tamil Nadu is only by way of total negligence of Tamil Nadu.

This is the first time Tamil Nadu is totally neglected because you have got a new formula, which is a deviation from the conventional method of assessing the areas to be served. You have come up with a new formula wherein you want to say that the area is to be calculated and the population is also to be calculated. This means, the people who are following population control would not be given enough funds. Tamil Nadu is the first when it comes to population control and Kerala is the next but this is the gift you are giving them, just like what was done by the Eleventh Finance Commission. The States that are developing and enforcing national plans are gifted with nothing. This is what is happening in Tamil Nadu and Kerala.

Out of a Plan Outlay of Rs. 175 crore only Rs. 2 crore is allocated for the Pudukkottai-Karaikudi-Manamadurai-Rameswaram line. When would you be able to take it up? The requirement is of Rs. 250 crore for Madurai-Rameswaram but you have allotted only Rs. 5 crore. How can that be implemented? If you have got any financial restrictions, I can understand that. At the same time, here is another possibility. You are borrowing from the market about Rs. 3,000 crore. You are expecting to borrow from the market. Let there be a bond in the name of Rameswaram, where you can borrow just like you did in the case of the Konkan Railway. Let it be a project from Chennai to Rameswaram via Manamadurai, through Pudukkottai, from where your own Member is coming. I am coming from an area in the middle Sivaganga. Now, new friends from the AIADMK are also supporting you. They would also get benefited by the new lines. So, why should you not market it and borrow money in the name of Rameswaram, so that this project is implemented at least within three years?

Finally, I would like to submit that there is plenty of land near the railway tracks. You have deviated from the projects given for cable laying. You are saying that since nothing happened in that project, you are leaving it. How can that be left in the middle? This is a very good project.

It was already announced in the Railway Budget speech of Kumari Mamata Banerjee. If it were not taken up leasing of right of way for optical fibre cable would not materialise.

That is from your speech. When the hon. Minister says like this, you want to neglect it. In the same way, you want to concentrate upon the Golden Quadrilateral and diagonal connection of the four Metros alone. Simply saying that Chennai also is connected with it, will not serve the purpose. It is only fifty kilometers inside Tamilnadu which is going to be covered. Chennai is on the northern side of Tamil Nadu. In no way it is going to help us. We need this type of projects which connect Rameswaram and also Sivakasi. I hope, Shri Vaiko will also support it, lobby for it and try to achieve it. That way, our area can also be developed. Otherwise, my friend Shri Vaiko and all the 37 Members who are supporting them, should have a second thought about it and see that the socialists who are not having faith upon Lord Rama, should have some sympathy towards us, as it is a backward district.

I would also like to submit that in Namanasamudram-Trichirapalli Division, about 200 families are living on the adjacent side of the railway track, without hindering anything, for the past 30 years. Kindly see that some lease rate is fixed for these people to hold their lands for having shops and also habitation. Otherwise, it may be sold to them on a long period of return.

In the same way, I would like to suggest that computerisation of Sivaganga, as a revenue headquarters, should be done. The Government has taken a policy decision that all the revenue headquarters will be connected through computerisation, but Sivaganga has not been computerised. I have requested the hon. Minister and I gave a petition also to him to connect it through computerisation. Kindly make it also as one of the projects to be implemented in this current year.

With these words, I just remind the hon. Minister that the budgeted BOLT project 'Own Your Wagon Scheme' should be implemented. That is a very good scheme and has to be marketed properly. Professional marketing will bring more funds to the Government. Also, the coach factory should be improved and more investment should be made because more orders are coming. The market is very favourable for coach making. Therefore, that also should be concentrated upon. Worksheds in Madurai, Trichy and Chennai are also to be improved.

SHRI PAWAN KUMAR BANSAL (Chandigarh): Sir, I am laying my speech on the Table.

[*Translation*]

MR. CHAIRMAN: Ok, You are being allowed to lay your speech on the Table of the House.

*SHRI PUNNULAL MOHALE (Bilaspur): Sir, the following subjects may be included in my Railway Budget speech:

1. In the Railway Budget, there is a provision of Rs. 100 crore for Bilaspur division out of which a sum of Rs. 4 crore is being given; it should be increased to Rs. 20 crore.
2. To provide stoppage to Sarnath Express at Bilha station in Bilaspur (Chhattisgarh).
3. To provide stoppage of Amarkantak Express at Belgahan station in Bilaspur (Chhattisgarh).
4. To introduce a local train from Bilaspur, main city of Chhattisgarh to Anuppur.
5. To introduce inter-city Express from Korba to Durg.
6. To extend the Chirmiri-Bilaspur passenger upto Raipur.
7. Railway line capacity should be increased on Bilaspur-Urkara block.
8. An office of Railway Recruitment Board should be opened at Bilaspur (Chhattisgarh).
9. To construct platform No. 2 at Manendragarh railway station and also to take necessary action for repairing railway racks at Manendragarh.
10. Foot overbridge should be constructed on Belgehna, Tenganwada and Khengsara railway stations.
11. The Reservation Centre in Pendra Road should be computerised.
12. A new train should be introduced from Bilaspur to Lucknow.
13. To run New Delhi-Bhubaneshwar Rajdhani Express via Sambal-Bilaspur-Katni Bina.

I propose for providing additional sleeper and general coaches in Express trains running from Korba Bilaspur

[Shri Punnu Lal Mohale]

and Durg Junctions to Vishakhapatnam, Bhopal and Allahabad respectively. Under the Bilaspur Railway Zone (South Eastern Railways) and extend facilities to people of South India, Chhattisgarh, Madhya Pradesh, Uttar Pradesh and Uttaranchal in trains on following routes, viz:

- (a) From Vishakhapatnam to Tirupati Balaji Devsthanam,
- (b) From Bilaspur-Bhopal to Lucknow and from Durg-Bhopal to Lucknow, and
- (c) From Durg-Bilaspur-Allahabad to Dehradun.

Sir, first of all I am heartily thankful to the hon. Prime Minister and your goodself that a good work has

been done by declaring the maximum revenue earning division in the Indian Railways i.e. Bilaspur Railway Division as 'Zonal Office and thus providing railway facilities to people of nearby/far-flung areas.

I know very well that it is most difficult for the Railway Ministry to introduce additional trains, but facility can be given on Tirupati Balaji Devsthanam, Lucknow and Haridwar-Rishikesh, Dehradun routes respectively by providing two additional coaches or bogies (one sleeper class and one general class) in trains which are already in operation and starting from terminal stations viz. Vishakhapatnam, Bhopal and Allahabad. This proposed extension of facility would provide benefit to the people of Six States of South India, Central India and North India. I am giving complete details of serial no. name and time table of Express trains operating presently as also of those affected by the said proposal as under:

| | | | | | | |
|---|-----------|----------------|------------------------------|-------------------------|-----------------|------------|
| | | 13 : 20 | 8517 | 08:30 | | |
| (A) | Presently | Korba | Vishkhapatnam-Daily Link Ex. | | | |
| | | 11:45 | 8518 | 19:00 | | |
| Proposed two additional Bogies (1 Sleeper class + 1 general) to be added is following train which goes to Tirupati. | | | | | | |
| | | Vishakhapatnam | Tirupati-Daily Link Exp. | | | |
| | | 11:05 | 7487 | 19:15 | | |
| | | 16:25 | 8453 | 19:00 | | |
| (B) | Presently | Durg | Bhopal-Amarkantak Exp. | Chennai-Lucknow Express | | |
| | | 09:30 | 8454 | 16:00 | T.No. 6093 | |
| | | 19:20 | 8225 | 10:55 | 10.30 | 21.00 |
| | | Bilaspur | Bhopal-Mahanadi Exp. | | | |
| | | 07:50 | 8226 | 16:00 | Bhopal-Lucknow | |
| Proposed—two additional bogies to be added in Bhopal to Chennai, Lucknow train | | | | | | |
| | | 15:25 | 8453 | 09:55 | 10.30 | 5012 5.25 |
| | | Durg | Bhopal-Amarkantak Exp. | | Lucknow-Nagpur | |
| | | 09:30 | 8454 | 16:00 | 6.30 | 8033 14.40 |
| One hour before | | 18.20 | 8225 | 09:55 | Nagpur-Bilaspur | |
| | | | | | 8034 | Durg |
| Change in time | | Bilaspur | Bhopal-Mahanadi Exp. | | | |
| | | 07:50 | 8226 | 16:00 | | |
| | | 20:10 | 5159 | 19:00 | | |
| (C) Presently | Durg | | Allahabad-Durg Chappra Exp. | | | |
| | | 07:30 | 5160 | 15:45 | | |
| Proposed—providing | 17:15 | | 4113 | 13:10 | | |
| two additional bogies | Allahabad | | Dehradun-Link Ex. | | | |
| and extending the | 00:00 | 4114 | 13:20 | | | |
| route to Dehradun. | | | | | | |

On the basis of personal experience, I can say that public amenities can be expanded easily by adding two coaches in trains which are already in operation as per the time table proposed time table subject to the condition that the hon. Minister takes sufficient interest and issues necessary directives in this regard. With this request I conclude.

*SHRI HARIBHAU SHANKAR MAHALE (Malegaon):

Sir, terrorism and communal forces have increased in the entire country, the budget has been discussed on 20.3.2002. The Hon. Minister of Finance Shri Yashwant Sinha did not harm the interest of the rich and became popular. He obliged the rich by sabotaging the interest of the poor. Sir, the hon. Minister of Railways presented the Railway Budget in the House. It is very interesting that the hon. Minister spoke for one hour in the House and no one interrupted him. But the II class fare increased as also the prices of essential commodities. Railway Budget is supplementary to the General Budget, but the hon. Minister of Railways has asked for financial help of the Government in order to make reforms in the Railways. It is not proper.

The Railway Board should make changes in its earlier system. Reforms are required to be made on the financial burden on the Railways. Amount increased on fare has been pocketed by the employees. This is required to be checked. The Railways suffer a loss of crores of rupees either directly or indirectly. It is required to be checked. Railways has been started 150 years back, but it is very unfortunate that it is required to stand on its own, but this could not happen. Reforms should be made in catering services.

Sir, through you, I would like to draw the attention of the hon. Minister towards my constituency and districts, towns of Maharashtra state:

1. All the trains of Mumbai Central Rail Line should be electrically operated.
2. One Rajdhani train should be started from Mumbai to Delhi.
3. Kumbh Mela is going to be held in Nasik Tryamba Keswar in 2003-the Nasik road station is required to be improved, a terminal is required to be made for the stoppage of trains at Sodna and Oda Railway stations.
4. To provide a stoppage to trains passing through Nasik and Manmad Railway Station.

5. Survey of the new railway line on Manmad, Malegaon, Dhulia, Nardeva, Indoor has been done. This may kindly be approved.
6. Approval may be given for a new railway line from Nasik to Poona.
7. Improvement should be made in Manmad Railway station.
8. Pawan Mail should be provided a stoppage at Nandgaon railway station.
9. The Vidharbha Express be provided a stoppage at Nyaydongri Tawnandgaon.
10. Fulfilment of demand of National Level Educational Institutes relating to land for school out of railway land at Manmad city.
11. In view of a plenty production of grapes in Nasik, rail transportation facility be provided.
12. Sanctioning of a new rail gate at Yewla Sikandarabad rail line Kusmadi under Yewla Tehsil Manmad.
13. Weekly train from Kuli via Allahabad-Gorakhpur be provided a stoppage at Manmad railway station.
14. Weekly train from Kuli via Allahabad-Chapra be provided a stoppage at Manmad railway station.
15. Puspak Express be provided a stoppage at Nasik, Manmad.
16. Long standing demands of Coolies working at railway stations be considered sympathetically.

Sir, my humble submission is that these demands be fulfilled.

SHRIMATI JAS KAUR MEENA (Swai Madhopur):

Thank you, Mr. Chairman, Sir, I rise to speak in support of Rail Budget 2002-2003. First of all, I would like to thank hon. Minister of Railways and his colleagues who have applied their mind diligently and presented such a balanced budget especially in comparison to Railway Budgets during the decade, that did not provide any scope for the Members from Opposition to criticise it. Though, some of the Members have expressed concern over fare hike, yet I would like to make it clear that for viability of any undertaking its financial adjustment is as important as expansion of amenities. When our financial condition is not strong or balanced, mere expansion of amenities

[Shrimati Jas Kaur Meena]

would put our economy in bad shape and ultimately one day we would be debt-trapped and not be able to do justice to our railways which is said to be the longest transport chain in Asia and very important mode of transport.

Mr. Chairman, Sir, Indian Railways carries 1 crore and 30 lakh passengers to their destination daily. In addition, goods of lakhs of tonnes are transported from one place to another. In view of the facilities provided by the Railways to the public, we will have to be liberal for its modernisation, strengthening and expansion.

In view of Indian economy, poverty in India, the rural public and our farming community, the initiative taken by the railways through Rail Budget to introduce 48 new trains including 16 Jan Shatabdi Expresses is praise worthy. Frequencies of many a train have been increased, some trains have been extended thus providing better transportation facilities. Therefore, hon. Minister deserves lots of thanks.

20.41 hrs.

[DR. LAXMINARAYAN PANDEYA *in the Chair*]

I would like to add that keeping in view passenger safety and safety of the employees as well, allocation for this purpose has been increased from last year's allocation of Rs. 129 crore to Rs. 325 crore this year. Hon. Members had expressed grave concern for safety of rail employees. I think, if hon. Members would have read the entire budget papers then their concern regarding safety would have become unfounded since Budget allocation for safety in Railways has been doubled.

Special feature of the current budget is that three pronged projects are likely to be taken up for celebrating this year as 'Year for Passenger Amenities'. Provisions for 'rail neer' along with food plaza and free meals for children upto 5 years is applaudable. In view of very large number of rail passengers i.e. 1 crore and 30 lakh passengers everyday, I urge the hon. Minister to make provision for medical attendant and health-kit. Some days ago, a person travelling from my constituency Agra to Kota fell sick. He as alighted on a small railway station. In the absence of any immediate medical facility at the station, he died there only. I myself was present there. I realised the need of medical attendants in passenger train. When one or two thousand passengers travel in a train, a medical attendant with a kit should be deployed in train to meet any exigency.

In addition, my second suggestion is that more general compartments be added to superfast trains connecting metropolitan cities as only billionaires do not live in metros. Poor people also live in these cities who render service to this class. We find merely one or two general boggies in long distance trains. We know that labourers engaged in construction of big buildings in metros like Delhi, Mumbai and Kolkata travel from Bihar to Maharashtra or from Rajasthan to Delhi. When these people have to travel they face great hardship which makes one to feel pity. I urge hon. Minister to take a note of this suggestion.

As current year is being observed as 'Year for Passenger Amenities' general boggies should necessarily be added to superfast long distance trains connecting metros. I would like to say something regarding agro-products also. Agro products such as fruits, vegetables, milk etc. are not produced in Metros and hence these are brought to Metros from near by areas, hence I would like to suggest something for loading/unloading of these products.

I would like to request that proper arrangement should be made in the budget to transport agricultural products safely to the metropolitan cities through passenger trains or goods trains. When the hon'ble Minister was Minister of Agriculture he had given a speech on agriculture policy and the problems of farmers. It is still fresh in my mind. I feel that he is very sensitive towards the farmers and poor people. He will certainly make some arrangement in this regard.

Hon'ble Minister, our country is a treasure of art, culture, natural resources and social decency. If we see in North-South and East-West there are many pilgrim centres and the centre of arts which are full of natural resources and the tourists visit there throughout year. Some arrangements should be made for the convenience of tourists to visit different places, the generation of revenue of the country and increasing revenue of the railway. Hon'ble Minister may collect entire information regarding the tourist spots from the divisional officers where that tourist spots are located. It should also be considered to provide railway facility and proper arrangement of reservation facility in those railway division where tourists spots are located.

You have done a great favour to Rajasthan by way of introducing Jan-Shatabdi Express. I would like to make one request regarding the Jan-Shatabdi Express that runs from Kota to Nizamuddin, when the train will run from Kota to Nizamuddin, certainly the train will have to

financially more. ...(*Interruptions*) Hon'ble Minister you please pay attention to my invaluable advice. I feel that the 16 Jan-Shatabdi Express that run from Kota to Nizamuddin will not be economically viable unless atleast 800 passengers travel by it. If this train is run via Chittorgarh, which is a historical place, to Nijamuddin then the passengers desirous of visiting historical places will also visit Chittorgarh, Bundi, Kota, Sawai Madhopur, Bharatpur and may attain the benefit of visiting Agra as well. It is my practical suggestion. I am to some extent involved in tourist areas and I feel that Rajasthan is a historical and beautiful State which is the land of warriors, Art and rich in forest resources. There are several types of arts. Hon'ble Minister I feel that it will not only encourage human resource development but it will also promote tourism. You will get commendations and if the said things are included in your budget then this budget will certainly be a historical budget.

At the end, I would like to present some more demand in the form of suggestion. You have given a lots things to my State. For that I would like to extend my thanks to hon'ble Minister in the presence of all the Members. My entire region is thankful to you for giving railway facility that has been provided in the constituency of a lady Member of Parliament. I would like to give one more small suggestion and I feel that the entire Members of the House will appreciate it. Railway crossings are made for the safety of the people. If the crossing is unmanned, there is tremendous possibility of danger at that place. My suggestion is that where ever crossings are made overhead roads should be constructed from the securing point of view. When overhead roads will be constructed as a bridge, Members can give money from their MPs fund, the State Government will also give funds and if Railway also given financial assistance along with the State Government then, the crossing will become safe. In villages on the one side there is village and on the other side of the line are agricultural land and cattle also go there. They are unable to apprehend the dangers caused by long distance fast running trains due to which several types of accidents usually take place.

So, my submission is that if there is any provision in the budget, that the State Governments and MPs can spare some amounts from their funds anywhere then I feel that every MP may make arrangement for railway crossing by way of sparing some amount from this funds.

At the end, I would like to submit that it is the first time that Rs. 15 crore has been provided to my Parliamentary Constituency for Dausa to Gangapur railway line since the independence. On behalf of the people I

would like to extend my sincere thanks to you for this act however I would like to make one request that foundation stone ceremony of this railway line should be commenced from Gangapur. I am not submitting in my own interest rather, there are ample resources of Railway laying in Gangapur unused and there are quarters laying vacant. Railway is not able to utilise it. I feel that it is getting damaged and destroyed and there is loss in it. If the work is started from there, accommodation and other infrastructure all will be available for the officials.

Besides, there is inaccessible area, Dang where red stones are found and the same red stone has been used in Parliament House building. Even today red stones of that region is being used for the construction of Parliament walls. But the people of that area are carving for railways for 50 years. My submission is that if Gangapur is connected with Dhaulpur thorough rail line then it will be a significant achievement of Indian railway for the country. Survey in this regard has already been conducted. If this railway line is constructed, it will provide movement facility from North to South to military at the time of emergency and it will be a boon for railway. People of dacoit infected and tribal and inaccessible area will also get relief from it.

Mr. Chairman, Sir, I would like to thank you that you gave me time to speak and hon'ble Minister has patiently listened to my suggestions so I hope that he will certainly ponder over my suggestions.

[English]

*SHRI K.H. MUNIYAPPA (Kolar): The Railway Budget for the year 2002-2003 presented by Hon'ble Minister for Railways is not a progressive, prospective one without any new lines and Gauge Conversions. This budget lacks any progressive aspects concerning relief to railway users and totally overlooking many ongoing projects for which no allocation has been made. The budget fails to enthuse even the most cynical as it has proved to be a status quo attempt by the Government to revamp the biggest transportation system in the whole of the World.

Many ambitious gauge conversion projects undertaken all over India by the erstwhile Congress Government are in a stand still despite the passage of more than 6-7 years. Because of projected growth of traffic the Bangalore-Jewallarpet gauge conversion was conceived of top most priority but the present budget is silent on any allocation for this vital segment in Southern Railway. The gauge conversion between Yelahanka—Chikkaballapur and Kolar—Bangarpet project was approved in the year

[Shri K.H. Muniyappa]

1994 by the then Hon'ble Minister for Railways and work also completed and the trains are operating. Thanks to the Hon'ble Minister for extended Bangalore—Bangarpet upto Jawallarpet.

The remaining gauge conversion that is between Cikkaballapur-Kolar measuring about 80 Kms. is still incomplete. The Ministry of Railways has already spent approximately Rs. 70 crores. Until and unless this project is completed the money already spent will be of no use and it is quite essential to complete the missing link between Chikkaballapur-Kolar. Further, I feel it is expedient to extend Railway line between Srinivaspur-Madanpalli, which is measuring about 30 Kms.

The completion of the measuring link between Chikkaballapur and Kolar and extending the Railway line between Srinivaspur and Madanpalli which connects Bangarpet and Bangalore is of very importance to the general public and particularly to the farming community who will bring their vegetables, flowers and other fruits to Bangalore, Tirupathi, Chennai and other parts of the country.

No sincere effort has been made by the government to mobilize additional resources to fund the on going projects. The government had earlier identified many areas of additional resource mobilization. The most important of which was commercial exploitation of surplus railway land around metros and urban centers. Another source was leasing out railway station premises to private parties for upkeep and maintenance of passenger amenities.

The Minister's contention during his budget speech of undertaking new projects subject to the concern states committing funds to the extent of 2/3 of the total outlay sounds funny as most of the States are already feeling the funds crunch even for basic services.

Even it is difficult to provide 50 : 50 share by State and Centre.

1. Rajdhani Express—Bangalore—Nizamuddin—Bangalore, everyday to run.
2. Bangalore-Bangarpet train. The Department extended to Jolarpet. But in Jolarpet, number of trains are there.
3. Bangalore-Bangarpet train may please be extended to Marrikuppam. It will be useful for the employees, workers who are daily going to Bangalore. More than 3,000 workmen will be benefited. Earlier the Island Express which was used to go from Bangalore to Kanyakumari

via. Koimbatore, Thiruchi, Ernakulam, Thiruvanthapuram was shifted to Salem Line, from the right station. These trains which used by the BEML employees, businessmen has been neglected. In the same line, the train which is running weekly twice to be made daily on same line. I request that doubling from Bangalore-Jolarpet may be completed.

4. Bangalore-Delhi main train line via Gunttakai—Bangalore to Gunntakal, the double line which is badly needed.
5. Kolar Railway Station computerised reservation facility must be made available to the passengers.
6. Marrikauppam to Biranthaom is a long pending request which is demanded by KGF people must be completed.
7. Railway over bridge at Yelhanka Air Force Training School on National Highway No. 7 to be completed.
8. Railway over bridge at Doddapla in National Highway 7 and an overbridge at Irregenahally between Nandi Cross and Devananhalli National highway.
9. Railway Station at Kolar may be shifted to near Kolar bus-stand.
10. An overbridge at Tekal, Malur Taluk, Bangalore, Bangarpet Railway line.
11. Harricula Railway Station to be reopened which is one of the oldest railway stations.
12. National Highway—4 at Bangalore-Chennai Road near Kolar to be constructed.
13. Karnataka Express Train passing through Manmad via Koppargouan where the Shirdi Saibaba devotees are travelling everyday to Shirdi Temple from both the sides. I request the Hon'ble Minister to take necessary steps to reserve at least 10 berths from both the sides in 1st Class-4, IInd Class Sleeper-6.
14. Railway coaches construction work was given every year to BEML, where 5,000 workers exclusively working for the construction of coaches from the last fifty years, but it has been stopped from the four years. Now, the NDA Government shifted the orders to Kapurthala at Madras Central Coach Factory.

I urge upon the Hon'ble Minister to reconsider the request of the BEML employees and may be given orders for construction of at least 500 coaches.

*SHRI PAWAN KUMAR BANSAL (Chandigarh): At the outset, I welcome the decision to introduce Jan Shatabdi between Chandigarh and Delhi. It meets a long pending demand of people of modest means.

Sir, a large number of people belonging to different States have come to Chandigarh and made it their home. This city today represents the composite culture of the country and is often alluded to as Mini India. However, the people feel the necessity of direct train links to different parts of the country. This is necessary, not only for the residents to visit their places of origin spread across the length and breadth of the country, but also for promotion of tourism. Chandigarh, it must be appreciated is the gateway to Himachal Pradesh and to an extent even to J&K.

The only long distance train to and from Chandigarh is the Kalka-Howrah Mail and no other train has been introduced for the last five decades. Welcoming the extension of one train from Saharanpur to Chandigarh, I urge the Hon'ble Minister to connect Chandigarh to the South by extending any one train from Delhi to Chandigarh since the terminal facilities now exist there. The city also needs to be connected directly to Mount Abu as a large number of pilgrims from the region travel to that place.

A new platform has been built at Chandigarh on Panchkula-Mauli Jagaran side but it lacks many essential facilities. Of these, absence of a covered scooter and cycle stand for daily commuters is acutely felt. It is a small matter which needs to be attended to immediately.

One important project announced for Northern Railways some time back was Pathankot-Udhampur line but it seems to have been forgotten. By its size and importance, Punjab needs due attention by Railways. Practically no new line has been laid in the State for decades. Moga to Maur via Badhni needs to be brought on the Railway map.

I urge the Hon'ble Minister to look into these matters and take necessary action.

[Translation]

*SHRIMATI RENU KUMARI (Khagaria): sir, I rise to support Railway Budget 2002-2003. I extend heartily congratulation to hon'ble Minister of Railway for presenting development oriented and balanced Rail Budget, 2002-2003.

This year the Railway of India has completed its 150 years and it has been said that it would be celebrated as 'Yatri Suvidha Varsh'. Provision of laying of 214 Kms. new lines has been made in this budget. 150 Kms. lines are to be doubled. In this budget, provision has also been made to provide food plaza at 50 places and supply of rail nir for safe drinking water which is certainly a commendable step. In this Budget, Rs. 2110 crore are proposed to be spent on security works. The assurance of the hon'ble Minister of Railway that no new projects will be taken up without completing the old one is also commendable.

Sir, presently there is no paucity of funds with railway for developmental works. The need of the hour is to replace old railway lines with new one. Signalling system related to the operation of railway is required to be modernised. The maintenance of railway should be done in a proper way. Keeping in view the present financial condition of railway partial increase in the fare is not unjustified.

It is estimated that Rs. 910 crores would be earned by increase in passenger fare of various classes and Rs. 1360 crore by increase in freight charges. It is undoubtedly commendable. With this freight charges of some commodities of common man's use like salt, fruit, vegetables, edible oil, jaggery and fertilizers etc. will rise and that will put a burden on people. Thus the hon. Minister needs to consider this aspect.

The proposal of introducing 35 new trains and 16 Jana Shatabdi inter-city Express is also a welcome step. The number of train accidents has risen sometime back and one of the main reasons for increase in train accidents is that operation system of Railways could not be modernised. Modernisation of Railways and providing adequate facilities to passengers is essential for efficient and proper operation of trains.

Public has certain expectations from Railways. Even today trains are main and important means of transport for people and thus people expect certain facilities.

[Shrimati Renu Kumari]

Railways can not find permanent source of income and modernisation of whole system is not possible without linking the far flung and neglected areas by rail.

There are several districts in Bihar and Jharkhand where railway lines have not been laid so far. There is a need to lay railway lines there.

A lot of land belonging to Railways is lying idle even today. A market complex can be constructed by giving this land on lease. It will provide employment to people and Railways will be able to earn revenue by that.

Operation System of Railways collapses by fog and it has to suffer a loss of billions of rupees. During last 150 years Railways could not develop a technique to counter this problem. This year also Railways suffered direct/indirect loss worth Rs. 400 crore due to fog for the whole month. There is a need to pay attention to this.

Earlier there was Banikpur halt in Navgachhia Subdivision and local people are facing lot of problems as this halt has been cancelled.

It is very essential to provide halt at Ekchari in Bhagalpur district. This propose a request form villagers has already been sent to the hon'ble Minister. Therefore, I request that halt should be provided at Banikpur and Ekchari to facilitate people.

Rajdhani Express plying on Sundays between Guwahati and Patna runs via Hajipur-Lucknow and hon'ble Members of Parliament find it difficult in reaching Delhi by this train, because it reaches Delhi at 2.20 in the evening. Therefore, on Sundays this train should be run via Patna-Thankpur so that Members may not face problems during session days.

On Friday and Sunday Rajdhani Express running between New Delhi and Guwahati should be routed via Kanpur-Patna and like earlier its time should be changed. In place of 2'o clock, it should start at 5'o clock.

Sir, I would like to make a very humble submission that Rajdhani Express should be provided a stoppage at Khagaria station. It will solve the problems of MPs coming from Saharsa, Khagaria, Madhepura, Ballia and Araria.

Previously, the work of laying railway line between Alauli and Kushveshwar in Alauli subdivision of Khagaria district was given approval and foundation stone of Alauli railway station was laid for this purpose. I would like to say that a sluice gate should be constructed at this place

to relieve the local people of water logging problem. Stoppage to Mahananda Express at Narayanpur and Danapur-Katihar Express at Pasraha station should be given as per the demand by villagers of Narayanpur and modern facilities should be provided at Pasraha station.

Tender for Chukati overbridge at Mansi has been floated so its construction work should be taken up. In the end while thanking you for your work in Railways and presenting this balanced budget, I conclude.

SHRI BHAN SINGH BHAURA (Bhatinda): Mr. Chairman, Sir, I would have definitely praised the railway budget but in view of the attitude of hon'ble Minister towards my constituency Bhatinda, Ferozpur and Ganganagar, I do not want to thank him in any way for the budget. I do not know whether it has been done deliberately or in a casual manner. The hon'ble Member, who was speaking just now, her area has been provided with Rs. 15 crore but nothing has been done in respect of my area, neither a single train has been introduced nor any railway line has been proposed to lay there. Why it has been done? Though my district is situated on Ganganagar border and Ferozpur border, but no attention has been paid towards that. Several Shatabdi and Janshatabdi trains have been introduced but not a single train has been given to my area, Ganganagar, Ferozpur and Bhatinda. The double line towards Jakhal was proposed to be extended but no attention has been paid towards that either. There was a proposal to lay double line for Rajpura-Bhatinda but nothing has been done in this regard.

I feel that he has not paid any attention towards my area. I would like to make some points. There is some anomaly in the matter relating to technical and non-technical employees which should be done away with. An over-bridge is being constructed in Bhatinda since long but it is yet to be completed, so that should be completed. The demand for construction of an under bridge at Mansa district is raised time and again. Municipal Committee and other local organisations have sent written requests in this regard. People have to wait for two hours together at railway crossing and thus I request the hon'ble Minister to pay attention towards this demand. Bhatinda is the largest railway station of north India but it lacks amenities. Building is quite old and other equipments and machinery are also outdated. Two computers have been installed there but due to heavy rush; people have to face difficulties. Last time also, I had requested for installation of one more computer there, but it has not been done so far. Similarly, no computer has been provided at Mansa which is the district headquarter.

Attention should be paid towards that. There should be provision of plain bridge at main railway station as aged people face difficulties in climbing stairs. Hence, there should be some arrangements for reaching at platforms directly. There should be a provision of rail link between Chandigarh and Ludhiana. Foundation stone for this was laid by you or someone else but work has not been taken up. I request that this work should be completed at the earliest. Rama Mandi, Sirsa is on Bhatinda railway line. An over-bridge should be constructed there. It is a long pending demand. The train number 5711 and 5712 plying between Asansol and New Jalpaigudi should be extended upto Kharagpur. A train from Kantai to New Delhi should be introduced. Secondly, the bridge over river from Kansavati to Kansai should be constructed upto Midnapur.

Damdama Sahib is an important religious place for Sikhs and by pass is required to be constructed for that. Mamata Banerjee had given approval to an unmanned crossing between Kartaar Singh Bhava and Kot Fatah which has been cancelled now. People have to travel 50 kilometer additional for going to Damdama Sahib from Ludhiana. There is a way and level crossing is required for constructing road for this. Please give approval for that. I will contribute money for that and remaining amount will be arranged from the district administration and thus work will be completed. People of Punjab will praise you for this work. I hope that attention would be paid towards my points.

With these words, while thanking the chair, I conclude.

[English]

SHRI N.T. SHANMUGAM (Vellore): Sir, I welcome the Budget for the year 2002-2003 on behalf of my party, the *Pattali Makkal Katchi* and on behalf of our beloved founder leader, Dr Ramadass Ayya.

Indian Railways pass through its 150th year in public service. I congratulate the hon. Railway Minister for his long term perspective and his taking bold initiative benefiting the occasion. Modernisation, increasing efficiency and ensuring safety are the key thrust areas in this year's Railway Budget. The measures proposed are comprehensive and not *ad hoc*.

21.00 hrs.

Transportation needs of rail passengers, and the demand for freight movement are mounting. Emphasis

has to be laid on capacity augmentation and gauge conversion in developing Railways. Renewal of 17 thousand kilometers of track, and building of three thousand bridges with the help of a Special Railway Safety Fund of Rs. 17,000 crore are laudable objectives. Indian Railways will be using the equipment *Raksha Kavach* designed by Konkan Railway to prevent train collisions. Redesigning of coach interiors to avoid injuries to passengers is a welcome move. This will ensure safety in rail operations. Security to travelling public in coordination with the State police will improve with the amendment of Railway Protection Force Act and Railway Act.

Hon. Railway Minister stated that various wings of Railways will be given greater autonomy. He is also in favour of taking up projects by sharing costs with the State Governments. Entering into a Memorandum of Understanding with NTPC for meeting the demand of electricity is also a step in the right direction. Provision of high speed refrigerated parcel vans, and warehousing facilities near rail terminals to conserve agro-products will help the farming sector.

Growing trade activities and the growing traffic shall be dealt by the introduction of 25 new express and inter-State Shatabdi trains. Increase in frequency of trains and extension of routes of some trains will also benefit the rail users.

Public sector undertakings under the Indian Railways are rated excellent with commendable performance on profit and dividend front. As a huge organisation with a human face, labour welfare measures have been enhanced. The year 2002 is observed as the Year of Passenger Amenities. Extending public reservation system to 150 centres and supplying of Railneer packaged by special plants will help public in a big way. Providing food to infants free of cost in Shatabdi and Rajdhani trains is another positive measure.

Resource mobilisation and the demands to operate the system are the challenges before the Railways today. Severe financial crunch is also there. Still, hon. Minister of Railways resorted to rational increase in tariff rather than going in for a heavy directly proportional increase. Passenger fare has been increased by eight per cent to 10 per cent only. There is only a moderate increase in freight rates. Evidently, care has been taken to minimise the burden on the public. While the rates of quarterly season tickets have not been changed, monthly season ticket fares have been rationally revised.

[Shri N.T. Shanmugam]

Allocation of funds for projects in different States must be done more rationally and equitably. The contribution of a State to railway revenues, and efficiency of operation must also be a part of the criteria for this apart from area and population and the number of projects.

I appeal to the hon. Minister of Railways to be more favourable to Tamil Nadu. He may kindly provide more funds for the ongoing railway projects in Tamil Nadu. For instance, Quilon-Tiruchendur gauge-conversion project estimated at a cost of Rs. 420 crores get only Rs. 25 crore in this year's Budget. Villupuram-Tanjore main line conversion at a cost of Rs. 231 crore gets a sanction of Rs. 5 crore only. Same is the case with Salem-Virudhachalam-Cuddalore; Tindivanam-Pondicherry-Cuddalore; Tiruchy-Nagoor; Tiruchy-Manamadurai; and Madurai-Rameswaram projects. This would deprive Tamil Nadu of more passenger facilities.

Kanyakumari-Chennai Express running through Arakkonam, Katpadi, Jolarpet and Salem has been discontinued. Considering the recruitment to cover these areas, Kanyakumari Express may be reintroduced. Chennai-Mysore Shatabdi Express and Chennai-Coimbatore Cheran Express may kindly be given a stoppage at Katpadi. Vellore town has got the world-renowned Christian Medical College and the Katpadi Junction enables people to visit various pilgrimage centres like Tirupati and Tiruvannamali. Hence, in public interest a stoppage here is essential. Katpadi Junction may be converted into a model station because it is the gateway to North on long distance journeys.

The Minister may consider extending Chennai-Jaipur Express up to Ajmer. This would greatly help the Muslim brethren who live in and around my Constituency in great numbers. In Vellore town there is a railway reservation centre. To keep pace with the needs of the people there, computerised passenger reservation system may be introduced there.

We feel that this year's Railway Budget is a pragmatic one. Modernisation and development of Railway are at its core. Therefore, we commend the efforts of the hon. Railway Minister and express our support to this Budget.

With this, I conclude.

[*Translation*]

*SHRI NIKHIL KUMAR CHOUDHARY (Katihar): Sir, I thank you for allowing me to express my views on railway budget and I convey my heartiest greetings to

*Laid on the Table of the House.

the able Minister of Railways also for introducing new projects and taking several revolutionary steps for improving efficiency of Railways in the country. My Parliamentary constituency, Katihar and Bihar has also been partially benefited by these steps.

While supporting the railway budget, I would like to make following suggestions:

Indian railway is the main and important means of transport in the country. It came into existence 148 years ago and hon'ble Minister should keep ever in mind the importance of Katihar division and junction as gateway of North-eastern Frontier Railway. The proposal of doubling the single broadgauge line from Barauni is being shelved. In his budget speech, hon'ble Minister of Railways has put forward a proposal for doubling of railway line between Katihar and Semapur, however, it is not going to solve this problem immediately. These days, several trains bound to Katihar ply on this single line which is being mentioned here. It extends upto our north-eastern border. Supply for defence and required equipments are transported through this line and soldiers movement also takes place on this railway line. Therefore, it should be taken up in this budget itself.

Sir, I praise the hon'ble Minister of Railways that in the end of year 2001, the project of conversion of 167 km long meter gauge line into broad gauge line between Katihar and Jogbani has been taken up. The project of gauge conversion on katihar-Radhikapur was inaugurated in a big public meeting held in Raiganj earlier during 2002, but allocation of funds made in this budget is not adequate for early completion of this project. I would like to make a submission that both these projects are very important and significant at international level.

On the one hand, Jogbani is located on Nepal border and on the other hand, Radhikapur is on Bangladesh border. Under such scenario, there should not be any shortage of funds for the completion of the two projects in the shortest possible time. Therefore, it is important to provide for it in the budget. A request to this effect has also been made by the hon. M.P. from Raiganj, Shri Priya Ranjan Dasmunsi.

Sir, there used to be a train from Katihar to Tejnaranayanpur. It goes via Manihari. Tejnaranayanpur station was affected by erosion by the river Ganga five years ago. But the Chief Engineer, Maligaon made no effort to save it. As a result, about one lakh population of block Ahmedabad is deprived of railway facility. Survey was undertaken but the rail line was not laid between Tejnaranayanpur and Ahmedabad. The construction of proposed new rail line and gauge conversion work from

Katihar to Maluka road via Tejnaranayanpur is pending for approval with the Railway Board, it could have been included in the budget—but it was not. It should be included in the Budget.

Sir, I once again express gratitude to the hon. Railway Minister for one of the sixteen Janshatabdi trains to Katihar which would link it to Patna. My request is that a pair of such trains should be introduced which should start from Katihar in the morning and another train should start from Patna to Katihar in the day time itself so that people of Katihar district and neighbouring areas are able to reach their home by the evening.

Sir, Katihar railway division is an important division of F.N Railway, Maligaon, Guwahati. Katihar Junction of five railway lines is working from pre-independence times and lies within my Parliamentary Constituency Katihar. In the five decades after independence, Katihar division has been provided less railway facilities in comparison to the revenue it generates. Even such facilities are being curtailed from the division. An effort is being made to deprive Katihar station of its facilities. An announcement in the current rail budget has been made with regard to extending Katihar-Danapur capital express to New Jalpaigudi. Not a single ticket is sold from New Jalpaigudi for travelling to Patna. Haate Baazaar Express is being run via Barauni even though not a single ticket is sold from Barauni to Sealdah via Katihar. When not a single ticket is sold, what rationale can there be for giving rail facility to Barauni-New Jalpaigudi.

Sir, before the gauge conversion of Katihar-Barauni rail line, there used to run three metre gauge trains from here, that is 33 UP 34 DN Janata fast passenger from Katihar to Lucknow, 35 UP 36 DN fast passenger from Joghani to Allahabad, 35 UP 36 DN fast passenger from Joghani to Allahabad. These trains still run from Chhapra. After gauge conversion not even one train for either Lucknow or Allahabad has been introduced from here. Why?

Sir, Katihar and New Jalpaigudi railway locoshed has been constructed temporarily. The unemployed of Katihar did not get any benefit from the construction of New Jalpaigudi locoshed.

Sir, Barauni, Samastipur, Muzaffarpur and Katihar have two pit lines each. Except Katihar, trains are running from Barauni, Samastipur and Muzaffarpur. Even though, Katihar has maintenance facilities, the trains are sent to Barauni or New Jalpaigudi, thus the unemployed of Katihar have to suffer.

Sir, of the four south India bound trains going via Barsoi, two, viz. Guwahati-Bangalore Express and Guwahati-Chennai Express stop at Barsoi Junction. But Barsoi have not been given either reservation facility or berth. The stoppage of the other two trains going via Barsoi that is, Guwahati-Dadar Express (5645-5646) and Lohit Express (5651-5652) have not been given at Barsoi Junction. Everyday about 100 tickets are sold from Barsoi to Mumbai.

Sir, about 110 acre of railway land in Katihar rail division is lying unused for years. The factory of concrete sleeper and small parts could be set up here. The raw materials for making sleepers here are available at a lower rate than that at New Jalpaigudi. Besides, concrete can be supplied from neighbouring Jharkhand at a reasonable rate. Machines for making small spares are lying idle in Katihar. The construction of concrete sleepers and making of small spares parts would give employment to the unemployed of Katihar. It would also invigorate markets and the railway land could also be utilised through it.

Sir, there is no broad gauge passenger train from Katihar to Barsoi Junction during office hours, that is day time. Therefore, the people of Khuriyal and Azamnagar road station have to go Barsoi one day before in connection with their work at Barsoi sub divisional office and Registry office. It is not only escalating costs but also posing greater problems to the people. Therefore, stoppage of Awadh Assam Express, Mahananda Link Express and Kanchan Junga Express should be provided at Azamnagar Road, Khuriyaal, Sudhani, Telta station commensurate with their revenue generation potential. The reservation quota for Barsoi station should be given in North East Super Fast Express which stops there.

Sir, Guwahati-Dadar Express via Katihar, which runs for two days in a week should be run daily and its reservation quota should be increased for all classes.

Guwahati Lohit Express which runs weekly, should be run daily.

Mahananda Link Express 4083 UP/4084 DN should be given stoppage at Pranpur road station. In public interest, railway halt should be provided at Kamalpur between Azamnagar road and Khuriyaal railway station, at Vishanpur between Sonali and Jhava and at Manian between Katihar and Kuretha station.

Sir, I would like to draw your attention towards certain issues in public interest so that the problems can be solved.

[Shri Nikhil Kumar Choudhary]

A new south India bound train should be run from Katihar railway station, since at present there is no rail service for south India from Katihar.

The stoppage of Teesta-Tosha Express should be provided at Barsoi railway junction since Barsoi has passengers for the trains which is usually empty.

A direct train for going from Katihar to Varanasi, which used to run from Katihar to Howrah, has been discontinued since August, 1987—it should once again be extended to Katihar.

Labha station lies in Katihar division of N.F. railway and is located 24 Kms. east of Katihar between Katihar and New Jalpaigudi. At present 3163 UP 3164 DN Haate Baazaare (Barauni-Sealdah Exp.) and 4083 UP and 4084 DN Mahananda Exp. stop there. Besides, in the two trains, there is a reservation quota of 6 berths. In 3245 UP Danapur Katihar Capital Express there is a quota of two berths. People in large numbers go from here to Delhi and Lucknow, and so the seats of Mahananda Express are full many days before. Besides people have to leave early to board Avadh Assam Express from Katihar because Haate Bazaar comes at 7.05 A.M. and Avadh Assam Express comes at 8 A.M. Even if the train is late only by a few minutes, they miss the train. Passenger can not use any other means to reach Katihar. Therefore, they have to reach Katihar one day before.

By providing stoppage of Awadh Assam Express 5609 UP and 5610 DN over there will be convenient to the people. Many labourers from there go to Lucknow.

The daily ticket sale at Labha station is very good. On an average, every day 1500 persons at 9'o clock go to Katihar and 100 labourers from there go for work to Delhi and Lucknow.

Hence, the 5609 UP and 5610 DN should be provided stoppage at Labha and arrangement for reservation of 10 berths should also be made.

Sir, a direct train service from Katihar to Darbhanga should be started. Earlier, Janaki train used to run between Katihar and Darbhanga, but now-a-days this train terminates at Samastipur and as a result of it, passengers going towards Darbhanga are facing inconvenience. Therefore, after the construction of B.G. line upto Darbhanga, a passenger train of B.G. line from Katihar to Darbhanga must be provided which could help resolving the problem of passengers.

Sir, while expressing my views on some important points, I would like to request the following:

The old booking office situated at Katihar Railway Junction should be converted into computerised centre.

The damaged railway over-bridge near Katihar city Booking Office should be reconstructed. A woman was crushed by a train while crossing the track on 24.6.2001.

The doctors in all departments of Katihar Railway Hospital should be appointed.

The 'Tatkal' reservation facility should be made available in North-East Express.

The appointment on class four posts in Katihar Railway division should be made immediately.

A markets should be set up at Santoshi Mandir Chowk, Saheb Para Chowk, O.T. Para Chowk, Railway new colony of Katihar Railway section.

A road should be constructed from Katihar Model Station to Bata Chowk and from B.G. Railway crossing to M.G. Railway crossing near Bhagwan Chowk (K.B. Jha College).

A 'Nut' overbridge should be constructed over Gaushala Railway crossing. A youth from Gaushala was crushed by a train on 27.6.2001 while passing through railway crossing.

Provision for Railway passenger waiting room, passenger shed, Ticket Booking Office should be made at Katakosh ahead of Manihari and an additional line should also be laid.

Railway residential quarters should be constructed for railway employees at Katihar.

Sir, in the end, I support the rail budget and hope that the Minister of Railways will take action on the points raised by me.

*DR. (SHRIMATI) SUDHA YADAV (Mahendragarh):
Sir, this railway budget reminds me of the 150th year of Railways. During this period, it has played an important role in the development of the nation. The splendid work of linking different regions of the country has been done through railways. I hope, with this budget, railways will get ample opportunities to strengthen its network and to discharge its responsibility effectively for the economy.

This budget is a better one and balanced and provision for providing facility to the passengers from the limited resources has been made in this budget.

This is a welcome step that work on new schemes will not begin till the old schemes are completed. There is a need for expansion of railway network. The effort to rationalise the complicated structure of freight and passenger fares is commendable.

Sir, I would like to draw the attention of the Minister of Railways towards some long-pending schemes and demands of Haryana. Some important demands are as follows:

1. Making DMU operational between Rewari and Sarai Rohilla. It is the only route of National Capital Region on which this facility is not available.
2. Conversion of Rewari-Narnaul-Rings Metre Gauge into broad gauge. It is the biggest trading area of State. It will also effect the minerals of Khetri and this will reduce the distance by 56 Kms for going to Jodhpur.
3. The southern region of Haryana is not connected by rail service with the capital of state, Chandigarh. Therefore, Himalayan Queen running between Delhi and Chandigarh should be extended upto Rewari junction and the new train, Janshatabdi Express should also be extended upto Rewari.
4. The new project between Rewari and Rohtak should be sanctioned.
5. A computerised booking system should be started at Narnaul railway station.
6. Rewari was the biggest junction of narrow gauge. The situation changed after the gauge conversion. Its modernisation should be done by providing facilities and the doubling of broad gauge between Rewari and Delhi should be done on priority basis.
7. The number of coaches in passenger trains running between Rewari and Delhi should be increased and their timings should be fixed according to the convenience of daily passengers.

After considering the demands of this area dominated by defence personnel, sanction for this should be provided on priority basis.

[English]

SHRI AMAR ROY PRADHAN (Coochbehar): Mr. Chairman, Sir, I am sorry to say I cannot support this anti-people Railway Budget which has been produced before this House on the 26th of February. This is a fractured Budget and it is moving on the fractured lines. It will hamper the development of backward areas.

When he prepared the Budget, he did not take into consideration the sense or the warning of the National Integration Council which said that the development works, particularly of Railways, road communication should be made more faster in the backward areas so that people of that area do not feel deprived and may come to the mainstream. Where is that sense in your Budget? The backward region is going more backward.

Shri Nitish Kumar has witty manners; because of his witty and clever speeches, much heat was not generated in the House on that day. Really, after a decade at least, the Railway Budget was presented in this august House very smoothly. As you know, perhaps, right from the Ninth Lok Sabha, there used to be hullabaloo during the presentation of Railway Budget. But that was not there this time. Why? It is because of its complex nature. He tried to make people swallow bitter pills with sugar-coated on them.

The Minister said in his speech:

"However, keeping in view the essential nature of certain commodities of common use such as edible sale, fruits, vegetables, gur, jaggery, shakkar, certain items of edible oils, foodgrains, pulses, organic manures, urea, fodder and dry grass are proposed to be carried at the lowest Class-90. In doing so, there would be an increase in freight charges for some of these commodities. However, such increases will not materially affect the common man."

He used the word 'common man', four times in his Budget speech. He is using the word common man! It was referred by so many Members. Salt is being used by common man. What is happening in Bihar now? People below poverty line use only *sattu* and salt. Forty per cent of our total population or 40 crore people are living below poverty line. According to his calculation, it is 26 per cent. This is what the Finance Minister said yesterday. Even if it is so, are these 26 per cent of the population not using salt? I do not know whether he is a high blood pressure patient or not. It is because only high blood pressure patients do not use salt.

[Shri Amar Roy Pradhan]

The hon. Minister calculated the increase in freight to be only one rupee. How is it so? Here are the figures. I inquired the freight rates from the Railway Authorities. According to them, the present rate for freight of edible salt from Gandhidham to New Jalpaiguri, Siliguri is Rs. 47.29 per quintal and the proposed rate is Rs. 111.57 per quintal. This means, the hike is of 136 per cent. Let me remind the hon. Minister not to forget Mahatma Gandhi. When we think of Gandhidham, it reminds me of Mahatma Gandhi who performed salt *Satyagraha*. Please do not forget that. So, I would request the hon. Minister at the fag end of this Budget discussion to withdraw this and put it back under the category of Class-80A, as was earlier. Presently, as he said, it is under Class-90.

He has neglected totally the North-East. He spoke so many times about Eklakhi-Balurghat railway line. But really what did he do? It is a project of Rs. 274 crore; last time, an amount of Rs. 50 crore was allotted and this time, an amount of only Rs. 20 crore has been allotted. Even today, it requires Rs. 120 crore more. Already 20 years have passed to complete the project. Does he like to take 20 years more to complete?

Regarding New Maynaguri-Jogigopa railway line of 245 kms, it is a project of Rs. 733 crore. But we see the same thing in this project also. We are speaking about doubling the line.

Thanks to Prof. Madhu Dandavate who was the Railway Minister in the Sixth Lok Sabha and thanks to Shri Scindia, who was the Railway Minister in the Eighth Lok Sabha. At that time, when we asked for this, they said that though no more trains could be run if it was not double line, yet they took up the project. But I am sorry to say that that project is only half done. The line was moved from Malda to New Jalpaiguri and not beyond that. Last time, when there was a shadow war between India and Pakistan, in a particular area of North Bengal the Government withdrew seven trains altogether. People have taken it seriously. They surrendered because it was a war situation. But ultimately that was the railway line which became the bottleneck. A double line is required for this purpose. A separate line is required because you cannot run a train *via Bongaigaon* due to terrorist activities. Due to partition, Assam and North Bengal have been isolated. The people of those areas are not responsible for it. It is the Government which is responsible for this partition. Now, we have to develop that area and for that purpose we asked for New Maynaguri to Jogigopa railway line via Coochbehar, Dhubri and Bilasipara.

I am sorry to say that the Budgetary provision during 2000-01 was Rs. 6 crore. In the year 2001-2002 it was Rs. 10 crore. Out of this, how much money has been spent? According to your rosy book, only Rs. 2,01,00,000 has been spent. This time, when the final survey has been completed, you have given only Rs. 8 crore. Is this the way, you can develop a backward area?

For the Eklakhi-Balurghat project, Rs. 20 crore and for Newjalpaiguri-Jogigopa, you have given only Rs. 8 crore out of the Budget of Rs. 733 crore. So, Sir, this backward area has been completely neglected. I would request the hon. Minister to take note of it. If the Minister likes to say that only the developed areas will be developed further and the backward areas will be made more backward, then the country's unity and integrity will be at stake. So, I cannot support the Budget at this stage.

[*Translation*]

*DR. SUSHIL KUMAR INDORA (Sirsa): Sir, it would not be reasonable to think that the rail budget could provide much relief or hope under the present circumstances. It is but natural that the trade of India has been affected by the ups and downs of the globalisation. When there is recession all over the world, it is not possible for India to escape from its impact and this is reflected clearly in the rail budget.

It would not be unreasonable to term the previous year as an year of additional burden on rail passenger. With a view to strengthen the safety of rails, passenger fare was increased in the end of August, 2001 and thus about Rs. 400 crore were collected from increased fares. The citizens accepted this increase without any protest as it was related to the safety of trains. Ensuring safe travel is the primary responsibility of the railways since it collects money from the passengers. Therefore, it is its duty. But the present condition of administration is such that common man has ceased to have any expectations from administration. It is made an alibi for committing more and more mistakes. This very view point compelled people to accept the increase effected by the Government in the month of August.

At the time of presenting budget for the year 2002-03, it has been said that the year would be observed as year of the passengers and on the pretext of augmenting passenger facilities, the freight and the passenger fares have again been increased by Rs. 910 crore in passenger fare and by Rs. 410 crore in freight rates. Thus total hike amounts to Rs. 1360 crore. Common man is the

most affected due to increase in fares. Commodities of daily use become more expensive and earning his livelihood becomes more difficult.

The logic for increasing rail fares as given by the Government is that additional revenue is needed to fund development works. It is sound logic. Development needs money and it has to be arranged. So increasing fares is necessary but they tend to forget that the road to development should not be passed with tears. A painful present for a rosy future is not the road to development. If he dies due to pain how would he be able to relish the rosy future. Therefore, my submission is that development is necessary but it should not be done by causing pain to the common man and the poor. The identification of sources of funds should be made in a judicious manner.

After globalisation and liberalisation of industrial policy, people are thinking of only one way in the name of economic reforms. Railway Ministry was advised first by Finance Ministry and then Planning Commission to set up Tariff Regulatory Authority to clarify the difference between income and expenditure. The authority would periodically advise increase in fares to offset the losses occurring as a result of inefficiency, irresponsibility and corruption in administration and the consumer would be forced to shell out more money. Actual reforms would be possible only if inefficiency, irresponsibility and corruption is removed from Administration. But these are being sheltered at present in the name of reforms. Be it power sector, water or communications department—everywhere regulatory authorities are being set up in the name of reforms and the shortfall is being made good from the pocket of consumers.

My suggestion is that the above mentioned suggestion should be rejected and in its place another such authority should be established which would suggest concrete measures to the Government for removing irresponsibility, corruption ridden system and its functioning and inefficiency so that the administration of the country is cleaned and the common man is relieved and satisfied. My suggestion is that for revenue generation, Government should take such course as would not affect the common man. There are many such courses in the Rail Ministry where Government could raise funds without affecting common man.

Railway has a total of 4.20 lakh hectare land. It is being used in colonies, hospitals, rail lines, stations etc. About 20,000 hectare land out of this is under illegal occupation. About 25,000 hectares is still unused.

Officially, Government have admitted that about 17,000 hectare land under its occupation is lying unused. So much land is available with the Government but no scheme was made to generate funds through meaningful use of such land. Actually, it may emerge as a source of revenue for the railways.

Railways have 6 producing units which are working. Such units may be turned as a source of revenue by running on commercial basis. About Rs. 1030 crore capital has been invested in these 6 units. On the other hand the worth of goods produced in such factories during last three years is only Rs. 2536 crore. The units may be turned into a permanent source of income by being run on commercial basis.

For success, increasing the income is as much important as the proper use of funds. There are still 110 rail lines which incur loss of Rs. 348 crore per annum and this has been going on for decades. The regret is that no concrete measure was taken to offset the loss. Losses also result due to administrative inefficiencies stopping which is absolutely necessary. About five months ago the Union Cabinet gave approval to Rail Tel Corporation to start work in collaboration with MTNL and BSNL. The corporation has 7000 kms. length of optical fibre cable which could have been used to earn hundreds of crores of rupees per annum. It is regrettable that the corporation has not started working even after the Cabinet's approval. Approval of numerous and ill considered projects have also caused destruction in place of development. Old projects are not completed in time. New projects are approved and then the problem of lack of funds is pointed out. As a result, no project gets completed. At present 281 projects are under completion. About Rs. 45,000 crore is needed for their completion. Arranging such a huge amount is a problem for the Government. As a result of delay in the completion of the projects, their cost is increasing and as per an estimate the cost of some projects have increased by as much as 76 per cent of their original cost. Such a condition of development projects is not a good omen for development.

Augmenting the work efficiency in railways is essential. In 1996-98, the decision to create 7 new zones was taken and about Rs. 50 crore was spent on it. Now Railway Board says that such zones are not viable. Similarly, consumer court has imposed a fine of Rs. 60525 because of deficiency in service in Northern Railway. Whether country could develop with such a level of efficiency in the Railways? In the end my submission is that it may be necessary for the Government to take the

[Dr. Sushil Kumar Indora]

country on the road to development and raising funds for that, but it is also necessary that the funds are utilised in a judicious manner so that the citizens are benefited. In this context, I am bringing to the notice of the hon. Minister, some of the important development projects pertaining to my constituency. I trust and hope that he will give full consideration to their implementation.

1. A crossing should be constructed in front of the college in Bhattu, Haryana to facilitate the movement of farmers.
2. The survey for linking Fatehabad with the new rail line should be completed in time and provision for the new rail line should be made in this budget itself.
3. Provision of funds should be made in this budget for completing the project of linking Fatehabad, Ratia, Jakhal, Bhuna, Amreha and Hissar with the rail line which is under consideration for two years.
4. An over-bridge is needed on National Highway No. 10 at Sirsa. Provision for its construction should be made in this Budget itself to facilitate traffic.
5. Constructing a railway over-bridge on National Highway No. 10 is an old demand of the people of Dabwali. Provision of funds for it was made in the last budget also but now provision for its completion should be made.
6. A Rajdhani Express should run linking New Delhi with Abohar, Suratgarh, Hanumangarh, Dabwali, Bhatinda, Sirsa, Hissar.
7. A new intercity train should be run between Delhi, Sirsa and Bhatinda.
8. Haryana Express should be extended to Bhatinda and its time should be changed in the interest of the people and first class AC compartments should be added in it.
9. The main gate of Sirsa station should be towards the city side and the station should be modernised.

[English]

*CHOWDHARY TALIB HUSSAIN (Jammu): Our State of Jammu & Kashmir has been passing through a very

critical situation. The State Government is facing a challenging strife and turmoil. To meet such problem of terrorism and militancy, the State needs special care from the Centre in all the spheres, particularly in building and rebuilding its shattered economy and infrastructure.

Sir, as everybody knows that Jammu-Srinagar National Highway cannot alone meet the ever increasing rush of transport. Due to heavy rainfall and snow, it remains cut off, thereby affecting adversely the whole system of transport, that is why there has been a pressing demand from the people of the State that some alternative must be found. There is no alternative except to construct Railway line from Jammu to Srinagar and beyond up to Bramullah or Uri.

But this seems to be a dream as the continuing work on Jammu-Udhampur Railway Project is running at a snails pace. The project was started some twenty years ago, but the work cannot be completed if the present position of funds and implementation remains unsatisfactory.

Sir, the Mata Vaishno Devi Shrine is a world renowned place. Lakhs of pilgrims and tourists visit the holy shrine every year. They experience untold problems if the Project mentioned above, i.e. Jammu-Udhampur is completed within stipulated time, this can be extended up to Katra rapidly and without any obstacle.

Sir, the Government stands committed to provide adequate funds for the above said projects. During many meetings between the State and the Centre high level officials. This was agreed upon that effective steps and measures will be taken to accomplish this task, but nothing concrete has so far been done in this connection. The result is that this very important project of national importance has been put on the back banner.

Sir, the passengers, particularly the Yatris (pilgrims of Amarnath and Vaishno Devi) face innumerable problems owing to single track from Jalandhar to Jammu. The Government gave assurances several times to build double track Railway line from Jalandhar to Jammu, but this also met the same fate like the other projects of importance as mentioned above.

Sir, I therefore, request the hon'ble Minister of Railways through your honour that this urgent and most important matter may be given priority during the current financial year.

[Translation]

*SHRIMATI ABHA MAHTO (Jamshedpur): Sir, Ghatshila is an important city of Jharkhand. Mines of Uranium and Copper are located here which are under direct control of the Union Government. Though there are a number of passenger trains for the city, but Neelanchal Express and Purshottam Express between New Delhi and Puri do not stop here even though they cross from here. It affects not only the common man but also the officials and workers of mines.

Sir, it may also be noted that the above mentioned trains stop thrice between Mohonia-Sasaram-Anugraha Narain Road within half an hour journey. The distance between Jamshedpur and Kharagpur is covered in three hours. Obviously, the train should be given a stoppage at Ghatshila in between such a long journey. It will benefit not only the common man but also people working in the mines and they would be able to contribute more.

Sir, it may be pointed out that even though Ghatshila is an important city, computerised reservation facility has not been provided there causing difficulties to the travellers. If the computerised reservation system is provided, a number of railway passengers would be encouraged to travel from here, which would ultimately benefit railways.

Sir, New Delhi-Ranchi Hatia Rajdhani Express should be run two days in a week so that the passengers could get better travelling opportunities and facilities. It may be pointed out that Ranchi is the capital of newly constituted State Jharkhand, therefore there is a large number of Delhi bound passengers. If the Hatia Rajdhani Express is run for two days, the Delhi bound passengers will not have to wait for the whole week and on the other hand, Railways would be able to increase their income.

Sir, Hatia Rajdhani Express should be renamed as Hatia Ranchi Rajdhani Express, since the present name does not mention Ranchi, the capital of Jharkhand which leads to a confusion. It may be pointed out that all Rajdhani Express trains are on the name of capitals.

Sir, Tatanagar is an important city of Jharkhand and being an industrial city, the needs of its passengers are more. Keeping in view the needs of the people of this industrial city who travel in upper class, Bhubaneswar Rajdhani Express should be run via Tata atleast once in a week.

Sir, the passenger train operating on Kanimauli route of Gighani and Chakuliya station should stop there.

Kanimauli is a densely populated area and the local population would benefit if the train stops there. At present, the local people have to travel all the way to Gighani and Chakuliya to board the train. It is difficult for them since both the stations are about 15-20 kms. away from Kanimauli. The decision in this regard may be taken at the earliest so that the passengers could be given facilities.

Sir, it may be pointed out that a large number of passengers use DMU trains, but these trains do not have toilets causing problem to the passengers. It is true that these are short distance trains, but when a passenger has to attend nature's call, he has no other option but to wait for the train to stop. The problem is more severe in the case of women and children. Keeping in view these facts, DMU trains should be provided with the facility of toilets.

Sir, 8181 Tata-Chhapra train used to run upto Gorakhpur five years ago, but in the event of flood that train is now terminated at Chhapra, causing difficulty to the passengers between Tatanagar and Gorakhpur. Usually the train services are increased in passengers interest but in this case, the services have been curtailed. Demands are being made to run the train upto Gorakhpur. A decision in this regard should be taken at the earliest and the train should be extended upto Gorakhpur.

Sir, 5105 Manduwadih-Vaidhyanath Dham train should be extended upto Tatanagar and it should originate from Tatanagar itself since there is no train from Tata to going beyond Patna. Passengers of Tata have difficulties in travelling beyond Patna to Arrah, Dumaraon, Buxar, Mughalsarai, Varanasi etc. Therefore the train should be extended upto Tatanagar in the interest of passengers.

[English]

SHRI A. BRAHMANAIAH (Machilipatnam): Hon. Chairman, Sir, I rise to support the Railway Budget introduced by our hon. Minister, Shri Nitish Kumar. I am grateful to him for having allotted Rs. 280 crore for the development of South-Central Railway in this year's Budget.

This year is declared as the Passengers' Amenities Year and the hon. Minister has provided Rs. 200 crore for the amenities to the passengers. It is a very good feature.

Another important decision taken by the hon. Minister is that an amount of Rs. 17,000 crore has been set up

[Shri A. Brahmanaiah]

as Special Railway Safety Fund to introduce adequate modern technology so as to ensure safe travel.

The Railways were expected not only to expand the services but also to ensure safe travel. In this connection, a number of Committees, namely, Kunzru Committee, Wanchoo Committee, Sikri Committee and Justice H.R. Khanna Committee were appointed to recommend safeguard to ensure safety measures. These Committees have recommended a number of measures and also disciplinary measures to be taken against the erring employees. I want to bring to the notice of this august House some of those recommendations.

Justice Khanna has recommended to allot Rs. 15,000 crore for the repairs of rail bridges and rail tracks should be taken up on a war-footing basis. The Committee has also pointed out that 34,000 rail wagons, 1322 coaches, and 1560 signals in various parts of the country require urgent repair and modernization.

Similarly, another observation made by Justice H.R. Khanna Committee was that in between 1997 and 2000, out of 2000 rail accidents, nearly 1200 accidents took place only due to the negligence of Railway employees. Another recommendation made by this Committee was that special training programmes should be organised for the drivers. The Committee had also suggested that yoga may be introduced to reduce the mental stress of the drivers.

Sir, now I want to mention some of the problems concerning my Constituency, namely, Machilipatnam, which was a famous town during the British Rule. In Pedana Railway Station, a post of clerk is vacant since a long time. The monthly income from the station is around Rs. 3 lakh. I would request the hon. Minister to introduce computers for reservation of tickets.

Sir, the Chilakalapudy Railway Station where famous Pandurangaswamy Temple exists, is in deplorable condition. The waiting rooms are in bad shape and there is no drinking water facility. The level of the platform is so high that the aged people face difficulty in getting down from the train. Immediate repairs are required at the station.

Another important thing which I would like to bring to the notice of the hon. Minister is that there is a need for construction of over-bridge at Hanuman Junction. Due to the increase in frequency of trains between South and North-Eastern Railway, there have been regular traffic jams. It creates trouble for the passengers as they have

to wait for hours together. In this scenario, I would request the Minister to sanction and allot funds for the construction of flyover rail bridge at Hanuman Junction. Sir, the State Government has already given its consent for it.

At present Amaravathy Express runs from Vijayawada to Hubli. My request to the Minister is that the same train may be started from Machilipatnam so that Machilipatnam passengers will all get better facilities. The Simhadri Express which runs between Guntur and Visakhapatnam may be diverted towards Gudiwada and Bhimavaram on the Sarkar Express route. For this purpose, ten bogies may come from Guntur up to Gudiwada and five bogies from Machilipatnam. Both these bunch of bogies can be combined at Gudiwada and the joint train can leave for Vishakapatnam. This arrangement will be more useful and it will become a direct service between Machilipatnam and Vishakapatnam. The halt of Secunderabad-Machilipatnam Express may be extended to Nampalli Station. If it is not possible, at least it may be extended up to Khairatabad, so that passengers will have better facilities and they need not pay about Rs. 50 to the *rikshawallahs* to reach their residences.

Lastly, I would like to bring to the kind notice of the hon. Railway Minister that Machilipatnam is the district headquarters. The Andhra Pradesh Government has decided to develop a port there. Making use of all these amenities, a *pucca* maintenance yard can be developed at Machilipatnam Railway Station where ample space is available.

Thank you for giving me the time.

SHRI PRAVIN RASHTRAPAL (Patan): Sir, I rise to protest against the Railway Budget because I am disappointed as a Member of Parliament from North Gujarat as the most genuine demands of the people of Banaskantha District, Mehsana District, Patan District and Sabarkantha District are not accepted by the hon. Railway Minister.

You will appreciate and agree that the main indicators for the performance of the Indian Railways are safety, security and service provided by the Indian Railways. Take for instance the very recent incident which took place at Godhra. I am sorry, I am referring to Godhra. The incident took place on account of the failure of the Railway Protection Force police. I have information from the ticket checker of that train that the moment stone throwing started, the Railway Protection Force personnel who were having rifles in their hands ran away from the venue and as a result the mob had a free run. I may

request the hon. Railway Minister to institute a special inquiry into the failure of the Railway Protection Force personnel in this unfortunate incident at Godhra on 27th of last month.

The hon. Railway Minister, Shri Nitish Kumar visited Patan in July 1998 when he was holding the same portfolio in the previous Government. Dr. A.K. Patel, the Minister from Mehsana District was present, Shri Kashiram Rana, the Textile Minister was present and the hon. Home Minister of the country, Shri L.K. Advani was also present. That function was held only for the purpose of restarting a train from Patan to Mehsana which was closed because of floods during 1997. The requirement was restarting of only one train; instead, five trains in between Mehsana and Patan. At that time your goodself announced that the Railway bridges and culverts are constructed to suit broad-gauge railway line. You had also announced that Patan-Mehsana railway line would be converted from metre-gauge to broad-gauge very soon. This statement was made by your honour in July, 1998. The expenditure for that particular function was more than Rs. 50 lakh.

If this assurance given in public is not implemented by the then Railway Minister, who is the Railway Minister now also, then what will be the fate of the people of that constituency in particular and the people of Gujarat in general?

I am also here to protest against the surcharge levied with effect from 1.10.2001. This safety surcharge amounts to dowry given by parents to see that their daughter is safe and secure in her in-laws place. Railways can charge fare but cannot charge for safety. Once we purchase the ticket, it is the responsibility of the Railway Ministry to see that the people travelling in the trains are safe and secure.

I also want to refer to one thing which I want every Member present in the House should know. Some of my colleagues were appreciating, thanking and congratulating the Railway Minister only because of the details given in pages 15, 16, 17 and 18, on extension of new lines or something like that. Now, I want to refer to the Starred Question No. 243 dated 6th December, 2001. It was regarding railway lines in the country. On that day, Parliament could not function and that Question remained unattended by all of us. I have got a copy of that Starred Question running into eight pages. The hon. Minister has replied and the heading of it is "Statement referring to Railways reply to Part A to C of Lok Sabha Starred Question by the Member to be answered on 6th December, 2001 regarding survey for new railway lines."

Sir, the total number of new railway lines according to the Railway Minister were 173, where surveys were conducted on the basis of the Ninth Five Year Plan. Not a single line is included in the Budget. This admission was made by the hon. Railway Minister in the Starred Question answered on 6th December, 2001. Then, what will happen to the assurances and promises given in this Budget?

I protest, as a man from Gujarat which produces more than 50 per cent of salt in this country, against the Budget which shows that the freight levied on salt is very heavy. The people manufacturing salt are not big people. They are small traders and are very poor people. They all will suffer because of the heavy freight charges by the Railway Minister in this Budget. I want that this should be removed.

I also want to remind the Railways Minister that the assurance given for the new Zonal Office at Ahmedabad has not been fulfilled. Five years have passed but nothing has happened. What happened to that Zonal Headquarters? I also want to inform the Railway Minister that the conversion of railway line from metre-gauge to broad-gauge between Ahmedabad and Delhi was completed in 1997. I want the Railway Board to verify as to how many trains were cancelled on account of that conversion. Five trains were cancelled in between Delhi and Ahmedabad on account of conversion. If conversion is for reducing the railway facilities to the people, then I am very sorry. ...(*Interruptions*)

MR. CHAIRMAN: Please conclude now.

SHRI PRAVIN RASHTRAPAL: Sir, as a Member of Parliament from Patan, our demands have not been fulfilled in spite of repeated requests. No request is being accepted by the Railway Ministry. I do not know the reason. Is it because that I am from Congress Party that my requests are not accepted? I want to remind him that conversion of the railway line between Viramgam to Patan to Bhildi was approved long back. The conversion of railway line between Viramgam to Mehsana was approved long back. You may not do it because the cost of it was Rs. 156 crore. Then every year, they are releasing about Rs. 5 to Rs. 10 crore. How many years will it take then to complete the work in this situation? My son may also come to this Parliament. It is not going to happen in my case. It may happen in the case of many other leaders. But I propose that the railway track between Patan and Mehsana be converted which is only 39 kilometers long. The General Manager of Western Railway has give me a letter.

[Shri Praveen Rashtrapal]

It says the cost of the conversion is only Rs. 53 crore. If this is done, the entire area comes under broad gauge. You come to Mehsana by broad gauge, you can go to Delhi and you can go to Mumbai.

MR. CHAIRMAN: Please conclude.

SHRI PRAVIN RASHTRAPAL: In that case, my specific points may be taken on record. Let me conclude. I have got twelve points. But I will not take up all the twelve points.

Patan is declared as a border district. If a district is declared as a border district, do you not think that it is necessary that the district must have a broad gauge railway line? I would request the hon. Minister to expedite Gandhidham-Palanpur line. It may take ten or fifteen years. But you can provide a useful terminus at Palanpur so that the railway line coming from Mumbai-Ahmedabad could be extended up to Palanpur. Lakhs of people from Banaskantha, Mehsana and Patan are residing in Mumbai. They come to Ahmedabad. Again, they are required to travel by another train. When I requested for extension, the General Manager said that there is no terminus at Palanpur. So, I am requesting only for a terminus. We all know about the historical place of Ambaji. There is no railway connection for Ambaji. There is a railway line between Mehsana and Taranga and hence from Taranga to Ambaji, extension is must.

MR. CHAIRMAN: Please conclude.

SHRI PRAVIN RASHTRAPAL: Gujarat has got one Rajdhani Express. It starts from Ahmedabad. It goes to Delhi. But Gujarat has no stoppage. Rajdhani Express to Gujarat has no stoppage in Gujarat! Rajdhani Express to Rajasthan has got three stoppages, Abu, Ajmer and Jaipur. I do not protest and I cannot protest because Rajasthan people are also our people. When Rajasthanis given three stoppages, why no stoppage for Gujarat?

Sidhpur is the only place for performing *mathru shradh*. People from all over the country come to Sidhpur for *mathru shradh*. I am requesting that Rajdhani may be stopped at Sidhpur. If it is done, it would be useful to the people of the entire country and also to people belonging to my constituency who are working in IFFCO and ONGC. The biggest market yards for agro products are situated in Uniha and Sidhpur.

MR. CHAIRMAN: Please conclude. You can lay it on the Table of the House.

SHRI PRAVIN RASHTRAPAL: In addition to my speech, I may be allowed to lay the speech on the Table of the House. I am laying it on the Table of the House.

MR. CHAIRMAN: This will be treated as Member's speech.

*SHRI PRAVIN RASHTRAPAL: Sir, I would like to draw your attention towards the following points:

1. No progress for Zonal Headquarters at Ahmedabad.
2. There is Rajdhani Express between Ahmedabad-Delhi but there is no stoppage in Gujarat. On the other side, there are three stoppages in Rajasthan. I demand stoppage at Siddhapur.
3. Gauge conversion of Delhi-Ahmedabad Railway lines was completed during 1997. However, five trains are cancelled subsequent to conversion. These should restart.
4. Viramgam-Bhildi project was approved long back. Why no progress is made?
5. Why sufficient fund not allocated for Viramgam-Mehsana conversion?
6. Cost for conversion of 39 kms. between Mehsana-Patan is only 53 crores. patan is border district and District headquarters. The North Gujarat University is situated at Patan. World famous step-Well (Ranki-Van) is situated at Patan. Patan can be connected with Mumbai and Delhi by conversion of 39 kms. railway line. Shri Nitish Kumar has given assurance for conversion when he visited Patan during July, 1998.
7. Ambajee is the India-famous holy place in North Gujarat. I request extension of Mahesma Taranga line up to Ambajee.
8. Palanpur-Gandhidham Railway lines is approved long back. If a terminal junction is created at Palanpur, it will help extension of new trains from Ahmedabad. Lakhs of people from North Gujarat are there in Mumbai and hence train from Mumbai to Ahmedabad require to be extended up to Palanpur.
9. I protect privatisation of Indian Railways. It is a symbol of national unity and hence must be preserved as public sector.

*Laid on the Table of the House.

10. There is scope of improvement in food quality, cleanliness of trains and railway platforms.
11. When was the last inventory of movable property of Railways prepared? If not, why not?
12. I protest increase of 'Noor' on Salt and vegetable.
13. All Central government officers and Ministers should travel by Indian Railways instead of by air. This may help improvement in Railway service.
14. Maximum attention may be paid to North Gujarat and Saurashtra region in Gujarat.
15. Railway should connect small towns, all district headquarters and not only metros.

[*Translation*]

SHRI SURENDRA SINGH BARWALA (Hissar): Mr. Chairman, Sir, I would like to thank you for giving opportunity to Indian National Lokdal to speak on railway budget. The hon'ble Minister has presented, the Railway Budget 2002-2003. Your working style is very good. You have prepared railway budget very well. You have started new trains keeping in view development of railways and keeping in view all these things you are working very well. I would like to draw the attention of the Minister of Railways towards the State of Haryana. While preparing the rail budget, probably you forget that Haryana is also part of this country. Under NCR scheme, Haryana touches the border of Capital from three sides, therefore this State is very important. Keeping this in view, more rail lines should be laid in Haryana as a means of transport, the shuttle trains should ply, it could also reduce pollution in the city and density of population in Delhi could also be reduced. For this, it is necessary that you should provide this facility upto 150-200 kilometres.

Mr. Chairman, Sir, I would like to state that during last 50 years the Union Government have not formulated any railway project for Haryana.

The Railway Department has not spent even a penny on new project in Haryana. Once a factory for manufacturing coaches was set up in Haryana, but later on it too was shifted to Kapurthala. Therefore, there is no new project for Haryana, there is no workshop, there is no scheme to manufacture engines over there. I would like to draw the attention of the hon'ble Minister towards new rail lines as to no new rail line has been laid in Haryana during last 50 years. Many a times Board

presented proposals, and survey as conducted, but it happened on papers only. The hon'ble Minister never implemented it practically. Therefore, new rail lines are required. In this context, I would like to tell that Fatehabad, which is a big city and district lies between Hissar and Sirsa, and it is very necessary to connect it by rail line. The people over there are demanding to provide rail link to Fatehabad. Alongwith this, there is double rail upto Rohtak, on the rail route between Delhi to Jakhhal and Bhatinda. Beyond that, at some places it has been doubled and for last four-five years, the Railway Ministry has not allocated any funds for it, though, there should be double line upto Jakhhal. I would like to draw the attention of the hon'ble Minister that there should be rail line between Rohtak-Revajadi. In 1989, this scheme was formulated and a survey in this regard was also conducted in 1993 and 1997, but after that no action was taken in that regard. This line is 81 kilometer long. If this new railway line is laid, then Haryana would be connected with Rajasthan, and one would not have to go to Rajasthan via Delhi, he can directly go to Jaipur.

I would like to tell another thing to the hon'ble Minister that a rail line should also be laid between Loharu and Bhiwani as Balasur is the religious place of Haryana State, and every man of Haryana visits that religious place, therefore, if it is connected with rail, the entire Haryana will also get connected to that place.

Alongwith the hon'ble Minister conducted a survey for rail line from Gohana to Sonapat, but now whereabouts of that scheme are not known. The hon'ble Minister should tell about that. That scheme is lying incomplete. There is a need to construct new railway over-bridge in Haryana, because many national highways passes through it, and vehicles of many States passes from there. Therefore, it is very necessary to construct railway overbridge over there, as National Highway No. 10 is part of the Sirsa city.

MR. CHAIRMAN: Please conclude.

SHRI SURENDRA SINGH BARWALA: No work has been done in Haryana for last 50 years, please give me at least 2-4 minutes, I am speaking on behalf of the whole party. It is necessary to construct railway over-bridge on national highway no. 10 in Sirsa city, because it has got high population, and traffic from Delhi goes to Punjab via Sirsa. There is a double crossing in Hisar, one-two accidents take place over there every month and several people die.

[Shri Surendra Singh Barwala]

Therefore, it is necessary to construct over-bridge on double crossing. Alongwith it is necessary to construct overbridge on national highway in Dabwali. It is necessary to construct over-bridge on national highway bypass in Rohtak city because, long queue of vehicles is formed over there. Therefore, it is very necessary to construct over-bridge.

Mr. Chairman, Sir, last time when hon'ble Minister visited Narwana, he himself has declared that the over-bridge over National Highway No. 71 would be constructed. He should tell in his reply, as to what is it's position, because it is lying incomplete, and no action has been taken on it. It is necessary to construct over-bridge on national highway no. 65.

MR. CHAIRMAN: Please conclude.

SHRI SURENDRA SINGH BARWALA: Sir, I am just concluding. Alongwith it construction of one-two railway crossings is necessary. There is need of construction of railway crossing in Bhatta in front of college. The hon'ble Minister should also try to get it constructed. Please try to construct subway under the Shahbad railway line.

Mr. Chairman, Sir, now I could like to say something about necessity of introducing some new trains, one DMU used to run between Jeend to Rohtak junction. Now it do not ply. Please reintroduce Dadar-Amritsar 1057-1058 down, which runs from Amritsar to Mumbai, it should pass via Rohtak, Jeend, Jakhai, Dhooni and Ludhiana instead of Bandikui and Panipat, because it reduces the distance by 10-15 kilometres. Alongwith it, a passenger train should ply between Delhi and Ambala. A train coming from Amritsar to Ambala should be extended upto Kurukshetra. 1 PU and 2 PU 303 Delhi-Kalka has been discontinued, it should be reintroduced. There is need to provide stoppage to Bhatinda-Delhi train at Shahbad. Alongwith it, a new train should be introduced for Anoopgarh, Hanumangarh, Dabwali, Bhatinda via Sirsa, Delhi.

MR. CHAIRMAN: Please conclude.

SHRI SURENDRA SINGH BARWALA: This is the last train I am mentioning. Sir, Delhi-Ganganagar via Sirsa Shatabdi intercity should be run. A train from Hissar to Delhi runs at 5 o'clock in the morning. After that there is no train for Delhi. Hissar is a very big city, it is a business centre. Therefore, at least 3-4 trains from there should run for Delhi. About rest, I will give you in writing.

[English]

MR. CHAIRMAN: If you are reading, why not you lay your speech on the Table of the House.

...(Interruptions)

DR. SUSHIL KUMAR INDORA (Sirsa): Sir, with your kind permission, we have a humble submission to make.

MR. CHAIRMAN: He is making his submissions.

...(Interruptions)

DR. SUSHIL KUMAR INDORA: Shri Nitish Kumar is accepting the demands of Haryana. We hope he would fulfil our dreams and Haryana would remember the name of Shri Nitish Kumar.

[Translation]

SHRI SURENDRA SINGH BARWALA: Mr. Chairman, Sir, while concluding with these words, I would like to submit to the hon. Minister to keep uppermost in mind the development of Railways in Haryana when he goes for the revision of Budget with such hopes, I conclude.

*Sir, I would like to draw your attention towards the following points:

1. The distance between Jind junction and Rohtak Junction is 57 kms. Out of which only 14 km is double line and the rest is single line. The remaining 43 km. should also be doubled.
2. All the platforms of Jind Jn. should have sheds for passengers. At present there are sheds for only two bogies.
3. As the summer is approaching. Water coolers should be repaired so that they become useful.
4. DMU train which used to run between Jind junction and Rohtak as x.back should be restarted.
5. The distance between Jind junction and Jakhai is 70 kms. out of which there is double line between Jind to Barsola and Ghaso to Narwana. The remaining single line between Barsola to Uchana, Uchana to Ghaso should also be doubled.
6. The washing line at Jind junction is 8 year old, but it has not been used even once. Employees

are getting salary for doing nothing. It should be used for washing trains to Panipat, Rohtak etc. On their way back, the trains could carry passengers also. It is best to construct a washing sub-yard.

7. Train No. 1057/1058 dn Dadar Express, from Amritsar to Mumbai should be run via Rohtak, Jind, Jakhai, Dhuri and Ludhiana, instead of via Panipat. The route is shorter by 10-15 percent and time will also be saved.
8. T.No. 1DR/2DR-Khurta-Rohtak passenger train should be extended upto Jind junction. The train arrives at Rohtak at 11 O'clock and departs at 3 O'clock. For four hours the train keeps standing there. It is a wastage which can be utilised by making a trip to Jind.
9. Train No. 9367/9368 Jammu Tawi-Indore Express should be run via Rohtak Junction, Jind Junction, Dhuthi and Ludhiana. It is required in keeping the need and the number of passengers in view.
10. A computerised reservation centre should be opened at Jind Junction.
11. Jind Junction should have a PCO and a book stall.
12. There are no coolies at Jind Junction porter-coolie licence should be issued.
13. Long queues for tickets is common at Jind Junction. To reduce window rush, a city booking agency should be opened at Patiala Chowk.
14. Train No. 344/343 Bhatinda-Delhi Express has been cancelled and a DMU is run in its place, the passengers to Bhatinda have to take this DMU. In accordance with the public demand—DMU should be extended to Bhatinda and Bhatinda-Delhi train should be extended upto Delhi.
15. An overbridge should be constructed on Jind-Hansi Road.
16. An overbridge should be constructed on Narwana-Hissar road.

[English]

*SHRIMATI PRABHA RAU (Wardha): I request you to kindly allow me to lay my speech on the railway budget

on the Table of the House. I would not like to take time of the House by making an elaborate speech. Already the House is working under pressure of time. I am making a few suggestions to be incorporated in the proceeding with your kind permission. The suggestions in brief are as follows:

1. Due to heavy traffic of road transport over bridges on the railway crossing have become a necessity of today. The following bridges are very necessary in my constituency as well as next to my constituency Wardha.

- (i) A railway bridge over railway crossing at Dhamangaon Railway, District-Amravati.
- (ii) A railway bridge over railway crossing at Hinganghat, District-Wardha.
- (iii) A railway bridge on National Highway No. 6 at Hinganghat, District-Wardha.
- (iv) A railway bridge over Pulgaon Railway Crossing at District-Wardha.
- (v) A railway bridge most urgently required at Boti Bori Railway Crossing in Nagpur on National Highway No. 6.
- (vi) A railway over bridge required on Sindhi Kandli Road at Shindi Railway, District-Wardha.
- (vii) Railway crossing gate is required on the Nagpur-Mumbai Railway line at Village-Heladi (Boregaon) to Beladi Road in Seloo Taluka of Wardha district.

2. It has become necessary to provide security for passengers in the railway for each compartments in all the trains. I would like to propose that retired military and paramilitary personnel can be considered for this purpose. Specially reserved compartments for women required at most security in long journey.

3. The illegal encroachment along side the rail tracks in various places especially in big cities and towns also in causing various problems e.g. they give shelter to criminal activities committed in railway. They also use up facilities created for passengers causing hardships to passengers. They create unhealthy atmosphere by using the public toilets on the platform as well as in the trains. Railway properties are damaged and theft of all kinds of Railway properties is very common. Due attention is to be given to this problem and urgent action needs to be taken in this regard.

[Shrimati Prabha Rao]

All over the world facilities are given to physically handicapped persons to facilitate railway journey for them. A beginning in our country has to be made atleast by introducing exalator service on the stations where there are more than two platforms.

The trains coming from Kolkata to Mumbai and from Nagpur to Mumbai should terminate at Shri Chattarpati Shivaji Railway Terminus and not Kurla Station of Mumbai.

I hope the Hon'ble Railway Minister will consider the above proposals and grant permission to complete the proposals on an emergency basis.

*SHRI SURESH KURUP (Kottayam): The longstanding demand of the people of Kerala is the doubling of Ernakulam-Kayamkulam railway line via Kottayam and Alleppey. When the Shomur-Mangalore railway line doubling is completed then this corridor alone will be a single line. If Kerala should get the full potential of the Shomur-Mangalore doubling, this should be done immediately. Through Ernakulam-Kayamkulam line via Kottayam more than fifty trains ply daily. This is more than the optimum. So I request to the Railway Minister to give first priority for doubling Kayamkulam Ernakulam railway line via Kottayam and Alleppey.

[Translation]

*SHRI RAM RAGHUNATH CHAUDHARY (Nagaur): Sir, though a lot is to be said, yet in view of time constraint it seems impossible to get an opportunity to speak. Therefore, I would like to draw attention of the Government to necessary demands of my constituency. There are four major or big cities in Rajasthan:

1. Jaipur which is capital of Rajasthan,
2. Jodhpur is a major city in West Rajasthan,
3. Bikaner is a major city in north Rajasthan; and
4. Ajmer-near famous pilgrimage Puskar and Durgah of Khwaja is also situated here. I hail from district Nagaur. The most beautiful marble stone in the country is available in Makarana which is in this district only. Also, a large reserve of Zysum and lignite is available here whereas the Government have not paid attention to this district. No attention have been paid towards expansion of railways in Nagaur. Not only this, there is a need to improve train service in this district.

Jaipur-Chennai train service is twice a week. There is a need to extend it upto Jodhpur via Merta Road. It would enable large number of people of western and

northern Rajasthan to avail its benefit. Large number of businessmen live in this area who have their business concerns in Chennai, Nagpur and many cities of Andhra Pradesh. Therefore, my submission is that it should be extended upto Jodhpur-Bikaner and it's frequency be increased from twice a week to four days a week.

Earlier, Marudhar Express used to run between Jodhpur to Delhi via Dagana, Deedwara, Ratangarh. Since meter gauge was converted into broaddogaue, this train service was suspended. The Gauge conversion deprived cities like Khatu Bari, Deedwana, Ladnu, Sujangarh and Ratangarh direct rail link with Delhi. Businessmen of these cities have their business concerns in almost all southern cities. Since a local meter gauge train is available, it takes 20 hours to reach Delhi that too they have to change the train. Thus they are forced to board the bus. Earlier, it was declared that this line would be converted into broad gauge very soon but the future is bleak. Several times written requests have been made but the Government paid no heed. Therefore, my submission is that the missing link between Degana Jn. to Ratangarh be converted into broad gauge expeditiously. Till gauge conversion is completed, a direct train service be restored between Degana and Delhi.

Sir, Merata Road Jn. is a big railway station, where trains coming from Bikaner and Jodhpur are shunted. Trains to Jammu Tawi, from Jodhpur to Amritsar, Punjab and Himachal follow same route. Merata city in 25 kms from this station which is connected to broadgauge. It has a population of approx. one lakh and it is very important from religious perspective since it is birth place of Meera. Moreover, 1. Large grain mandi is situated here, 2. College education in this area is available only in this city, 3. Session's Court is also located here and it is a big industrial belt. Many times surveys were conducted for providing direct rail conductivity between Puskar and Ajmer. A provision of Rs. 6 crore each was made in the Budgets for 1999-2000 and 2000-2001 but there has been no progress beyond survey. Earlier, a small train with 4-5 bogies, 'Addha' was available on this route which has been suspended. Presently, one train service is available on this route. Sir, every part of the country is developed but my constituency is deprived of all this. I have urged several times that rail service between Merata Road and Merata city be made available by restoring 'Addha'. I was told that a Push and Pull train would be started. But it has not been started. Therefore, I urge that a 5 bogy train be started between Merata Road—Merata city and a rail link between Puskar-Ajmer be sanctioned in this very Budget.

Sir, Makarana is a big city with a population of approximately 70 thousand. Marble stone is available here. Tajmahal has been built with same marble stone. People of equal number to its population come to this place daily for working in marble related industries. In addition to rail transportation, about 500 truck load of marble goes out of this place per day to various cities. This station falls on Jaipur-Jodhpur main line. There is no transport facility for carrying labourers to the industries on time.

The DRM Jodhpur and GM Railways had agreed to run a 5 boggy train in this regard but no action has so far been taken in this regard. I hope that this train would immediately be started between Medta Road and Fulera.

Sir, Degana junction is situated on this line and this is a rapidly developing region in which population has crossed the 30 thousand mark. This is the same railway station wherefrom Marudhar train used to pass through from Jodhpur to Delhi and the facility has been kept on being provided to the big cities. All the trains have a halt here but the Howrah Express from Jodhpur to Calcutta does not stop here. The passengers intending to travel Ratangarh by train have to travel by bus upto Makarana and Merta More which is a great injustice. All the Railway officers who come on inspection from time to time agree that Howrah Express should stop at Degana and it would be done at the earliest but that day has yet to come. It is requested that Howrah Express should be given a halt at Degana.

Even otherwise Degana Express has to stop at Degana for more than 20 days in a month due to the railway crossing at it. There is also a scope for making this stop from the time factor point of view.

The city is populated on both sides of Degana junction. A population of approximately 5 thousand live in North of the station and there was a railway crossing for their to and fro movement to other side but this railway crossing on Degana-Ratangarh railway line has been closed. Now though a pedestrian can pass but not any vehicle or cart, resulting in a travel of extra three kilometres for them in place of few metres needed to travel. It has become a very cumbersome job for the poor families to transport their luggage too long. Earlier the amount asked to be submitted in the Gram Panchayat was submitted. Still the railway crossing was closed. Please issue an order to the effect of reopening it. Two railway lines pass through it—one from Degana junction to Jaipur and second is Ratangarh metergauge both of which are looked after by the same watchman posted at the railway crossing at Degana-Jaipur.

Sir, there is an urgent need to install shades and raise the platform level at the major stations, especially in those stations where the Express trains stop for a while. The danger of accident also remains lurking due to the short halt of trains and the resulting hurry to catch the trains. The major stations (1) Merata Road Junction 2. Degana Junction 3. Makrana 4. Kuchayon and Nawan 5. Nagaur fall in my constituency where the platforms are needed to be raised with immediate effect.

Sir, I have also made a submission earlier also about Makrana which has a population of more than 75 thousand. This city is equally populated on either side of railway station and railway line and the people cross through the railway line continuously. Hence there is a need to construct an overbridge to ensure the passage of people from North to South and vice versa. It is requested that the construction of this overbridge be cleared.

Sir, this railway line was laid by the provincial Governments in pre-independence period. The emergence of settlements on many stations has given rise to the problem of pathways. While the land at several places has been encroached by the railway officers, the railway land at several places has also been encroached by the public. You are requested to issue an order for opening of main pathways for the people and also the evacuation of the panchayat land from the railway officers with immediate effect.

Sir, I have drawn your attention towards a few problems of my constituency. You are requested to issue orders in this regard.

[English]

*SHRIMATI RAMAKANT ANGLE (Marmogao): Despite various adverse circumstances I am here to congratulate the Railway Minister for a very progressive Budget. Through you I would like you to request the Rail Minister to grant my following requests:

- * Rajdhani Express which runs from Delhi to Goa and back runs only twice a week. Goa being a tourist Palace, I would like to request you to make it every day.
- * Also I would like to request the Honourable Railway Minister to start a "Palace on Wheels" train connecting Kerala-Goa-Maharashtra which would be attraction to tourist. This would not only increase foreign exchange to our country but will earn sizeable profits to Railway.
- * Thirdly I would like to request the Railway Minister to raise platforms of Railway stations from Vasco to Collen which falls in my constituency. These platforms were built for Metre Gauge lines but now that broad gauge have been introduced, the platforms are not suitable for the passengers. There are instances that many passengers especially women have fallen down while climbing and alighting and had fractures.

[Shri Ramakant Angle]

Hope the Railway Minister will oblige my constituency people. I thank you Sir, for giving me opportunity to present my demands.

[Translation]

*SHRI RATILAL KALIDAS VARMA (Dhandhuka): Sir, I appreciate the step of the Government to provide facilities for the welfare of the common man. The amenities and comfort of the passengers have well been taken care of in the new budget and our hopes have also been partially satiated by giving a new train for our Gujarat.

However, Minister, Sir, I have been demanding for many years to provide railway facilities for my constituency Dhandhuka. Many important railway stations like Biramgaon, Sangad, Dhokaka, Rajpur, Borad and Dhola junctions etc. fall under my parliamentary constituency. There is no arrangement for getting the railway reservation quota for Delhi and Mumbai from here and whatever quota is available is very inadequate. I have made oral as well as written submissions to you to provide reservation quota for the places for which it is not available and to extend it for those for which it is available inadequately. But I have yet to get any satisfactory response in this regard. Besides I have also kept on requesting you for immediately completing the gauge conversion work of Surender Nagar-Bhavnagar line. The gauge conversion work between Viramgaon and Mahsena is also undergoing at a very fast pace. The traffic of passenger trains has declined a great deal due to which the number of passengers travelling from the stations falling on these railway lines has also registered a sharp decline.

There is an important station called Katonsan junction on this very line. Since no gauge-conversion work has been undertaken there, the traders are facing financial problems and entire trade and commerce has come to a standstill.

Unmanned level crossings have been constructed on the railway lines passing through some of the villages of Bhavnagar and Rajkot division due to which farmers are facing a lot of difficulties in movement because they do not get way to cross railway line upto 2-3 kms. Hence I demand that gatekeepers should be appointed on such unmanned level crossings.

There is a dearth of passenger amenities in local trains running between Ahmedabad and Saurashtra. Sometimes there is no electricity in coaches during night

*Laid on the Table of the House.

hours. During summer, fans do not function. Due to lack of supply of water in coaches, the toilets remain unclean. On the whole, the situation is that there is no cleanliness at all in coaches. Due to lack of supply of electricity, the women passengers have to travel in insecure conditions. There is no arrangement for deployment of police personnel in these night trains. Hence, my demand is that besides making arrangements for cleanliness of coaches, provision of electricity and water supply, deployment of police should also be made from the point of view of security. Arrangements for water coolers and benches at railway stations should also be made for the facility of passengers.

Sir, there is also an urgent need of opening computer reservation centres at the said railway stations. Hence, these stations should be linked with computer system. Since passenger associations and regular pass holder's associations are generally formed everywhere, therefore, my request is that whenever the Railway consider it necessary to change its time schedule of running trains, it should take into confidence these passenger groups, associations and their office bearers. It is often seen that during travel incidents of theft take place in railway coaches and passengers have to face many difficulties and insecurity due to lack of proper action and non cooperation by Railway police. The railway employees of such stations, where the incidents of theft occur very often, should be made accountable for this. This will help a lot in reducing such untoward incidents.

I have been demanding since long that a sub-way should be constructed for transmigration of people near railway station in Bawla. Mr. Deputy Speaker, Sir, for this a survey has already been conducted by the railway authorities. The Bawla Municipal Corporation is also ready to extend financial assistance, even then this work is not being undertaken. I am unable to understand as to why in spite of all these things, work is not being started. Hence my demand is that the sentiments of the local people should be respected by starting the construction work of this sub-way as early as possible.

I, on behalf of the local people have several times made a demand of laying a pipeline beneath the railway track so as to ensure the proper drainage of rain water which causes water logging around the Mosque situated near Dhaulka railway station and Dhaulka city. But I regret to say that due to the non-cooperation of the railway authorities, this work could not be started. Similarly in Viramgaon, the waste water flowing from the railway station gets accumulated near 'Nilki' railway crossing which is adversely affecting the health of the local people. The Hon'ble Minister of Railways is, thus, requested to issue

instructions to make arrangements for proper drainage of rain water and also for the disposal of waste water flowing from the railway station. The work relating to laying of drinking water pipe lines and phone lines at certain places has been lying pending due to this railway line. Hence I request that at such places approval may be given immediately through the Divisional Railway Manager so that common people do not remain deprived of basic amenities like water and telephone.

Finally, I would like to say that since train journey has become a synonym of life journey now, therefore, every possible and appropriate efforts should be made to ensure that train journey becomes life supporting journey. Sir, through this House, I would like to demand that by providing modern amenities at all the railway stations in my parliamentary constituency, Dhandhuka, its prestige may be increased. With this, I conclude my speech.

*SHRI BHERU LAL MEENA (Salumbur): Since there were many speakers from my party, I could not get the opportunity to express my views on the Railway Budget. Therefore, I am presenting my following views relating to the Ministry of Railways in written form:

I would like to draw the attention of the Government towards extension of broadgauge line in Rajasthan. I have been elected to Lok Sabha consecutively for four times i.e. from 10th to 13th Lok Sabha and since then I have been making this demand continuously in the Lok Sabha but so far the Birth place of Maharana Pratap has not been provided broad gauge connectivity with the national capital. I staged a dharna also in this regard in the Parliament as a result of which a broad gauge line was inaugurated in Udaipur. However, the progress of work is negligible. In Udaipur and Dungarpur region of southern Rajasthan, 80% of population belong to the Scheduled Tribes. By restricting the development of this region, discrimination is being done to the people of tribal dominated region.

My request is that sufficient funds should be sanctioned for laying broad gauge line from Ajmer to Udaipur via Bhilwara-Chittorgarh. The marble mines and Hindustan Zinc, R.S.M.M. and thread mills are also located in Udaipur, Rajasthan.

Since, it is a tourist resort, foreign tourists of various countries keep visiting the Udaipur-Chittorgarh region. In the absence of a broad gauge railway line, the tourist industry and industrial development of this region are not gaining the desired momentum.

Sir, through you, my request is that for laying a broad gauge line from Ajmer to Udaipur via Bhilwara-Chittorgarh, provision of sufficient funds should be made in this budget itself so that this tribal region could develop speedily.

*SHRIMATI SANDHYA BAURI (Vishnupur): Sir at the outset I oppose the Railway Budget because this Budget is both anti people and anti woman. Although the fact remains that this year Indian Railways has completed 150 years and it has been declared as the Passenger Amenities year yet the Budget has been harsh for the common man. Both the passenger fare and freight has been enhanced causing great hardship for common man. I have a feeling that both the Finance Minister and the Railway Minister sat together and consulted secretly and then prepared the Budget because prices of cooking gas, kerosene, sugar and fertiliser have been increased in General Budget. Later the prices of food grains, edible oil, pulses, manures, urea, common salt, coal have been increased causing hardship for common man and particularly the woman folk. Women have to look after the daily requirement in the family. This is increase in prices of essential commodities would create more problems in their already hard-pressed daily expenses. The Railway Minister justifies his action by saying that this marginal increase will yield additional revenue of Rs. 450 crore during the year.

It is unfortunate that the Railway Minister did not understand the ground reality and prepare this anti people Budget. That this Budget is anti people can be proved by citing certain measures adopted by the Minister Rs. 15 crore will be raised from monthly ticket holder, 345 crore from ordinary sleeper and 155 crore from 2nd class express train passengers and 116 crore from mail trains. On the other hand only Rs. 51 crore will be raised from the luxurious AC chair car, 50 crore from AC III tier and 9 crore from first class. That means 90% will be raised from the pocket of the poor and the middle class. Freight charge on salt, food grains, pulses, oil, coal, manure has been increased. This aspect has been mentioned by my colleagues previously. I do not want to repeat that. But I must say that this increase in freight yielding Rs. 450 crore and in fare yielding 910 crore totalling 1360 crore is to be realised from the poor and the middle class. We know that 40% of our people live below poverty line. How they are going to get even one square meal a day?

Now I would like to mention about some projects in my constituency and in my State West Bengal. The projects for West Bengal have been proposed only for the sake of declaration. It was very much obvious from

[Shrimati Sandhya Bauri]

the meagre budgetary allocation about the implementation of these projects as the budgetary allocation is far from adequate. Moreover, the amount declared was reduced during payment Rs. 20 crore has been allocated this year for an important project like Tamluk Digha whereas the amount required is 52 crore. The allocation sanctioned for this important project is only Rs. 20 crore whereas the money needed is to the tune of 52 crore. The same hold true for Panshkura Haldia project only 1 crore was sanctioned for this project and only Rs. 80 lakh have been realised so far. This year again just Rs. 1 crore has been sanctioned. The money needed in future for this project is 22 crore. BDR rail line comes under my constituency. The ex Railway Minister and the present Railway Minister visited the area and declared that the project will be taken up. Rs. 40 crore was sanctioned and work done was only for 6 crore 68 lakh. This year allocation of 25 crore has been sanctioned but 123 crore is needed to complete this project. I urge upon the Railway Minister to increase amount for this project. There was an announcement for expansion of BDR till Mukutmani but nothing has been done so far. Survey must be conducted and money must be sanctioned. Besides, this rail line must be expanded from Mukutmani via Bandoan to Tata. The rail track from Ranigunj to Durlabhpur has been constructed by DVC. The should be expanded till Bankura. The passenger train should run till the time the expansion is completed.

Over bridge or fly over is urgently needed at Vadul Mode and Notunchati. Both these roads are overcrowded and being the main road there is always heavy traffic rush on the road. Subway is also needed at Bankura Station. There is no cover on the newly constructed over bridge at Bankura station. It is urgently needed and when strong storm before summer rain before monsoon set in the cover must be completed. I request the Minister to do the needful. I want to make one more request. The train no. 2815/2816 Poorie-New Delhi Super Express should run for 7 days instead of 4 days. 6309/6310 Patna-Cochin Express and 8449/8450 Patna-Poorie Express should run thrice a week.

From Durgapur to Howrah two trains Coal Field and Mayurakshi become fully crowded at 8.30 in the morning and leave for Howrah. But there is no train in between directly for Howrah till evening. So I request to provide a fast passenger train so that the people have no difficulty to go to Howrah and do their work. Like Eastern Railway, monthly ticket till 250 km. should also be introduced for South Eastern Railway.

It has also been mentioned by my previous colleague for a second bridge on the river Kaurabati. I also request for the same.

Now I must point out another important issue. So many times there is no electricity inside the compartment. The glasses of the window are broken. Keeping in view the security factor these issues should be taken care of. Moreover, there is water scarcity dirty toilets with stinking smell polluting the atmosphere have remained a regular feature in railway compartment. These may sound small issues. But these are important issues. I hope the hon. Minister will take into account these issues in this year of passenger amenities year.

With these suggestions and thanking you for giving me an opportunity to participate in the discussion, I conclude my speech.

*SHRI BRAHMANAND MANDAL (Monghyr): Sir, I would like to draw your attention towards the following demands in Railway Budget 2002-2003:

1. The loop line from Kiul to Kajra and Ratlampur to Jamalpur should be doubled.
2. The loop line from Sahebganj to Kiul be electrified, a suggestion to this effect has been made in the report of the Standing Committee on Railways in 1996-97.
3. The RDSO has prepared the design of diesel engine with 2300 billion power. Jamalpur Railway Factory be entrusted with the task of manufacturing the engine.
4. Only a sum of Rs. five crore has been allocated for the construction of railways cum road bridge by river gauge in Monghyr, Bihar. It should be increased upto Rs. 50 crore in the 2002-2003 budget.
5. In the Budget no new train has been provided for the loop line. Hence a Janashatabdi Express from Sahebganj to Patna should be introduced.
6. There should be a railway divisional headquarter at Jamalpur. When Late Shri Kedar Nath Pandey was the Minister of Railways, he had given the assurance for setting up a railway division in Jamalpur. However that division from Jamalpur was shifted to Malda which had only a small Ganga ghat and a small market. Now employment opportunities have been generated there and it has become a city. There is a 140 year old railway factory at Jamalpur. It is very necessary to give clearance to the proposal of making it a divisional headquarter.

7. In order to increase the work load of the Jamalpur Railway factory orders should be placed with the factory to manufacture small and big spare parts which are hitherto being purchased either from the private sector or imported from abroad because these could be manufactured at a lesser cost at the Jamalpur Railway Factory. The glaring example of this is the manufacture of goat belt crane of 140 tonne capacity which has been manufactured at a cost of only Rs. 7 crore while it used to cost Rs. 15 crore when imported from Germany.
8. The Vikramshila Express be provided a stoppage at Dharhara station of loop line.
9. Clearance to the proposal of providing a stoppage at Daryapur on loop line be given at the earliest, since its statement has already been prepared.
10. Three policy decisions have been taken in the Railway budget 2002-2003. First is increasing of efficiency, second is curbs in expenditure and third is investment in the infrastructural expenditure so that resources could be allocated for the project on proper and rational basis. Three main criteria have been fixed for it are 1. The area of state 2. Population of the state 3. Completion of projects on the basis of outstanding funds which have been fixed in the ratio of 15 percent, 15 percent and 70 percent.

The efforts to get rid of past mistakes, strengthening of the present and blue print for the future is worthy of welcoming and commendable. For the first time an appropriate strategy of Railways has been prepared which deserves maximum appreciation.

All the above said demands and suggestions of loop line in Eastern Railway have been made in consonance with the new policy and strategy. The population between Sahebganj and Kiul is more than 3 crore and 50 lakhs while the length of the railway line is about 220 kilometres. This land area as known as Anga state in the ancient times. It belongs to Mahabharata era.

The region is also famous from tourism point of view. The place has the sites like Maan Chendisthan which is one among the nine Shaktipeeths in the country. Rishi Kund, Shring Rishi Ashram, Sita Charam, Sita Kund, Jain temple, Lahuar Vikramshila etc. Hence resources in the railway service is also essential for promoting tourism industry. Kshtharni Ghat which belongs to Ramayana era

where thousands of people visit to take a holy bath is also situated here.

[English]

SHRI VAIKO (Sivakasi): Mr. Chairman, Sir, I rise to support the Railway Budget. Our hon. Shri Nitish Kumar deserves to get the proudest privilege to head the Ministry of Railways in its 150th year. Shri Rashtrapal expressed his agony that because he belonged to the Congress Party, whether his demands have been neglected.

For the first time, when this Budget was presented in this House only this year, there was no uproar from any quarter. Many Members from many States have got their own grievances. But the Minister of Railways tried to do justice without an attitude of discrimination and applied a formula. But his hands are tied. There are financial constraints. He wants to be generous. He wants to please everybody. This is the problem. But I quote his speech how he has applied this formula:

"I have considered three major criteria, namely, the area of the State, the population and the pro-forward projection of a State. The weightage given to these three criteria is in the ratio of 15 per cent, 15 per cent and 70 per cent, respectively. Based on these percentages, the share of the available funds to different States has been calculated."

I would like to make a request for his kind consideration. This is a clear formula. He has applied it for the first time. I would also request him to take into account the total route kilometres of metre-gauge getting Statewise break-up figures and a need for conversion from metre-gauge to broad-gauge. Actually, when the British *Raj* was there, the prominence was given to the then Madras Presidency. Therefore, all the lines were metre-gauge lines. I am thankful to the Minister of Railways. When he assumed the charge as Minister, most of the neglected projects were considered by him and sanctioned. For example, Virudhunagar via Sengottai-Tenkasi to Quilon. It connects both my State and Kerala. At the same time, it is covering the pilgrim centre Shankaran Kovil-Tirunelveli-Thenkasi-Tiruchendur. It is a major project. The United Front Government rejected it on the ground of feasibility.

But when he assumed charge as the Railway Minister, he sanctioned it. I will fail in my duty if I do not express my gratitude towards him. He took up the issue with the Railway officials and again I also went to the

[Shri Vaiko]

hon. Prime Minister, Shri Vajpayee, we made a representation with the help of the Railway Minister. Again it was put to the Cabinet Committee on Economic Affairs and it was sanctioned and a sum of Rs. 257 crore was sanctioned for a track of the length of 357 kms. Now it has escalated to Rs. 400 and odd crore. He has allotted a sum of Rs. 25 crore and I am thankful to him for that. I know the constraints because the total allotment is Rs. 862 crore. There is a need for a sum of Rs. 12,000 to Rs. 13,000 crore to complete the project.

21.56 hrs.

[SHRI P.H. PANDIAN *in the Chair*]

Therefore, out of the Rs. 862 crore, he has to, of course, give the shares to all the States. I am thankful to him that last year he allotted a sum of Rs. 20 crore and this year he has allotted a sum of Rs. 25 crore.

Sir, when we heard the news, most of the projects, which were sanctioned last year, suddenly the scheme of BOLT will apply to these projects, it was a bolt from the blue. Then, I took up the matter with the Railway Minister and immediately he called for the officials and he gave instructions immediately that no projects will be stopped for paucity of funds.

Likewise, this year, for Cuddalur-Salem, he has allotted a sum of Rs. 15 crore, the allotment last year was only Rs. 6 crore. For Tiruchirapalli-Nagoor, he has allotted a sum of Rs. 13 crore. For Virudhunagar-Kodaiyur, he has allotted a sum of Rs. 25 crore. For Madurai-Rameshwaram, now the allotment is Rs. 5 crore, whereas it is Rs. 10 crore last year. I agree with Shri Sudarsana Natchiappan that this is a very important project. Our Minister may be also interested in this because in view of the fact the Government is committed to implement the Sethusamudram Canal project, a dream project of Tamil Nadu for more than 100 years, Rameshwaram will become a pivotal centre. So, it will serve both the purposes.

The *Bhakhtas* come from all over India to Rameshwaram and where they congregate there, there is no problem in that. There is a Dargah. Our Abdul Kalam hails from Rameshwaram. Communal harmony is there. There is no problem. But from this point of view, from Madurai to Rameshwaram, more funds should be allotted.

When the hon. Minister of State, Shri Digvijay Singh, visited the area, he was convinced that from Virudhnagar-

via-Arappakotai to Manamadurai, which is the tail-end, also should be included for gauge conversion. Then the whole chain will be covered. Therefore, I would request the hon. Railway Minister to allot more funds for this Madurai-Rameshwaram project.

In this project, some of the innovative features have been introduced. I would appreciate and congratulate him for his keen interest to promote sports in the Railways. Therefore, during this year, eight sports persons from Railways have been honoured with Arjuna Award. It is an all-time record. The sports quota in Group C&D has been increased from 649 to 1200, and the cash award to be given to various awardee of Arjuna, Dronacharya and Rajiv Gandhi Khel Ratna Awards has been doubled. I congratulate him for this.

To commemorate the historic and momentous day, that is, the 16th April 1863, when the first train steamed out of Boribander for Thane, he is introducing 16 inter-city train services to be called as Jan-Shatabdi Express Trains. I commend his efforts. In this regard, I would request the hon. Minister to consider, to introduce a Jan-Shatabdi Express train in our State of Tamil Nadu.

Sir, moreover in the new lines, I have to express my thanks for introducing the following additional express trains between Chennai-Egmore-Trivandrum via Nagarcoil, Nizamuddin-Kanyakumari. ...*(Interruptions)*

22.00 hrs.

MR. CHAIRMAN: Shri Vaiko, please wait. Now, the time is 10 p.m. There are ten more Members to speak. I would like to take the sense of the House to extend the time of the House by one more hour. Shall we extend the time of the House by one hour?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): How many more speakers are there?

MR. CHAIRMAN: More than 10 Members are there to speak.

SHRI DIGVIJAY SINGH: Sir you can give three minutes each to them so that within 30 minutes, all the speeches would be over. After that, the Railway Minister also would reply.

SHRI NITISH KUMAR: Mr. Chairman, Sir, I will take half an hour for reply.

MR. CHAIRMAN: We shall try to conclude it early. Shall we extend the time of the House by one more hour?

SEVERAL HON. MEMBERS: Yes.

MR. CHAIRMAN: So, the time of the House is extended by one hour.

Now, Shri Vaiko, you can continue your speech.

SHRI VAIKO: Mr. Chairman, Sir, realising the constraint of time, I also run like Shatabdi Express. The hon. Minister has introduced a new train from Nizamuddin to Kanyakumari via Villupuram. I thank the hon. Railway Minister for introducing these two trains.

Sir, he has introduced a novel idea to cater to the needs of the travelling public, that is, Rail Neer. So, he is going to set up a plant for manufacture of packaged drinking water under the brand name 'Rail Neer'. I am so glad about it. Some Member has said that this word 'Neer' is a root word from Sanskrit. Actually, it is a root word from Tamil. This word was used in Tamil 4,000 years ago.

Sir, in Tamil Nadu, when you took the reins of the Railway Ministry, we were so happy. Sir, you were so magnanimous. At the same time, because of paucity of funds, the expected funds have not been allotted in some areas.

Anyhow, as I told you earlier, the factor as to how much metre gauge lines are pending should be taken into consideration in your formulae from next year. When you give the priority, kindly see that the important projects are completed within the shortest possible time.

Sir, once again I commend his efforts. I thank the hon. Railway Minister for the best efforts he is trying to provide for Tamil Nadu.

SHRI AJIT KUMAR PANJA (Calcutta, North East): Mr. Chairman, Sir, as has already been mentioned by the hon. Members, this is the 150th year of the Railways. Along with that, we are in the opening year of the Tenth Five Year Plan.

The hon. Minister has declared 2002-2003 as the 'Passenger Amenities Year'—it is very much welcome—to commemorate, I understand Mr. Chairman, stronger and more satisfying future built on past lessons of achievements and deficiencies.

While the Railway Budget 2002-03 has rightly given a major thrust on expansion and safety, some questions arose. We would like to know whether the 'missed priorities' have been taken care of. I have found six 'missed priorities', areas of concern. I am sure the hon. Railway Minister will take care of them. They are—low productivity; non-optimal capacity utilisation of assets; gradually declining share in the goods and passenger traffic in competition with the road transport; inadequacy of cost control as a strategic function; needs for structural changes; and need for perceiving Railways as a full-fledged commercial enterprise.

Rationalisation of freight structure is a welcome direction. Simultaneously, passenger amenities needs to be upgraded. To my mind, to achieve this objective, two things are to be taken into consideration. Firstly, the passenger must 'feel good' about travelling by train and secondly he must have comforting 'sense of arrival' by experiencing a 'fundamental integrity', in safety, reliability and comfort.

Regarding convenience to comfort, Mr. Minister, the sense of direction needs to be changed. You have given emphasis on convenience. It is welcome. But I feel that in this year, you will give a sense of changing direction from convenience to comfort. Towards this end, specially declared passenger amenities this year are very much welcome but there is a provision of only Rs. 200 crore. The Budget estimates for 2001-02 was Rs. 190 crore. It sounds very paltry. I am sure you will give a thought to it. To give effect to your vision and imagination for increasing the passenger amenities, Rs. 200 crore will be too little for this vast country.

Resource mobilization is a major factor. The Annual Plan, 2002-03 has been fixed with a total outlay of Rs. 12,330 crore. Out of this, capital from general exchequer is only Rs. 3,540 crore. The balance resources have to be generated internally or through market borrowings. The Railways have estimated their net traffic receipts as Rs. 2,410 crore. The targeted total receipt is Rs. 41,338 crore. The project working expense is Rs. 39,128 crore. Therefore, there is a need for accelerated resource mobilization internally. Market borrowings will involve cost of capital. Optimum exploitation of all the assets and resources including 6853 Railway Stations should be taken up as a major task during 2002-03.

My appeal to the hon. Minister is, kindly form an expert group to go into this major point to identify sources, to find out resources and to draw up an actual action plan.

[Shri Ajit Kumar Panja]

I am sure the Minister is aware of the ratio of goods carried by both road and rails. In the year during Independence, 11.89 per cent was to travel by road and 89 per cent goods were to be carried by railways. Now, the ratio has become 60 : 40, that is, 60 per cent is transported through road and 40 per cent is through the railways. This needs a total change. ...*(Interruptions)* The Minister will take into consideration that in future there will be a steep competition for the Railways in view of the "golden Quadrangle" for connecting four metropolitan cities by roads. Road improvements are welcome but this will be a competitor to Railways in improving its earnings. Along with that, roads connecting Jammu and Kashmir to Kanyakumari and Guwahati to Somnath as 'express ways' are also being constructed. On completion of these roads, which are also necessary for the country, Railways appear to have not given much thought for increasing their infrastructure rationally.

Rakesh Mohan Committee was formed by the hon. Prime Minister. It is well known that Shri Rakesh Mohan is one of the best economic experts in our country. Mr. Minister, the main recommendations are to be given effect to.

You have started with the increase of fare. Regarding commercialisation of the railway system, non-core activities of the railways should be given to private sector and core activities should be kept with the Railways with more emphasis on safety and better performance. Through an independent Central Corporation which will recommend the increase for the railway freight and goods and also fare for the tickets on the basis of proper commercialisation, this has to be done. So far this has been done successfully in Electricity and Telecommunications and are giving good results. My appeal to the Minister is that please do not brush aside the Rakesh Mohan Committee Report as done by your predecessor without knowing the ABCD of railway economies.

When expert committees are formed, a lot of public expenditure is incurred. So, the recommendations are to be accepted by the Government wherever found reasonable.

So far as West Bengal is concerned, we thank you for providing something new. I do not want to take the time of the House by repeating some of the points that have already been made. However, thirteen projects have been given only Rs. 1 crore each. With Bongaon-Petropol, I had some connection as Minister of State in the Ministry of External Affairs. A double line is a must to start

business with Bangladesh in a proper manner. Thirteen important projects have been given Rs. 1 crore each and four other projects (including the said Bongaon-petropol) have been given Rs. 1 lakh each, at random, without considering the public utility aspect. It looks like proper application of mind has not taken place. I have given 23 items. I am sure, the hon. Minister would consider them. If the hon. Chairman permits, I would lay the details on the Table of the House.

There is a lot of confusion in West Bengal on at least six to eight projects. For the Amta new line the allocation last year was Rs. 30 crore but now it has become Rs. 5 crore. The Digha-Tamluk line got Rs. 40 crore last year but now it gets only Rs. 20 crore. For the Panskura-Haldea double line Rs. 10 crore were allocated last year but only Rs. 1 crore has been allocated this year. In respect of the Lakhimpur-Namkhana from Rs. 15 crore last year, the allocation has come down to Rs. 3 crore this year. Last year, Rs. 20 crore were allocated for the Sonarpur-Canning line but it has now been allocated only Rs. 1 crore. For the Eklakhi-Balughat new line only Rs. 20 crore has been allocated this year against Rs. 50 crore last year. For the Bandel-Jirat double line, only Rs. 1 crore has been allocated this year while Rs. 7 crore were allocated last year. In the case of Calcutta Metro Rail, one of the prime projects of success of the Railways, the allocation of Rs. 90 crore last year has become Rs. 35 crore this year. I could not find the reasons in the Budget papers for these reductions in allocations. If there are good reasons for such reductions, we can explain them to the people. I hope, the hon. Minister would explain in his reply why this reduction has taken place. I would also like to know whether the money allocated in the last year's Budget has been spent and if not who was responsible for not spending the money. This has been done, it appears, with non-application of mind. I am sure, the hon. Minister, with the help of expert Members on the Board, would kindly apply his mind.

The hon. Minister has been applauded for giving a very good Budget but I am afraid he has done so at the expense of his own State. I can give you some startling figures. The State of Bihar has an area of 84,163 square kilometres and a population of 8,28,78,763 but the railway route is only 3,442 kilometres. Compared with other States it looks that Bihar has not been looked after. I am sure, the Mother State of the hon. Minister should be looked after and he should not feel shy. The Railway lines are the arteries and veins of our vast country and if there is a clogging in one part of the veins, there would be various types of ailments for the Railways.

Assam has not been properly dealt with. In respect of Orissa, the figures are very startling. It has 1,56,000 square kilometres of area and four crores of population but it has got only 2,390 kilometres of Railway routes. In the case of Tripura, it is only 45 kilometres and for Mizoram it is only two kilometres. I would really request the hon. Minister to look into the needs of West Bengal. The eastern part has not been looked after properly. West Bengal, Bihar, Assam, the North-Eastern region, eastern part of UP and Orissa need to be taken care of. Immediately completion of the double line from Khurda to Puri is essential, Puri being an international centre for tourists since the famous temple of Lord Jagannath and the Sun Temple at Konark have heritage value.

I support this Railway Budget fully. I do not agree with the statement made by Shri Sudip Bandyopadhyay that the Railway Minister has 'befooled' the House. I seriously object to it. I make it clear through you to all that this is not the view of the Trinamool Congress. So far as the Trinamool Congress is concerned. ...*(Interruptions)*

SHRI SUDIP BANDYOPADHYAY (Calcutta North West): He is not representing the Trinamool Congress. He has been suspended from the Trinamool Congress. How can he be allowed to speak on behalf of the Trinamool Congress? ...*(Interruptions)*

MR. CHAIRMAN: You can place the paper on the Table.

SHRI SUDIP BANDYOPADHYAY: Which party is he representing, Sir? He is a suspended Member from the party.

MR. CHAIRMAN: Inside the House, he is a Member of Parliament.

SHRI SUDIP BANDYOPADHYAY: He is not representing the Trinamool Congress. That is what I want to tell.

MR. CHAIRMAN: He is not representing any party.

SHRI SUDIP BANDYOPADHYAY: Is he talking as an independent Member?

MR. CHAIRMAN: Yes, he is talking as a Member of Parliament.

SHRI SUDIP BANDYOPADHYAY: Very well, Sir.

SHRI AJIT KUMAR PANJA: Let that be on record, Sir. Let him (Sh. Sudip Bandyopadhyay) not send a three-line Whip to me to support the POTO and then Mamta and Sudip absented themselves on 12th and 13th December ...*(Interruptions)*

SHRI SUDIP BANDYOPADHYAY: A suspended Member has always to abide by the Whip of the party. That is a different question. But who will speak on behalf of the party, for that the party will send the name to the Chair and the Chair will accept that. ...*(Interruptions)*

MR. CHAIRMAN: Okay. Shri Panja, you lay your speech on the Table.

SHRI SUDIP BANDYOPADHYAY: Sir, the party has not given his name. Kumari Mamata Banerjee has written a letter to the Speaker. Her letter is there. So, naturally, that letter has not been obeyed properly. That letter has categorically mentioned who will be the speaker on behalf of our party. If anybody is talking, he is talking on his own.

MR. CHAIRMAN: I called him by name.

SHRI SUDIP BANDYOPADHYAY: Calling by name is your discretion, Sir.

MR. CHAIRMAN: I have not called him on behalf of any party.

SHRI AJIT KUMAR PANJA: You may called me and that is why I am speaking. I am not speaking at the mercy of Kumari Mamata Banerjee or Shri Sudip Bandyopadhyay.

MR. CHAIRMAN: You place the paper on the Table.

SHRI AJIT KUMAR PANJA: Sir, again, I oppose another whimsical statement. ...*(Interruptions)* He starts with opposing the Budget and ends with fully supporting the Budget. This is the whimsical method of Kumari Mamata Banerjee.

SHRI SUDIP BANDYOPADHYAY: A suspended Member, pending investigation, reported to the Parliament office, has no authority to mention our party's name in this Budget.

SHRI AJIT KUMAR PANJA: I repeat the name of Trinamool Congress. It is not the property of Shri Sudip Bandyopadhyay.

SHRI SUDIP BANDYOPADHYAY: He is a suspended Member, isolated from the party, singularly isolated. Please do not allow him to speak on this. ...*(Interruptions)*

SHRI AJIT KUMAR PANJA: When the House was attacked, on 13.12.2001 by Terrorists Sudip Bandyopadhyay was absent along with Kumari Mamata Banerjee, and in the evening at Calcutta Mamata Banerjee said in Press Conference that she knew that the House would be attacked.

MR. CHAIRMAN: Nothing will go on record other than what pertains to the Railway Budget.

...*(Interruptions)**

MR. CHAIRMAN: Nothing personal, nothing political, no party matter be recorded here. Now, Shri Prakash Jaiswal.

...*(Interruptions)**

SHRI AJIT KUMAR PANJA: Sir, I conclude by saying that I fully support the Budget. I am not behaving whimsically as others are doing. Opposing and supporting which they are doing in Bengal has totally torn as under the feelings and aspiration of the people. With these words. I fully support the Railway Budget.

MR. CHAIRMAN: You are protracting the time. Now, please sit down.

[Translation]

SHRI SHRIPRAKASH JAISWAL (Kanpur): Mr. Chairman, Sir, many thanks to you for giving me an opportunity to speak on railway budget. I won't criticise the hon. Minister of Railways for what he has said. I wanted to say a lot more but am afraid that Shri Nitishji who is staring at me might not provide the little bit of facilities that might be given to Kanpur. ...*(Interruptions)*

SHRI NITISH KUMAR: I will certainly provide the facilities which I can.

SHRI SHRIPRAKASH JAISWAL: I was expected from the hon. Minister that this budget would offer something and would not be a stereo type budget. He needs resources and it cannot work without money. It was his compulsion to mobilise resources but had he not tried to mobilise resources through such measures lacking novelty.

[English]

SHRI SUNIL KHAN (Durgapur): The Government is defeated in the Rajya Sabha. ...*(Interruptions)*

MR. CHAIRMAN: Shri Sunil Khan, this is not the procedure—standing talking and walking. I do not approve of it.

...*(Interruptions)*

[Translation]

SHRI SHRIPRAKASH JAISWAL: Had the hon. Minister of Railways found some innovative methods to mobilise, the resources, then he could afford neither increase in the fares of sleeper class nor in freight charges. Besides the Ministry of Railways could have generated revenue and resources more than it wanted.

Through the hon. Chairman, Sir, I wanted to say that had he taken steps to check corruption presently prevailing in Railways, it would have yielded better success. I do not say that he could have eliminated corruption in a year or half but had he decided not to increase the fare or freight charges by offering such a solution.

And had we disbursed all the funds and resources, required by us, amongst all the classes in the Ministry of Railways and the department itself, the people would have got a lot of relief, but unfortunately this could not happen.

Sir, as there is paucity of time, I would like to tell three or four things to hon'ble Minister regarding my constituency. In fact, not even a single demand with regard to my constituency has been met while all the demands are absolutely legitimate, and hundred percent justified, but he belongs to Bihar not U.P. Even earlier, Minister belonged to West Bengal, not U.P., this is something really unfortunate for Uttar Pradesh. I had made a request in this regard in the last budget also. I am also a Member of the Railway Consultative Committee. Even in the Committee meeting I had said that 40-50 thousand people commute to and fro from Kanpur to Delhi daily. Thousands of people travel by buses and trains. I had requested the hon. Minister that a separate superfast train may be started between these two Metropolitan cities of Kanpur and Delhi, which could facilitate the passengers of both Kanpur and Delhi. This would give relief to the people of Kanpur to a great extent. Mamata Ji had also assured us that she would do something in this direction, but nothing could be done.

Nitish Ji was also requested last year in this matter but nothing was done. A survey may be conducted to ascertain whether or not a superfast train is required between these two metropolitan cities of Northern India. The hon. Minister has announced for introducing a Jan Shatabdi Express. I urge upon him that this train may be introduced between Delhi and Kanpur. Passenger of Kanpur would get a great relief with this. Distance between Delhi and Kanpur is of five and a half hours. This train can reach there in the morning and come back in the evening.

I have made my second demand thrice. Hon. Minister of State in the Ministry of Railways is sitting here. I had requested that there is double track between Delhi and Howrah but a stretch of 10 kilometers of this track between Chandari and Kanpur is single track and many superfast trains pass through that single track. I had requested that from Chandari Railway Station to the old Railway station of Kanpur. ...(*Interruptions*)

[*English*]

MR. CHAIRMAN: Shri Jaiswal, there are so many members who want to speak.

[*Translation*]

SHRI SHRIPRAKASH JAISWAL: Hon. Mr. Chairman Sir, I have been waiting since morning. If the said railway line passes through old Railway Station of Kanpur, then there would be no need to lay a new railway line and the biggest benefit to the people of Kanpur would be that there would be no need to construct four flyovers in Kanpur city and the Ministry of Railways would also get rid of them. This railway line passes in midst of Kanpur. If we discontinue with this railway line, the railway line coming from Allahabad would go towards Delhi from the old Railway Station of Kanpur and there would not be any demand for any flyover. Of course, the old railway station shall have to be renovated. I have come to know that the Ministry of Railways is going to lay track between Chandari and Kanpur. This work would involve heavy expenditure and would cause a lot of loss, but the Ministry of Railways especially officers of the Railways prefer doing only that work which is easy and facilitative for them. They have nothing to do with saving of Railways or the facility of common people. Purpose can be solved if the railway line passes through the old railway station of Kanpur and this station gets modified. ...(*Interruptions*)

My third demand is that ...(*Interruptions*)

[*English*]

MR. CHAIRMAN: Mr. Jaiswal, there are so many Members who are to speak for all your requirements, you give it to the Speaker in writing.

[*Translation*]

SHRI SHRIPRAKASH JAISWAL: If the Ministry of Railway wishes, it can earn property worth millions and billions of rupees through selling off. Land involving the cost of rupees 15-20 thousand per square yard is being encroached for the last twenty years. ...(*Interruptions*)

[*English*]

MR. CHAIRMAN: Dr. A.D.K. Jayaseelan.

[*Translation*]

SHRI SHRIPRAKASH JAISWAL: The land is lying useless. The Government neither sells it off, nor recovers money from it. On the contrary they hike the II class railway fare and increase burden on the common people. The Railway Ministry can accrue more profit by selling that land. If this work is done. ...(*Interruptions*)

[*English*]

MR. CHAIRMAN: Nothing will go on record, except the speech of Dr. Jayaseelan.

...(*Interruptions*)*

DR. A.D.K. JAYASEELAN (Tiruchendur): Mr. Chairman, Sir, I rise to support this Railway Budget. I really congratulate our Railway Minister and his team for the wonderful work that they have done. Without sufficient resources, they have to manage everything and it is a very difficult task. I really commend our Railway Minister and his team.

As the hon. Member of Parliament, Shri Vaiko, said, he has followed some principles and has divided the amount among all the States in India. The MPs and the people of Tamil Nadu are grateful to our Minister and his team. They have allocated considerable amount to us. They have also provided one new train from Delhi to Kanyakumari, which is in my constituency. On behalf of my constituents, I thank our Minister.

I join with Shri Vaiko on the issue of gauge conversion. Tiruchendur-Tirunelveli railway line is a very important one because Tiruchendur is a pilgrimage centre

*Not Recorded.

[Dr. A.D.K. Jayaseelan]

and lakhs of people are coming there. Further, nearby, there is Arumuganeri. The Dharangadhara Chemical Works is producing salt and caustic soda, and there are other small salt industries producing salt. They are actually sending these products to various places in India. By transporting these products, our Railways can earn more than one crore rupees per year. Therefore, I urge upon the Railway Ministry, particularly our Railway Minister, to allocate more funds and complete the Tiruchendur-Tirunelveli Project.

On behalf of the DMK Party and the people of Tamil Nadu, I support this Bill.

MR. CHAIRMAN: Now, I call Prof. I.G. Sanadi.

...(Interruptions)

SHRI THAWAR CHAND GEHLOT (Shajapur): Sir, what about the BJP Members?

MR. CHAIRMAN: You are supporting the Minister, you are with the Minister. You can write to him and get the things done.

...(Interruptions)

MR. CHAIRMAN: Shri Rattan Lal Kataria, if you want to lay your speech on the Table, you can do so.

...(Interruptions)

MR. CHAIRMAN: Shri Brahma Nand Mandal, why do you want to speak when you have already laid your speech on the Table?

...(Interruptions)

[Translation]

PROF. I.G. SANADI (Dharwad South): Mr. Chairman, Sir, a brave person is that who. ...(Interruptions)

[English]

MR. CHAIRMAN: I have given the floor to Prof. Sanadi.

[Translation]

PROF. I.G. SANADI: Mr. Chairman, Sir. I would request hon. Minister of Railways that my speech would be just for 2-3 minutes as that of the Statabdl train. I would not take much time. I would like to remind the

hon. Minister of Railways that one thing has been said in the 'Mahabharata' that a true 'warrior' is that who is praised by his enemies.

But here I do not understand whether I should praise the hon. Minister of Railways, criticise him or make any comment on him. Sir, please give some consideration on what I am saying—if the people praise him, he should think about his flaws and when the people criticise him, he should think about the good works that he has done. I really praise him for the welfare works he has done for the Railways. I do not consider Indian rails as mere iron track, but it is the line of fortune and economy of our country. If line of our economy is strong enough, then Nitish ji, no one can cause harm to the Railway department. I appreciate the dedicated service of the railway department being rendered for the last 150 years. If the Railways bear the burden of the people and less burden is put on the people, it is a sort of welfare. I would like to put three points in just three minutes. ...(Interruptions) I would like to say something about the South-Central Railway Zone. He had brought hon. Prime Minister Shri Atal Bihari Vajpayee to Hubli, but unfortunately the work could not be done. He said that he should not be raised to such a high level that he may not be able to embrace anyone. I request hon. Prime Minister and hon. Minister of Railways to bring him to Hubli for the creation of the South-Western Zone. Thereafter, perhaps, the assurance given by you on that day would be fulfilled.

Mr. Chairman Sir, the meeting of Railway Board does not take place anywhere else except Delhi. But meeting of Railway Board was convened in Hubli. At the time when Shri Deve Gowda was Prime Minister and the zone was in the process of creation, but it was hijacked to Bangalore. We, once again hope, that this work would be accomplished by you. He had said there that this is a workshop which is 100 years old.

He had mentioned about its modernisation through a special package of Rs. 50 crore. I would like to draw your attention towards its modernisation. The Government plan to implement selected projects in Karnataka in participation with the State Government but the financial position of State is not much different from that of the centre. The requirement of 2/3 contribution from states and 1/3 from the centre is not practical and thus projects are not completed. Allocation of Rs. 10, 15 and 20 crore for projects worth hundreds of crores of rupees is obviously not enough and the Projects remain incomplete. Therefore, in place of it, if the contribution requirement is made 50 : 50, then it would be easy for the States. You

have done a good deed by starting from Bangalore-Gandhidham train via Hubli. I hail from Hubli, Dharwar of the South. It was our long standing demand. Our long standing demand for Ajmer-Bangalore train, Jan Shatabdi between Bangalore and Hubli and Hubli-Harihar were also fulfilled. I would like to express appreciation on behalf of the people of Kamataka. You have extended the route of Rani Chenamma Express upto Kolhapur which earlier used to run upto Meeraj from Bangalore. Chalukya Express, which was earlier known as Kurta Express, runs four days a week from Mumbai to Bangalore. I request to make Chalukya Express a daily train.

Secondly, you mentioned about setting up a computer centre at district headquarters. Haweri, my home town, is newly constituted district headquarters. I request for the modernisation of Haweri railway station and opening a computer centre there. A footover bridge and a platform is also needed there. It could be done if requisite instructions are given to South Central Railway. I conclude by expressing my gratitude to you and also to the Chair for giving me the opportunity to speak.

*SHRI VIJAY KUMAR KHANDELWAL (Betul): I support the Rail Budget. In view of the prevailing economic condition, the budget presented by the hon. Railway Minister is a good one. Indian Railway is one of the largest undertakings of the world. About 13 million persons travel daily through it. Up till now, the income from freight used to compensate the losses suffered in passenger fares. The Hon. Railway Minister has taken a concrete step to end this system of cross subsidy. Compensating the losses from one head through another head as in any case not sound and due to this reason only government have marginally increased passenger fares which would yield an additional revenue of Rs. 910 crore per annum. Similarly freight rates have also been rationalised which would yield an additional revenue of Rs. 450 crore this year. These two in all will provide to the Government an additional income of Rs. 1360 crore.

The hon. Railway Minister has also tried to rationalise the fares by reducing the number of fare slabs from 59 to 32. This year's annual plan has been pegged at Rs. 12330 crore which is an increase of Rs. 1240 crore over the provision of the previous year of Rs. 11090 crore.

Current year marks the completion of 150 years of rail services and for this reason Railway has declared the current year as the passenger service year. For this purpose, allocation has been increased considerably during the current year. Allocation of Rs. 200 crore has been

made and the amount would be used for augmenting the facilities at platforms, toilets, passenger rooms etc. Railway Ministry has also decided to set up computerised reservation system PRS at all the district headquarters. Sixteen new Shatabdi type trains would be introduced which will have second class coaches and which will have food arrangements on the lines of Shatabdi/Rajdhani trains.

In addition, 25 new express trains have also been announced. The frequency of 14 pairs of trains have been increased and 7 new passenger trains would be announced.

To supply hygienic and good quality eatables, 50 food plazas would be opened at stations this year and for providing pure water to the passengers Railways proposed to supply 'Railway Neer' brand water.

I would like to draw your attention towards some of my suggestions.

The number of passengers travelling without reservation in super fast and mail trains is very high while the number of General (Unreserved) coaches is very low. Therefore, the number of General Coaches should be increased. It so happens on a number of occasions that people board reserved coaches even though space is available in General Coaches because of very short duration of stoppage of Mail and Express trains and thus have to pay fine. Therefore, an arrangement should be made wherein the next station is immediately informed once the train has left the station about the number of seats unoccupied in various coaches and thus passengers would board only those coaches where space is available.

I would like to draw the attention of the Government towards providing stoppage of some trains at the stations under my parliamentary constituency.

My parliamentary constituency is very big, which includes two districts and two railway divisions Bhopal and Nagpur. Harda district comes under Bhopal mandal and three main railway stations of this district, Timarni, Harda and Khirkia are on the rail route between Itarsi and Mumbai Road. When Jhelam Express goes from Poona to Delhi, stoppage has been provided at Timarni railway station, but for last two years, this train do not halt at Timarni railway station while going from Delhi to Poona. In view of people's demand the stoppage of Jhelam Express should be provided at this station. A very few trains halt at Khirkia railway station of this

[Shri Vijay Kumar Khandelwal]

district under my parliamentary constituency. Mandi and Block Tahseel headquarters are also located here. In view of people's need, I demand to provide stoppage of 9045-9046 Surat-Varanasi-Surat Express and 9047-9048 Surat-Patna-Surat Taptiganga Express at Khirkia railway station. Besides, stoppage of Pawan or Kamiyani Express should also be provided at this station. Similarly stoppage of Pawan Express should also be provided at Harda railway station.

Another district of my parliamentary constituency is Baitool which comes under Nagpur railway division and the main station of this district is Multai which is a religious place and origin point of river Tapti. Alongwith it is also a Tahseel headquarter of the district. Many people from Chhindwara district and many villages of Amravati district of Maharashtra State use this station. The people for a long time are demanding the stoppage of Jayanti-Janata Express at this railway station. Therefore, the stoppage of Jayanti-Janta Express should be provided over here. Alongwith it, the stoppage of Lucknow-Chennai-Jaipur-Chennai and Tirupati-Varanasi Express should also be provided over here. It's population is approximately one lakh and therefore, the stoppage of Gorakhpur-Cochin and other trains such as Varanasi-Cochin, Gorakhpur-Secunderabad-Trivendrum-Indore should be provided at this station. It will help the people and multiply the income of railways. Besides the stoppage of Bhopal-Bilaspur Mahanadi Express should also be provided at this station.

As announced by the Government in this budget that computerised reservation facility would be provided at every district headquarters, under this, computerised reservation facility should be provided at Harda district headquarters of Harda district at the earliest. As many people travel from Ghodadongri railway station, which is the main station of Baitool district, and they are dependent on Itarsi and Baitool railway station for reservation so computerised reservation system should also be started over here, which would help the people and it will also multiply the income of railway.

I hope that after considering it, halt would be provided.

Once again I congratulate the Minister of Railways for presenting a good budget and I not only hope but fully confident that in future railway will progress towards development and providing facility to the passengers.

*SHRI DALPAT SINGH PARSTE (Shahdol): Sir, the details of railway facilities need to be provided in Shahdol Parliamentary constituency 11.

The following are the point-wise details of problems of Department of Railways under Shahdol Parliamentary Constituency no. 11.

Transportation of Coal and products of Orient Paper Mill, Soda Factory, Electric Thermal power Chechai and Baghar, Vadasagar Hydro Power Project and many minerals and forest wealth is done through railways, which provides income to the Government of India and State Government. But the poor Tribals and other people of Shahdol Parliamentary Constituency are deprived of railway facilities, which are as under:

1. Bhopal—Amarkantak Express from Durg to Bhopal which runs three days a week should be made regular because there is no other Express train from Shahdol to the capital of the State, Bhopal.
2. Shuttle passenger, which runs from Chirmiri to Damoh, should be run three days a week for Damoh and four days a week for Reeva, as Reeva is the divisional headquarters so it will facilitate workers of coal sector and other industrial organisation commuting on this route. Besides to and fro facility would be made available for the workers from Bihar and Uttar Pradesh.
3. The timings of passenger train running from Bilaspur to Bhopal be such that, Rewanchal Express could be contacted at Katni junction because there is hardly half-an-hour difference in arrival time of both the trains at Katni.
4. Bombay-Howrah Express should run via Katni-Bilaspur Marg twice a week.
5. The double lines should be laid instead of single line from Anoopur to Khodari-Khonsara on rail route from Katni to Bilaspur.
6. The stoppage of Amarkantak Express should be provided at Buddhar in Shahdol district and Varsinghpur in Umaria district.
7. Stoppage of Sambalpur-Nizamuddin-Hirakund Express should be provided at Umaria district headquarter.
8. Stoppage of Utkal Express from Puri to Nizamuddin should be provided at Jaithari of Shahdol district.
9. Stoppage of Banaras Express, Samath should be provided at Chadia of Umaria district.

10. Stoppage of Indore-Bilaspur Narmada Express and Bilaspur-Bhopal passenger train should be provided for both up and down at Ghunghuti.
11. Stoppage of Shaktipunj Express should be provided at Vijaysota.
12. Level crossing facility should be provided at Jaitkari Bijuri, Kotma and Anuppur stations of Shahdol district because all above stations are situated between coal mines and inhabited areas.
13. The beautification of railway stations of big cities in district Shahdol and Umaria should be done and basic infrastructure facilities, like Platform shed, drinking water, waiting room, lighting arrangements and reservation facility for those Express train, for which presently it is not available should be provided at these stations.

*SHRI SHRICHAND KRIPLANI (Chittorgarh): Sir, through you, I express my gratitude to the hon'ble Minister of Railways for declaring the year 2002-2003 as 'Passenger Facility Year' and making efforts to improve public amenities in Railways. In this budget proper attention has been paid towards passenger facilities. 16 new Janashatabdi trains, 25 new Express trains and 7 new passenger trains have been introduced during this year. I am very glad to say that 5 new trains have been introduced for Rajasthan and in this Budget Rs. 30 crore have been allocated for gauge conversion on Udaipur-Chittorgarh-Ajmer railway line and Rs. 25 crore for gauge conversion of Neemuch-Ratlam railway line and attention has also been paid towards Ramganj Mandi-Bhopal railway line. I thank the hon'ble Minister of Railways for making announcement to introduce a new Janshatabdi Express from Kota to Nizamuddin (New Delhi) and an Express train for Mau-Chittorgarh.

Sir, through you, I would like to tell the hon'ble Minister of Railways the following problems of my Lok Sabha constituency:

1. Kota-Nizamuddin Janshatabdi Express should be extended upto Neemuch or Chittorgarh so that passengers coming from district Chittorgarh and Neemuch may be facilitated to travel up to Delhi in less time and alongwith this a superfast train from Neemuch to Delhi via Nimahera, Chittorgarh, Maulgarh, Kota, Swai Madhopur should be introduced.
2. A train from Kota to Neemuch via Chittorgarh should be introduced.

*Laid on the Table of the House.

3. Approval should be given for laying a railway line from Bari Sadri to Neemuch via Chhoti Sadri after conducting a survey.
4. A direct train for Kota-Jaipur should be started.
5. Two coaches for Dehradun should be added in Agra Fort train to facilitate people for visiting Haridwar.
6. The trains running between Chittorgarh and Ajmer should be given stoppage at Gangrar.
7. New trains should be sanctioned for Dungarpur to Nimbahera and Ratlam.
8. A new railway line should be laid from Neemuch-Pratapgarh-Banswara-Lunawara-Mumbai to facilitate tribal dominated areas.
9. Several trains pass through Ramganj Mandi Modak railway station. I have made request for providing stoppage at this station, time and again. I hope that stoppage would be provided for trains passing through this station.
10. Chetak and Meenakshi passenger trains should be provided stoppage at Chanderia railway station.
11. The 2600th birth year of Lord Mahavir is being celebrated as welfare year in the whole country by the Union Government. I request you that some important passenger train should be renamed as 'Bhagwan Mahavir-Ahimsa Express' to commemorate the 2600th birth of Bhagwan Mahavir.
12. Chittorgarh district is worldwide famous for stories of valour and bravery of Maharana Pratap. I would like to make a request that some prominent passenger trains should be named as 'Maharana Pratap Express' to commemorate this historical fact.
13. 'Shri Sanvaliyaji temple' is a famous religious place of Mewar with historical background. Thousands of pilgrims visit daily this temple from various parts of the country. This is famous religious place to Mewar-Mahwa region. Therefore train should be named as 'Shri Sanvaliyaji Express'.
14. The work of modernisation of Nimbahera railway station should be taken up at the earliest.

[Shri Shrichand Kriplani]

15. Chetak Express has given stoppage at Kapasan due to your efforts, now arrangements should be made to provide reservation in that train.
16. A new express train from Neemuch to Lucknow or Gorakhpur should be introduced.
17. A superfast train should be introduced from Udaipur to Delhi via Chittorgarh, Bhilwara, Ajmer and Jaipur on meter gauge line.

While supporting this Budget I hope that problems being faced by people in my constituency will be solved like earlier.

I hope that action will be taken in this regard at the earliest.

*SHRI RATTAN LAL KATARIA (Ambala): Sir, I rise to support the Railway Budget 2002-2003 introduced by hon. Minister of Railways Shri Nitish Kumar in the N.D.A. Government headed by Shri Atal Bihari Vajpayee. It is indeed a matter of pride that Indian Railways which had come into existence one fifty years ago by travelling a distance of only 32 kilometres have now a total network of more than 62000 kilometres. The freight carriage has increased from 73.2 million tonnes in 1950-57 in 489 million tonnes today. Hon. Minister has allocated an amount of Rs. 17000 crore under the special Railway safety Fund. More emphasis has been laid on the renovation of railway tracks, building more bridges and change in station regional repair. I am fully optimistic that their steps of railways would prevent the railway accidents. Similarly hon. Minister has also taken steps to protect railway property from the terrorists, agitation and extremists and also to strengthen it.

Sir, hon. Minister has also given assistance in this budget that the pending projects should be paid attention to. The electrification drive undertaken by the Railways would provide facilities to the common citizen. Similarly the doubling of railway lines, gauge conversion of lines from narrow to broad gauge and construction of under bridges and overbridges on railway crossings would also give relief to the people. There is ample need to evolve an appropriate system for the upkeep and maintenance of railway coaches.

Hon. Minister, Sir, in view of India's emergence as the world's superpower Indian Railways also is needed to be made more competitive than the railway system in Europe and developed countries. I would like to submit to the hon. Minister that today lakhs of hectares of railway land is lying unused and there is a need to use this

*Laid on the Table of the House.

land. I hope that railway would make its tendering system competitive in view of the assurance given by the hon. Minister to provide better passenger amenities.

I would like to say that lakhs of employees are working in railways and a large number of those belong to scheduled caste and scheduled Tribe. I demand to immediately fill up the vacant post of scheduled caste and scheduled Tribe by implementing the roster system and also the appointment of scheduled caste and scheduled tribe people on higher posts in railway should be ensured. Hon. Minister, Sir, you intend to provide high quality catering facility by constituting a catering corporation in railways on the lines of Mc Donald. I would submit that 15000 small refreshment contractors should not be lost sight off while doing so.

Hon. Minister, Sir, I hail from Ambala in Haryana which is a reserved constituency. My Lok Sabha constituency has a Divisional level office which is needed to be renovated and modernised. Similarly the Kalka and Jagadhori Railway station under my Lok Sabha constituency are also needed to be upgraded and modernised. Ambala city, Ambala Cantt. and Jagadhari is famous in the world for its textiles, utensil manufacturing and manufacture of the scientific equipments. The traders from the country and abroad come in my constituency from the point of view of trade. Many people from Eastern India come as labourer there and Ambala Cantt. is also the main military Centre of the India. I demand that the new trains be run to provide relief to the people. A halt for super fast trains Ganganagar Express and Haridwar Express be provided at the Railway stations in Barora block. Janseva Express be given a halt at Jagadhari and Swarna Shatabdi Delhi-Amritsar Express be given stoppage at Ambala.

Hon. Minister, Sir, the people of my constituency have been demanding for long to lay a railway line from Jamuna Nagar to Kalka via Naraingarh and also from Yamuna Nagar to Patiala via Kurukshetra and also from Pahava and Yamuna Nagar to Dehradun via the Ponta Saheb, the pilgrimage Centre for Sikhs. I demand that these railway projects pending for years be completed at the earliest and budgetary provision in this regard be also made. Hon. Minister, Sir, though this budget is a good budget from many points of national importance, the people of Haryana have only faced disappointment through this budget. I would like to remind you that the public of Haryana have given their mandate in favour of NDA and gave 10-12 seats to hon. Shri Atalji. Hence I demand that the people of Haryana be given their due share and should not be neglected. Lastly I support this Bill.

*SHRI RAM NARESH TRIPATHI (Shivani): Sir, I congratulate the hon. Minister of Railways for presenting a compact, balanced and welfare oriented budget. A number of new trains for the convenience of the public have been introduced and efforts to increase the speed of trains have been made. Besides, several schemes have been formulated for increasing the safety and the security of the trains and these steps are certainly worth welcoming and are in tune with the expectation of the people.

Sir, Madhya Pradesh is the largest but among the most backward states in the country in which the length of the railway network is quite less vis a vis its area due to which it is industrially backward despite having the mineral and forest wealth in abundance. Sir, the Mahakaushal region of Madhya Pradesh still have the narrow gauge lines laid in the British era due to which neither the natural wealth of this area is being exploited nor its industrial development is taking place despite possessing an unlimited scope for growth and development.

The railway line between Ramtek (South-Eastern Railways) to Sindhari (Central Railway) in the proposed main and important railway line of the country. The field survey and estimates (signal and telecommunication) for this new broad gauge line has been completed and the report of the traffic situation has also been prepared. The construction of this new railway route will reduce the distance between North and South by 400 kilometres and a short route for transportation and travelling will be available, saving a lot of energy and time. As Adivasi majority area like Shivani will be connected to the broad gauge facility.

Sir, the initial Engineering-cum-Traffic survey of the Chindwara-Shivani-Nainpur (140 km.) railway line in Madhya Pradesh has been cleared and its engineering field survey has been completed and the traffic data are being collected. It is hoped that the development of this backward region would be ensured by immediately making the funds available for the gauge conversion of this track.

Sir, during Fifth Five Year Plan, Madhya Pradesh had recommended laying of 21 new railway lines which included Jabalpur, Patan, Damoh, Tikamgarh and Lalitpur new broad gauge lines. This rail route connects Jabalpur directly with Delhi and reduces the travel distance by half. Jabalpur is a very famous city located in the middle of India. Several important ordnance factories are also located there. It is the biggest educational centre of India and most holy river of the world 'Narmada' flows there. World famous marble rocks are situated on its banks. By

providing broad gauge on this route, Jabalpur will have directly connectivity with Delhi whereby many other states will also be benefited. I urge the hon. Minister to take up broad gauge work on this route expeditiously.

Sir, there is a need of Rail over-bridge on NH-12 at Bhitoni Shahpura, district Jabalpur. An LPG plant is located at this place necessitates movement of racks. The crossing remains closed for hours causing traffic jams.

Sir, I would like to draw your attention to other small demands and I hope the hon. Minister will surely consider them.

There has been a long-standing demand of providing computerised reservation facility in Sivani district, Madhya Pradesh. It may be provided expeditiously.

There is an urgent need of providing halt of Rajkot Express at Shridham station under district Narsinghpur. Shankracharya's ashram is located at this place and large number of devotees visit this place often.

Jabalpur-Nizamuddin Gondwana Express should be provided a halt at Mathura and there is a need to change its starting time from Nizamuddin. If it starts from Nizamuddin at 4.30, it would be convenient for the passengers.

There is an urgent need of introducing Shahpura Bhitoni-Katni local train in Jabalpur which would be in larger interest of rail-users. I am sure, hon. Minister would definitely fulfil these small demands in public interest.

Supporting the Railway Budget, I thank him.

*SHRI KISHAN SINGH SANGWAN (Sonepat): I support and commend the Rail Budget presented by hon. Minister of Railways, Shri Nitish Kumar on 24.2.02. Keeping in view the interest of poor, he has presented a progressive budget. Even in the face of financial constraints, he has come out with many programmes. Every effort has been made to increase the source of income and prune the expenditure.

Sir, rail is a common man's mode of transport and majority of our population travel by it. Therefore, in view of increasing population, the demand for trains has been increasing constantly.

Though the Budget is commendable, yet it has caused apathy and resentment amongst the people of Haryana. The people of Haryana reacted strongly after Budget speech of Shri Nitish Ji was over, because the

[Shri Kishan Singh Sangwan]

railways have been neglecting Haryana for the last many years. We have got just nothing, though we have been making frequent demands and even met hon. Minister. Even hon. Minister admits that he has not been able to give anything to Haryana. It shows why Haryana is not finding a mention in railways map of India. Many trains pass through it but its problems remains static. Most of the long distance trains either do not stop in Haryana or these are so crowded that it becomes very difficult to board them. Consequently, many passengers have to lose their lives daily.

Sir, Haryana touches Delhi from three sides and its 35-40 per cent area falls under NCR. In view of rapid increase in Delhi's population, Haryana needs to be provided more rail facilities. About 5 lakh passengers travel daily from Haryana to Delhi. Majority of them are employees, businessmen, students or labourers. But these people face great hardship while travelling to Delhi in trains.

Sir, the hon. Minister, in his budget speech, has emphasised on the point that a transparent formula has been evolved in view of public demand. Funds for new projects will be allotted under that formula so that transparency can be ensured. The following three criteria are adopted for this purpose:

- | | |
|---|-------------|
| 1. Area of the State | 15 per cent |
| 2. Population | 15 per cent |
| 3. Balance funds in the State for completion of projects. | 70 per cent |

I would like to know from hon. Minister whether any project has been sanctioned to Haryana on the basis of above formula, such as construction of new railway lines, electrification of any line, doubling, gauge conversion or introduction of new trains etc.

I would like to say that discrimination has been done against Haryana. It has been neglected, whereas its proximity with National Capital Delhi added to its problem.

Sir, as I have mentioned, there are many problems but in view of time constraint, I cannot refer to all of them. Still, I would like to apprise you of some urgent problems which I have been raising time and again here.

NEW RAILWAY LINES:

1. Between Jind and Sonapat (Survey has since been done, budgetary provision is to be made)

2. Rohtak—Jhajar—Rewari
3. Jhajar—Bahadurgarh
4. Rohtak—Hisar via Meham, Hansi
5. Panit—Meerut

ROAD OVERBRIDGE (R.O.B.)

1. Gannaur—(Sonapat)
2. At Sonapat on Sonapat Gohana road
3. At Bahadurgarh on Bahadurgarh—Kannauda road
4. At Rohtak on Rohtak Bye pass
5. At Gohana on Gohana Jind road

DOUBLING AND ELECTRIFICATION OF RAILWAY LINE

Delhi—Rohtak via Bhatinda railway line should be doubled. Delhi-Rohtak-Jind railway line should be electrified in the first phase. Till then new diesel trains (Local trains) should be introduced.

STOPPAGE OF TRAINS

1. Ekta Express should be delinked from other trains and run independently.
2. The proposed Chandigarh-New Delhi (Jan Shatabdi Express) in the current budget should be provided stoppages at Panipat and Sonapat.
3. Pathankot-Delhi (Jan Shatabdi) should be provided stoppages at Jind, Rohtak and Bahadurgarh.
4. Shan-e-Punjab and Puja Express should be provided a stoppage at Sonapat.
5. Unchahar Express train No. 4517 up and 4518 down should be provided a stoppage at Gannaur (Sonapat).
6. Jammu Mail and Jhelam Express have been provided stoppages on one side. These trains should be provided stoppages on the other side also.
7. All the express mail trains should be provided stoppages at Bahadurgarh and Aasoda on Rohtak-Delhi section.

8. New Delhi-Srinagar Express should be provided a stoppage at Julana (Jind).
9. Extension of 1-DR, Delhi Rohtak should be extended upto Jind or Guhana.

REQUEST FOR NEW TRAINS

1. A new EMU Train should be introduced between Sonapat and Delhi.
2. A passenger train Gohana-Rohtak-Delhi-Nizamuddin should run in the morning and return in the evening.
3. A train should run from Jind to Panipat in the morning and an additional new train be introduced on Jind-Panipat section.

NEW HALTS

1. A stoppage is needed at Lakhan Majra (Rohtak-Jind section). It is long standing demand of the people.
2. Halt at village Sarsarh (Rohtak-Panipat section) which was discontinued earlier should be restored.
3. Building of village Bhainswan Khurd station (Rohtak-Panipat section) is in bad condition and a new building is to be constructed on the demand of the people of 6-7 villages, a new railway station should be constructed between village Mahra-Tharka. Survey in this regard has since been done.
4. A railway overbridge should be constructed on Ramkali Mayner (Rohtak-Jind section) in village Ramkali. It is the problem of farmers of 5-6 villages. Rs. 22,58,184 have already been deposited with the Railway Department for this purpose but the work has not yet been started.

In the end, I would like to raise on more important demand to convert the national capital territory of Delhi into sub-urban division just like Mumbai. I had raised this demand prominently during the last budget session also.

I am confident that hon. Nitishji would understand the sentiments of the people of Haryana and would soon resolve this problem.

*SHRI SAIDUZZAMA (Muzaffarnagar): Sir, my constituency Muzaffarnagar is the biggest 'Gudmandi' (Jaggery Market) of Asia and is the gateway for religious place 'Haridwar'. I, therefore, request to double the railway track from Muzaffarnagar to Meerut for which approval is already made.

Kindly get this demand included in the Budget Speech.

*SHRI SHEESH RAM SINGH RAVI (Bijnor): I, from the core of my heart, express gratitude for the opportunity given to me for speaking on the Railway Budget 2002-2003. Indian Railway is the biggest department in the entire country. I am also grateful to hon. Minister Shri Nitish Kumarji, who included all big and people in the Railway Budget. Railways has been successful in maintaining the unity of the country and has touched every nook and corner of the country. The Railways has made all round development under the leadership of hon. Minister. I would also like to draw his kind attention towards the fact that the hon. Minister is reducing the number of Railway employees every year which is causing unemployment. The post of 'Khalasis' in the Railway Department has almost been abolished as machines have replaced men. I would also request the hon. Minister that higher officers of the Railways should be appointed by recruitment and through promotion. I have seen that officers of the level of DRM and GM as also members of Railway Board and its Chairman almost reach on the verge of retirement while getting promotion upto this level. This also reduces their working capacity which ultimately affects functioning of Railway Department. Recruitment process in these higher posts should be like that of the IAS or IPS this would not only increase work capacity but would also increase the revenue of Railway department. Present increase in the fare of railway has made direct effect on poor people. I urge that this fare may be reduced.

Railways is a department of the Government and therefore, Members of Parliament should have direct contact with the Railway Department but when the DRM or GM either himself or through Minister of Railways inaugurates newly constructed works etc. of the Railways, they do not inform the MPs about any such thing. Officers play a vital role in the Railway department. Hon. Minister of Railways Mamata Banerjee had announced for the computerisation of reservation centre at Najibabad Railway Station as also making the old Balabali railway bridge as road bridge at river Ganga when she had come to inaugurate the Railway bridge at River Balabali Ganga. But no success has been achieved in this regard so far.

[Shri Sheesh Ram Singh Ravi]

The G.M. and DRM of the Northern Railway in Muradabad did not feel necessary to inform me about the inaugural function of any new construction in my constituency. No only that DRM, Muradabad as also G.M., Northern Railway do not give appropriate reply to my letters.

Sir, I am the only M.P. of Bhartiya Janata Party from Uttar Pradesh and my district Bijnor is only 140 K.M. away from Delhi. Even wholesale market of traders of district Bijnor also happens to be in Delhi. Hundreds of buses and private taxis come from district Bijnor every day and even doctors refer the patients to Delhi when they find that the treatment of the disease of the patient is out of their bounds. This shows that Bijnor is directly connected with Delhi but the Ministry of Railways has left it untouched. Many Express or passengers trains go from Delhi to Dehradun via Meerut. I have been making these efforts for the last two years that express trains from Delhi to Dehradun could be operated from Delhi to Ghaziabad, Gajraula, Chandpur, Bijnor, Najibabad, Haridwar and Dehradun and the new trains to be started in the near future shall included Jan Shatabdi Express train from Delhi to Dehradun. The route of this Jan Shatabdi Express should be from Delhi to Ghaziabad, Gajraula, Chandpur, Bijnor, Najibabad, Haridwar, Dehradun. People of my district often intimate me about their complaints lodged against Railways. These people have struggled a lot for connecting Bijnor to Delhi through railway line. There is only one train 'Masoori Express' which goes in the night from Delhi to Dehradun via Bijnor, but the people of Bijnor have not got any benefit of this train. There is not even a single train in the day time from Delhi to Bijnor. The people of Bijnor demand that a shuttle train consisting of 5 bogies may kindly be stated from Bijnor to Delhi which may operate twice a day to and fro (24 hours). This will benefit the people of my constituency in a great deal.

I would also request the hon. Minister that the place 'Hastinapur'—once the capital of Pandavas of the Mahabharata age and 'Kalagarh' connecting Daranagar Ganj (Bijnor)—a place near river Ganga, where Mahatma 'Vidur' of the Mahabharata age had his 'kuti' (hut) where power project also exist as also Kaumaon and Garwal region is deprived of a railway line, despite the fact that the Railway department has connected all religious places and every nook and corner of the country through its efforts. This would be a landmark for the NDA Government if they get a railway line laid from Meerut to Mawana, Hastinapur, Vidur Kuti and Kalagarh after conducting a survey in this regard, in the same budget. Hastinapur is a big tourist place of Jainism and there is

Ramganga power project in Kalagarh and in this way Uttaranchal would also get connected. I request the hon. Minister to include the said work in the railway Budget. I have full confidence that the hon. Minister would respect the feeling of the people of Bijnor and would get an over bridge constructed on Najibabad Railway line. I support the Railway Budget 2002-2003 with amendment.

*SHRI DILIPKUMAR MANSUKHLAL GANDHI (Ahmednagar): I support the Rail Budget. The provisions made by the hon. Minister in the Railway Budget inspire optimism and enthusiasm. However, I would like to make the following submissions.

No region could have development in the absence of the development of rail transport. As far as rail is concerned, Ahmed Nagar Parliamentary Constituency has always been ignored. We had expected for the announcement of having a specific time schedule for carrying out a survey for the doubling and electrification of Daund Manmad rail line. The line has world famous holy places such as Shirdi, Shingnapur, a large army cantonment and a huge terminal of Bharat Petroleum at Mehrabad. Nasik is going to have Kumbh Mela next year. The devotees will also go to Shirdi from there. Everyday 500 buses come to Shirdi from Mumbai and other parts of the country. There is a long standing demand for introducing a new train (Sai Express) for devotees from there. It will ease pressure on road traffic, increasing number of devotees will feel relieved and railways will earn additional revenues. I had raised this issue in Lok Sabha under Rule 377 also.

The farmers of Sri Gonda, Khadwri, Kopargaon cultivate vegetables and fruits. If they are provided rail facility, they could get good price for their produce. Therefore, there is a need to reintroduce a train between Mumbai-Manmad, via Ahmednagar. I had raised in Lok Sabha the issue of constructing a crossing bridge at Loni Vyanknath on Daund-Manmad line. Hon. Minister has informed that the bridge was proposed to be completed by December, 2000. But the work is yet to start. This issue is pending since 1995. So, I request that instructions for undertaking the construction of the bridge should be issued immediately.

The Belapur-Newasa-Shevgaon-Parli line was surveyed in 1922 during British age and the land was acquired also, but after independence this project was sidelined by the Railway Department. The survey needs to be carried out again. The survey work of Ahmednagar-Beed-Parali line is in progress and work of Beed station is also underway. It needs to be completed by making

adequate allocation. I also have had discussions with railway officials in this regard. There are a number of railway crossings in my Parliamentary Constituency. Many of them remain unmanned. Therefore, accidents take place now and then at this crossing. It leads to losses of life and property. Railway personnel should be deputed at such places. For example, one person was recently killed in a rail accident near Dohare village on Daund-Manmad line which disturbed the daily life there and the furious villagers blocked the road. Earlier, there was a railway crossing here but this was closed by the railways because of a railway bridge existing at a distance of one Km. from there. It may be mentioned that Dohare village lies on both sides of the line. In spite of the demands of the people, the level crossing is not opened which is causing accidents. Therefore, a terminal should be constructed at the earliest here in public interest for crossing the bridge.

I have formulated a plan in consultation with the Manager, Central Railway for making Ahmednagar station a model station. It envisages a number of facilities, such as, provision of drinking water, adequate sitting arrangement on the platform and a toilet consisting of 10-15 seats outside the station through Sulabh Shauchalaya. Private Sector funding for the project has already been arranged, but even after one and a half years, the Railway have not accorded approval to the project, nor any initial monetary release has been done. Private Sector party is getting impatient over it. I request you to provide adequate fund for making Ahmednagar station a model station. Ahmedabad-Bangalore train used to run weekly. I thank you for agreeing to my demand of running it three days a week. At present, Swarn Jayanti Express Mysore and Hazrat Nizamuddin runs one day a week. It may please be run for three days a week.

Railways own vast lands which are lying unutilised. I have given a number of suggestions to utilise them on commercial lines but no concrete action has been taken thereon.

I hope that prompt action will be taken on all the points that I have raised. With this, I conclude my speech by once again extending support to the budget introduced by the hon. Railway Minister.

THE MINISTER OF RAILWAYS (SHRI NITISH KUMAR): Mr. Chairman, Sir, first of all, I would like to express my gratitude to those hon'ble Members who express their views either orally or laid in written form. Before I speak, I would like to express my grief for the rail passengers who lost their lives or were set afire in Godhra.

An hon. Member in the course of his speech, said that while the coach was being set on fire, the RPF personnel present there took no action. It is totally false. All the RPF jawans on Godhra station rushed to the site and they had also opened fire and so they helped to save other coaches from being set on fire. I want to specially mention and commend their courage. Therefore, I may make it clear and it would not be proper to say that RPF jawans fled from the scene.

I would like to express my pleasure that Railways have, for the first time, won Ranji trophy. Though Railways have contributed significantly in the sports area, but as yet, they were not able to win Ranji trophy. This achievement has come on the occasion of 150th anniversary of Railways. We are doing a lot for sports which I have mentioned in my budget speech.

Sir, I would like to remove some misconceptions with regard to budget. Few hon. Members said passenger fares were increased only for ordinary and sleeper classes and upper classes were not touched. This is not true. In the budget speech, I had mentioned about our rationalisation exercise. Under that exercise in the year 1999-2000 the value of ordinary class of mail/express trains which was considered as base was taken as 100 and the relative value or ratio of other classes were fixed in its relation. We have modified this relative value. The relative value for sleeper class was 155, we made it 160, for AC Chair Car, it was 300, we made it 350 and for AC First Class, the relative value was 1440, we reduced it to 1400.

The minimum fare of ordinary class was increased from Rs. three to Rs. four. The minimum second class fare for mail/express trains was Rs. 15, which was increased to Rs. 16. Thus, under the rationalisation exercise, each class has been burdened.

On an average, there has been an increase of 5.79 percent in the fare of ordinary second class. If we look at second class fare of the mail express, then the burden on passengers comes to 5.57 per cent. There has been an increase of 18.21 percent in A.C. Chair Car, 3.48 percent in A.C. 3 tier and 7.63 percent in first class fare.

In A.C. second tier, it has come to 5.39 percent and in A.C. first class it has come to 4.01 percent. Therefore, I would like to clear this misgiving that the fares of ordinary class alone have been increased and those of other classes have not been increased. I would like to submit that the fare structure has been rationalised. We have made small changes in the rationality of base class

[Shri Nitish Kumar]

and rupee one has been increased in the minimum fare of ordinary class or second class or mail class. By dint of this increase, the Railways will earn a total revenue of Rs. 910 crore. In this regard, it has been said that the fares of Shatabdi and Rajdhani have not been increased. I would like to say that the fares of Shatabdi and Rajdhani have continuously been increased in the past, to an extent that it has become prohibitive in a way. Therefore, this time it has not been touched.

Mr. Chairman, Sir, this time we have decided to provide free food, to the children below the age of 5 years who travel along with their parents, in Rajdhani and Shatabdi, until now food was served only to the persons who had purchased the ticket. They said that food was being provided to the passengers of Rajdhani and Shatabdi free of cost. But, I would like to submit that it is not so. Food charges are included in the fare. Earlier, food was provided only to the parents travelling by Rajdhani and Shatabdi, but the kids accompanying them whom ticket was not purchased, were not provided any food. Therefore, parents travelling with small kids had to carry food for their kids or had to purchase food for them. Now, we have started providing food to those kids also. Therefore, we will not call it hike in the fare. We are not making any increase in the fares. But earlier the kids who used to share food with their parents, will not have to do so now. For this we have talked to the people managing the catering department or to those who have got catering contracts for Rajdhani and Shatabdi. They have agreed to the proposal. The I.R.T.C., or the Contractors responsible for providing catering facilities do not have any objection about it. The food is not being provided free of cost. As I said earlier, the cost of food is included in the fare itself. In other trains, the parents have to buy food for themselves and also for kids. Since, this facility was not available in these trains. Therefore, it has been done. I also travel by train. I realised this shortcoming many a time. The people too complained about it. Therefore, we did it.

Mr. Chairman, Sir, some people foster certain misgivings about the freight charges, due to which it was said that the same have been increased. It is being said, that the Railways should become self-reliant. Till now, the Railways has been self-reliant. We compensate the losses suffered by us in passenger fares by the gains incurred from freight charges. Besides this, there are some items, for which we charge less freight, we do suffer losses in it also. We are trying to compensate it by some high rated commodities. As a result of it, the rail traffic is shifting to road. Then, it is also being said about

railways that it should be seen that rail traffic should not get shifted to roads. On one side it is being said that the freight charges should not be increased and on the other it is being said that some items should be transported free of cost. Then how will it work? If we continue to float such popular measures then a day will come when the tax-payers shall have to pay money to run the Railways. At present, the entire system of railway is running on the cost paid by rail users. We transport many items on lower rates. Therefore, we have rationalised all this. In view of this, the minimum class has been brought down from 100 to 90. The base class of 100 has been reduced to minimum of 90 and maximum is 300.

22.49 hrs.

[MR. DEPUTY SPEAKER *in the Chair*]

Mr. Deputy-Speaker, Sir, the railway is spending its money on the items which are being transported at cheaper rates, whether it be iron, steel, petroleum products, cement, coal or salt which is being transported at very lower rates and losses are suffered by the railway, the Railway spends money on it. The Railways compensate it by its own income. As a result of it, the goods transported by railways are being diverted to road traffic. Therefore, the cost of such type of subsidy elements should be reduced, the cross subsidy should be reduced. There is no other alternative to it. Therefore, in my budget speech, I said that it is necessary to ensure that the railways should continue to run, lest it should become overburdened. If that be the case, then stringent measure would become necessary to bail out the Railway from that burden. What is the position today? For the last 8-10 years, the railways has not been able to save some money for the modernisation purposes. For instance, the renovation of railway lines is necessary, the modernisation of coaches is required, modernisation of goods wagons is due, modernisation of engines and signal gear is pending. It is necessary to construct new bridges in place of distressed bridges. For this, there is a depreciation reserve fund for which sufficient funds could not be arranged for many years now. The arrear thereof is ever increasing. The Khanna Committee recommended that it should be wiped out once in seven years. It has also recommended to the Government of India to provide separate grant of Rs. 15,000 crore for the purpose. I raised this matter. Subsequently, a meeting was held at the Prime Minister's level. At that time, it was decided that a sum of Rs. 17,000 crore should be earmarked for special railway safety funds. Shri Bandhopadhaya ji asked what will be done with the help of special railway safety funds. The green book which gives the description of work done with these funds has been compiled. We had

prepared it the very same day on which I made an announcement about S.R.S.F. Not even a single penny of special railway safety fund shall be spent on any item of work, other than the jobs mentioned under special railway safety fund. The surcharge taken from passengers would be deposited in this fund and additional grant from the Government of India would be deposited in it, which would be given to us in the form of budgetary support through Planning Commission. But, I would like to tell you that in the current financial year, the Government of India has granted Rs. one thousand crore to the Railways. In the year, 2002-2003, we are going to get approximately Rs. 1350 crore. We will get Rs. 860 crore in the form of surcharge. Besides this, in the next year, Rs. 2210 crore will be given for S.R.S.F. During the current year, Rs. 1400 crore will be given and in future it will go on increasing. We are trying to undertake over-due renewals during the next six years. Why did all this happen? The Khanna Committee had to recommend this, because, the railways was not having enough savings to deposit in Depreciation Reserve Funds. The recommendations of Fifth Pay Commission has contributed a lot to it. Alongwith it, the funds were not sufficient. Therefore, separate arrangements were made for it. In capital fund, negligible amount is being deposited. In development fund also, less amount is being deposited but there were many funds. There was some opening balance in it. We draw down it after discussing it with the Finance Ministry. Today, all this is becoming extinct. Ultimately, such a situation has been reached, that if the railways will not mobilise its resources, additional resources, then the situation will become more worse.

In the year 2001-2002, the operating ratio was assumed approximately as 98.8 per cent. Now, it has improved. In revised estimate, it would be 96.6 per cent. Therefore, all of us have to understand that ultimately railways have to increase their earnings. The hon. Members have presented their schemes. The different States are having their own schemes. All States are having their own projects. Everybody is concerned. But this time we have not undertaken any new rail line project. We have not undertaken any gauge conversion project. The Cabinet Committee on Economic Affairs has decided that till the desired sanction is received, no new project should be included in the budget. A convention has been formed that project is included in the rail budget but the desired sanction is not given. The delay is being caused in getting desired sanctions. We are trying to complete all old projects for which desired sanctions have not been given. Every year we try that sanction for more and more projects should be available. This year as the desired sanction is not being granted, therefore, only after getting

the same, we will include projects which are to be included, but as per CCEA's decision, first we will take sanction, then we will include them in the rail budget. It should not be so that first it is included in the rail budget and later on we are hankering for sanction. Therefore, this convention has been ended. This complaint used to be made in regard to allocation. Though railways do not allocate funds on the basis of States, but still discussions in the House are always held on the basis of States and complaint is made that more funds have been allocated to one particular State, but funds are not allocated to the particular State. I thought in depth about the solution. I have formulated a transparent formula. I worked on it for months and finally I found out two things. Members say that their constituency is very large and ask as to as per area, how many rail lines are laid on per one lakh kilometres or how many rail lines are there for the population of one lakh. What is the rail line. When a rail line is laid on a particular division, then area has some particular meaning. Who travel by the trains? The human beings travel by train, therefore, population too has some meaning.

We have to complete the projects. Funds are required for completing the sanctioned projects. Therefore, keeping in view these three things, percentage of population, population meaning the percentage of that State population in proportion to the population of entire country in ratio to the area of the entire country and throw forward. How much funds are required to complete these four projects in the entire country—new rail lines, gauge conversion, doubling and railway electrification. What percent it is of the entire country? The percentage of all three is calculated. Taking care of the 15 percent of population, 15 percent of area, as we have to complete the project, we divided the whole part by giving 70 per cent. We get budgetary support. About 70 per cent of that budgetary support goes to these schemes. We have this directive that we have to spend 10 per cent on North-Eastern Area. We subtracted 10 per of the budgetary support for this purpose.

An arrangement was signed with the State of Jharkhand. We are giving funds for two-third projects. We gave them one-third to complete it in five years, it should also be subtracted. In the last tenure, we told Cabinet that if separate funds are not made available for the major bridges for which more than Rs. 100 crore may be required, the work on bridges will never get completed. Therefore, a lot of money would be required for major bridges. But for that we have also thought out a solution for funding from other sources. But work cannot be stopped, once it is started. Therefore, it has been separated. After doing so much, the remaining funds are

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equally distributed among different States. You can see this is a transparent formula and in view of this some States may have got lesser funds and some higher. But we have done it exactly according to the yardstick. The hon. Member, have given some suggestions regarding the Standing Committee to monitor it. If this formula is not all right, then the old system of adhocism can also be adopted. But I have made an honest attempt, if the Parliament will support it, it will continue, otherwise, in the next year, the old method will continue. Therefore, we are trying that we should give it to everybody. ...*(Interruptions)* First listen to me, I will definitely give you opportunity to speak out.

Two three things were said, perhaps Zafar Saheb said about Rail Neer, and someone said that we are going to generate electricity. Why we are introducing 'Rail Neer'. A question was raised in Parliament in regard to purity of bottled water. We collected the data from railways and found only those having certificate under strict rule, having licence can supply water to the railways. In spite of all these things we found that when test of bottled water, which we call mineral water in our day to day languages was conducted, many of them were found sub-standard. When we collected figures from all classes of railway, we found them alarming. Instead of quoting all checks, I would like to mention only two checks conducted by railways. I saw the percentage of sub-standard water found in the tests conducted till October, 2001-02. You may see the sub-standard ones for yourself.

23.00 hrs.

It was 4.79 per cent in Central Railway, 16.39 per cent in Eastern Railway, 28.81 per cent in Northern Railway, 18.91 per cent in North Eastern Railway, 8.16 per cent in South Central Railway, 4.57 per cent in Southern Railway, 7.41 per cent in South-Eastern Railway, 8.41 per cent in Western Railway, 0.85 per cent in Frontier Railway. If we see the average it is 9.35 per cent. Now, they are accountable for sub-standard bottled water, after the conduction of test. A lot is done in writing. If an officer writes it is sub-standard, then it is looked into. Thus things were happening, then I thought why not railway fix its own accountability. First of all, it will earn profit and secondly, quality would be guaranteed. Therefore, IRCC our railway corporation, catering and tourism development corporation, will not be funded by the Railways but the entire profit gained by it will go to it. That water would be named as 'Rail Neer' and that water would be supplied by the railways.

I would not like to take much time of yours by mentioning my experiences. People quote examples of success stories. Privatisation is done, many things have taken place. Once I got opportunity to visit Japan. At

that time, I was Minister of Agriculture. I was travelling by train over there, I observed that water supplied over there in trains was of railways. I inquired and found that it was very popular and they earned a lot of profit from it. If they are earning profit, its quality is also good. After all somewhere we have to find some non-traditional source of earning because we can increase passenger fare upto a certain limit only. The component of subsidy will remain, it can never be completely abolished. It is an accountability of the country, it is a social responsibility, for this we have to earn money from somewhere or other.

Now, the second thing is about electricity. Now it is difficult for me to tell you the rates charged by State Electricity Boards. State Electricity Boards get electricity from NTPC and they give the same to us at the rate many a times higher then on what they get it. It leads to the extra payment of Rs. 800, 900 or 1000 crore as electricity bill. Electricity Boards are charging us in excess of their industrial tariff. Correspondence is done in this regard. Last time also I and several other people wrote in this regard but nothing is being done. A meeting was held with the Minister of Power who suggested to stall power plant with the joint venture of NTPC and Railways. The rates of NTPC suits us. Then the point was raised as to how the funds would be contributed to install the power plant in a joint venture. Railways and NTPC would have to contribute only 30% and 70% of the funds would be arranged from the market. NTPC would run the power plant, Railways need not to interfere in it. Our role is only to pay our equity every year. If we do it, we would be able to meet our requirement of about 2000 MW and also the additional funds paid would be recovered within 2-3 years. In view of all this, a MOU was signed. We are making efforts to convince the State Electricity Boards to revise tariff and provide electricity to railway at an appropriate rate so that it may not suffer losses. Therefore, MOU has been signed to stop the injustice being done to the railways. Now a project committee, which is a joint committee has been constituted. That committee will consider all aspects of the project. We will continue our efforts to get electricity from State Boards at an appropriate rate. There is paucity of time, however, earlier also, it has been mentioned during the replies of various questions. Shri Raghuvansh Babu from Bihar is present in the House. As per the figures of 2000-2001, Bihar is getting electricity from NTPC at the rate of 180 paise but they are charging 460 paise from the railways. It is not with Bihar only, even Andhra Pradesh is getting electricity at the rate of 145 paise but they are charging at the rate of 454 paise from Railways. Delhi, Gujarat and West Bengal are getting electricity at the rate of 186, 152 and 171 paise respectively but they are charging

444, 495 and 369 paise per unit respectively from Railways. All States expect so much from Railways though charging heavily. In such a situation how the railway would function efficiently. We signed MOU with NTPC for the power plant with the aim to reduce our expenses and to enhance our income. We have made other efforts also to reduce the expenses. We have also introduced our own bottled water 'Railneer'. Secondly, Rail Tel Corporation has also been mentioned. The work in this regard is going on full swing. I did not mention it as it had already been mentioned in previous budgets and this time it would be a repetition. The work on Rail Tel is under progress. Railway's share in this project is 51%. Now the issue of equity of PSUs of Railways is being discussed. They can have equity in Department of Telecommunications which constitutes of BSNL and MTNL. They have suggested to set up investment banker and for that selection is under consideration to decide the premium on partly equity. Only then the investment will be made. Railways has got a loan of Rs. 200 crores from Railway finance corporation so that the work pertaining to Rail Tel may not be hindered. Besides, Railways is transferring its assets also. Rail Tel's work is not being hindered rather it is progressing. This year's Railway Budget has mentioned that Railways will get Rs. 700 crores from Right of way. Since it seemed impossible, advisors were appointed in this regard. The Right of way they suggested was very meagre. How the corporation which has not been set up properly and do not have adequate working capital would be able to pay as Right of Way. Therefore, lease charges which were supposed to be received could not be received. That is why we decided to give them all our items on lease besides taking dividend also. They will serve as railway network at a cheaper rate. Hence, all these steps have been taken and Rail-Tel Project is going on. Personally, I am hopeful about the success of this project. A pro-term Board has been constituted for it. Even the procedure for constituting a full-fledged board has also been started, so that the Rail-Tel Corporation will function smoothly. Some apprehensions have been expressed regarding privatisation also. I would like to clarify that railway has identified 153 such lines out of which some are running into losses and some are earning profits. As per the figures furnished to me regarding a reply to a question, 126 railway lines are running into losses. Standing Committee of Railway has recommended concessioning for such railway lines, branch lines which are running into losses. The issue is being exercised in the Railways. Now we have directed to form an expert Committee of Executive Directors in Railway Board. That Committee should contact all the railway zones and divisions to check that why these lines are running into

losses. Is there no remedy left to make up the losses? Those working in the field know how to improve it. A committee has been constituted to make an indepth study on the likely steps necessary to improve the conditions of railway lines. It is not regarding privatisation but the Standing Committee has recommended for concessioning. Under concessioning we may allocate the commercial activities only or ask them to run a train. Concessioning can be done in many ways but it is foremost to identify the cause of the losses. Then only a remedy could be found out, otherwise, there will be no concrete outcome. Therefore, we want to give assurance in this regard. It is our endeavour to give full attention to the safety in Railway. During 10th Five Year Plan, our target for expansion is to add 5 thousand Kms. of broadgauge line into our network. It will include new railway line, gauge conversion and doubling also. 5 thousand kms, will be added. We are considering to lay 214 km of new railway line. Some members have considered this target as too small. But sometime the targets can be even smaller as 100 km or 125 km. We have kept it as 214 km. in the current year. If gauge conversion and doubling is added to it, it will be approx. 1000 km. Likewise, it has been decided to cover 5000 km. in 5 years. Expansion is being considered in this regard. Separate Project has been initiated to augment the busy routes, to convert single lines into double lines, for electrification and to add 3rd or 4th line in Golden Quadrilateral and its diagonals. We want that even the goods train run at the speed of 100 kms. per hour on these tracks. We are planning to formulate a scheme for the railway track stretcher to carry the high excel load and to construct the bridges.

For this purpose, we will try to collect the money from other sources also. The matter has been discussed with the Finance Minister also. The scheme has been placed before the Planning Commission and has been mentioned in the Budget also.

Our endeavor is to construct big bridges or Golden Quadrilateral or its diagonals in a such a way so that the goods train may run at the speed of 100 km. per hour and the goods traffic and passenger traffic on the tracks could be smoothened. Some has stated that it is the same old budget. Anything can be said if one intends to criticize, but our efforts are to improve the economic position of the Railways, to make it self-reliant and increase the Budgetary assistance of the centre in various projects. Infact some increase has been made in the Budgetary assistance. Our efforts are that more increase in this regard could be made so that we could do the expansion work at a fast pace, but we can satisfy people only when we have sufficient funds. We got separate

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funds for Jammu and Kashmir. Funds have been received from the Ministry of Defence for some strategic lines too. Our efforts would be that we may get funds for laying the lines in North-eastern States and do work there. We can complete the work of one other sanctioned projects if funds for them are increased subsequently but shall have to undertake new projects too. I agree that there is backwardness in our country and it is not possible to expand Railway in this country on the remunerative line. We cannot adopt extreme path. This would not even be acceptable to the people of this country. It has been a matter of discussion for a long time that railway lines may be laid at those places where there is possibility of earning profit, but should we leave backward areas on the mercy of God? That is why we will have to adopt a middle path, we are already making efforts to make the railways stand at its own, increase its income as also curtail expenditure. We have given all the figures which have been mentioned by Bandyopadhyay ji. With regard to austerity or cut in expenditure, as mentioned by him, which is proposed to be implemented in the current year, we have fixed a target of more than rupees one thousand crore. I hope that we would achieve this target in the year 2001-2002. We would continue with our efforts for cut in expenditure and would work on earning income from non-traditional sources of income—be it the use of land, or air space, or through TEL, or through optic-fibre system—we would earn profit through TEL. We would market the additional bank finance and would earn some money through this source. We would lesen the electricity Bill of Rs. 1000 crore after having talks with the NTPC, moreover leakage at different places is also to be rectified. People are committing fraud through the Self Printing Ticketing Machine (SPTM) and keeping all this in view, we all have decided to launch a new pilot project with regard to unreserved ticketing system consisting a Central computer, which would keep record of everything, the unreserved category shall also be computerised like that of the passenger reservation in order to check irregularities. We are making full efforts to facilitate the people and we would also encourage tourism in the 150th year. The entire programme of these 150 years would be started from 16th April rather we should say that we are going to celebrate 150th year in the manner that railway users and every Indian could feel that the Indian Railways are all set for giving them good service. And that is why, we have declared it a 'Passenger Amenity Year', we would ensure that facilities to the passengers could be increased. For the first time Refrigerated parcel vans are being manufactured for carrying perishable fruits and vegetables of the farmers, so if, for example, a person wishes to carry some fruit from Kerala to Delhi, which is perishable, it could be sent to the place safely and these parcel vans could be attached to the fast speed trains.

Farmers can get remunerative price of their crops. We have tried to do all these works. In all, our efforts are to bring improvement in the economic condition. I feel happy to say that we have already given figures with regard to operating ratio. The budget estimate of operating ratio 2000-2001 would be 98.8 per cent in this regard, and it is likely to be 96.6 percent in the revised estimate and is likely to be 94.4 percent. There is one more indicator to assess the economic condition of the Railways.

[English]

Ratio of net revenue to capital at charge and investment from capital fund.

[Translation]

There is a formula for this. It is an old indicator, it was 2.5 percent in the year 2000-2001 and it is estimated that this would reach 4.5 percent in 2001-2002. It is to be raised to 7.3 percent in 2002-2003. We have to improve the economic condition of the railways so that we could work for the expansion, and also for providing safety and other facilities to the people. I feel and even the House would agree that integration is very necessary in the country in order to run the Railways successfully. So far as I have understood, we cannot privatise the Railways. Railway is a strategic sector and the participation of private sector has been determined in many areas. One hon. Member said that we can privatise the catering services. 85 percent of the work of catering department is already given to private contractors and rest of the 15 percent is in Government hands. We wish to improve this remaining 15 percent in an effective manner through IRC and Tourism Corporation. The staff in catering services would not be ousted, all would work together. Tourism would be encouraged, people would be facilitated, income of the Railways would be increased while expenditure would be decreased and the expansion of the Railways would be done—these are the targets to be achieved and we are making efforts in this regard.

Sir, one thing has repeatedly been mentioned. I would like to clarify my point in this regard. Many hon. Members have said that tax on salt has been increased. But one thing behind the reason of increase in tax shall have to be kept in mind. The Railways go in loss in transporting salt in its wagons, and at various places, the tracks carrying salt, are washed with water in order to avoid loss. This causes loss to the Railways. Despite all this, we have fixed salt at a minimum class of 90. I have not concealed this fact. I have mentioned this in the Budget speech and have tried to deal as to what would be the impact of this. I have tried to say everything every clearly. I am not challenging the figures given by the hon.

Members, nor I wish to say anything regarding them. The expenditure on transportation would increase. I wish to mention about the impact it would make if the trader, or manufacturer, or the refinery passes on the entire burden on the consumer, which it should actually not do, rather it shall have to reduce its profit. The transportation of one kilogram of salt for an average distance of 1400 kms. would cause an increase of 40 paise. We have obtained figures from salt commissioner. Hon. Minister of Health, Dr. C.P. Thakur is sitting here. One person consumes half kilogram of salt in one month and if the price of salt increases by 40 paise, it would make a difference of 20 paise in a month. And if a family consists of five members, then difference of one rupee per month would have to be borne by the family. Many hon. Members have raised the matter about the price of salt and have linked it with 'Namak Satyagrah'. 'Namak Satyagrah' was launched because the British people used to bring salt on the basis of ballast and sell it. They had imposed restriction on making of salt and thus this movement was launched in order to violate this law. One thing can be seen that TATA is making salt in the present times.

These days many big companies are manufacturing salt and he is telling us to put load on iron, steel, cement and petroleum products but big industries manufacturing salt will be given subsidy. Giving them subsidy is good but how is it possible to put more burden on others. That's why I have still put these under minimum class-90 and these are still subsidised.

Sir, many a time there have been complaints that people book industrial salt whose rate is more, as edible salt. There is corruption in every field and if the gap in duties is reduced it would naturally bring down the level of corruption. Many Members mentioned that it would raise the prices of Gur, Sugar and everything else. But, I will tell you how much it would increase. Gur and Sugar 12 Paise per kg, edible oil 10 Paise per kg, foodgrains and pulses 4 Paise per kg, urea 2 Paise per kg. And that too, this hike will take place only in case the entire burden is passed on to the consumers. We have to manage the railways. Everyone says that new lines should be laid and more facilities provided but where from the resources will be mobilised. Railways get no subsidy and it has to manage on its own. Though the duty on low rated commodities has been increased, yet these have been kept under minimum class. We will have to lower the rates for high rated commodities so that they do not switch over to road transportation. Someone has said that freight is bread and butter of railways and if railway do not get sufficient freight how would it be managed. If

railway get starved of funds then the Government of India will have to provide it grant separately. Then only it will be managed. Today, I do not need any grant to run the railways. The Government of India have been investing in the projects right from the beginning. Therefore, I request everyone to support minor rationalisation carried out by me. In addition to it, efforts have been made to maintain regional balance on the basis of transparent formula.

I would like to fully solve the problems mentioned by him. I am also a Member and therefore understand the agony of Members. Railways are manned by the Government of India and thus people expect every Member to provide some railway facilities in the constituency. Therefore, I make every effort to do at least something for all the hon. Members so that they can be in a position to say something. Now, we have tried to bring computerised reservation facility to district headquarter level. In addition, we are starting some new trains from important stations. In view of demand for providing new halts, we have started new trains as Jan Shatabdi Express. It will have Non-Ac coaches so that common passenger also can enjoy pleasure of travelling in Shatabdi train since it will run at super fast speed. The passengers will also get meals in it at very low rates. Thus, we want to give chance to more people to travel by Shatabdi Express. Already, 13-14 Shatabdi Trains are being run and we have simultaneously introduced 16 more Jan Shatabdi Trains. New type of coaches are being manufactured for these trains. It will have second class comfortable coaches. The bogies of these trains are being manufactured keeping all this in view. It will be inaugurated on 16 April in Mumbai as first train in India was introduced on Mumbai-Thane route and Konkan Railway is the latest rail route. Therefore, first Jan Shatabdi train would be connecting Mumbai-Goa Madgaon. It will be flagged off on 16 April. As we got more and more coaches, more such trains will be started. On the basis of the experience gained, more such trains will be introduced. Thus our endeavour would be to strengthen railway economically, and take it on the path of development. I am not guided from any quarter in this regard. It is my original thinking and I am a follower of middle path. I hail from the place where Gautam Budha got enlightenment and he became Bhagwan Budha. It taught us the middle path and hence we cannot follow extreme path. Someone will say these are extreme reforms and others will say do not do anything. What will happen if it bears entire burden and gets bankrupt and no problem if it becomes a BIFR case. We want to follow middle path and not to give all kinds of concessions and rebates. Even our country follows middle path. As

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hon. Prime Minister has said that 21 century will be India's Century. Therefore, all of us should endeavour to ensure that Indian Railways become a leading railway throughout the world and others should learn from India. With these words, I would request you all to support my proposals.

MR. DEPUTY SPEAKER: You may speak one by one.

[English]

SHRI PRAVIN RASHTRAPAL: Mr. Deputy Speaker, Sir, the hon. Railway Minister has quoted about the formula. Apparently, this formula looks just. As you are aware, this Parliament has decided not to increase the number of seats in Indian Parliament on the basis of the latest population figures because the Southern States stated that they implemented the family planning programmes as required by the Government of India and as a result growth of population has been controlled there whereas there are States which have not implemented the family planning programmes properly and hence growth of population is not under control. So, there was a just demand from the Southern States that the number of seats in Parliament should not be increased on the basis of the latest population figures and therefore, the Parliament decided not to increase the number of seats upto the year 2025. Otherwise, these States will suffer. ...*(Interruptions)* In the same way, the States, which have reduced their population growth by implementing the family planning programmes effectively, should not suffer in the Railways also.

Then, the hon. Minister has increased the freight on salt. I would like to inform the hon. Minister that salt is not only used in food, but it is also used for tanning of animal skins by a particular Scheduled Caste community in villages. Moreover, salt is used for preserving dead bodies also. It is not a question of increase of mere 20 paise or 40 paise, but ultimately when it reaches these people, it will make a lot of difference by way of increase in the price of salt. ...*(Interruptions)*

[Translation]

SHRI SHEESH RAM SINGH RAVI: Mr. Deputy Speaker, Sir, he is making a speech. ...*(Interruptions)*

SHRI NITISH KUMAR: Hon. Rashtrapal ji, the industrial salt mentioned by you is used in tanning and it is already classified as 115 and not 80(a). It is about your doubt, rest everything has been explained by me. The formula is based on area and population. Area is

given 15 percent weightage. In some cases area's percentage is suitable, whereas in other cases the population. A balance has to be maintained throughout the country since it is not a Parliamentary seat. But if it does not suit you.

[English]

we will revert back to old ad-hocism.

[Translation]

In it, whatever Minister of Railways desired was given and the hon. Members have no say in it. We have made efforts to bring transparency. States having more population such as Uttar Pradesh, Bihar and Bengal and other such areas have been kept in mind. We have adopted a uniform code to maintain regional balance. I have applied my mind. Rest, the august House is supreme and may suggest some clear-cut solution.

[English]

SHRI AJOY CHAKRABORTY (Basirhat): Mr. Deputy-Speaker, Sir, I would like to have a clarification from the hon. Railway Minister. The hon. Railway Minister has increased the passenger fares even before the Budget was presented in the name of safety. Then, he has increased the passenger fares of ordinary class also. So, I would like to know whether he is considering withdrawal of this fare hike. ...*(Interruptions)*

MR. DEPUTY SPEAKER: Please take your seat.

...*(Interruptions)*

[Translation]

SHRI SHEESH RAM SINGH RAVI: Mr. Deputy Speaker, Sir, he did not even give me a chance to speak. ...*(Interruptions)* Why they are making hue and cry. ...*(Interruptions)* Will they speak twice.

SHRI NITISH KUMAR: I have explained it in such a way that it does not need further explanation.

SHRI SHEESH RAM SINGH RAVI: I was not even allowed to speak. ...*(Interruptions)*

[English]

MR. DEPUTY SPEAKER: Will you please listen? Have you not taken part in the debate?

SHRI AJOY CHAKRABORTY: Sir, I want a clarification from the Minister. ...*(Interruptions)*

sector company to buy rest 6 thousand wagons. 6 wagons were covered under BOLT.

[English]

MR. DEPUTY SPEAKER: Will you please listen? What clarification do you want? Have you not participated in the debate?

This has been explained times without number here and also in the other House. ...*(Interruptions)* If you are not aware of it, I can't help.

SHRI AJOY CHAKRABORTY: I have participated in the debate. ...*(Interruptions)*

MR. DEPUTY SPEAKER: All right.

SHRI NITISH KUMAR: I have already responded to them. ...*(Interruptions)*

...*(Interruptions)*

MR. DEPUTY SPEAKER: No running commentary, please.

[Translation]

...*(Interruptions)*

[Translation]

SHRI NITISH KUMAR: There is a demand for new projects and upto date maintenance of everything. ...*(Interruptions)* When fare and freight rates are increased, it is objected to by the Members. What sort of economic theory they want to teach us. When they get time and be in my position let them present a model Rail Budget and show the path. ...*(Interruptions)*

DR. RAGHUVANSH PRASAD SINGH (Vaishali): Mr. Deputy Speaker, Sir, the hon. Minister made a mention of Bhagwan Budha and Bhagwan Mahavir. Foundation stone for Buddhist circuit was laid in Hazipur, Vaishali, Sugoli and survey work was completed in December. Verbally, hon'ble Minister assured that this matter is under process in Planning Commission. It will take one week. After one week I would again request him...*(Interruptions)*

[English]

[English]

MR. DEPUTY SPEAKER: He is not yielding.

...*(Interruptions)*

SHRI PRABODH PANDA (Midnapore): It is not an answer relating to wagons. That is why I am asking a question. During 2001-2002, the provision was for 23,000 wagons. What has happened to that?

MR. DEPUTY SPEAKER: He is in a mood to reply! You can look at his face.

[Translation]

SHRI NITISH KUMAR: Mr. Deputy Speaker, he knows everything but his habit is such that he has to speak something. He knows everything...*(Interruptions)* Mr. Deputy Speaker, Sir, it will not be proper for me to explain everything about each project. I can't assure him about date of any project straight away. Were he in my place, even he would not have been able to tell it. Anyhow, I am trying to do it and I can say only this much...*(Interruptions)*

MR. DEPUTY SPEAKER: He has given an elaborate reply covering all the points. What more do you want?

[English]

[Translation]

SHRI NITISH KUMAR: Mr. Deputy Speaker, Sir, this thing has been explained in the House several times. What can I do if you were not present in the House when it was explained. For the year 2001-2002 the target of 23 thousand wagons was fixed which included 6 thousand wagons under 'Own Your Wagon Scheme' and BOLT. Remaining wagons were not covered under BOLT. Limited wagon were covered under 'Own Your Wagon Scheme'. Railways took loan from IRFC and ordered for 17 thousand wagons. We cannot compel any private

MR. DEPUTY SPEAKER: I shall now put the Demands for Grants on Account (Railways) for 2002-2003 to vote.

The question is:

"That the respective sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President of India out of the Consolidated Fund of India on account, for or towards defraying the charges during the year ending the

31st day of March, 2003, in respect of the heads of Demands entered in the second column thereof against Demand Nos. 1 to 16."

The motion was adopted.

MR. DEPUTY SPEAKER: I shall now put the Supplementary Demands for Grants (Railways) for 2001-2002 to vote.

The question is:

"That the respective sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President of India out of the Consolidated Fund of India to defray the charges that will come in course of payment during the year ending the 31st day of March, 2002, in respect of the heads of Demands entered in the second column thereof against Demand Nos. 12, 15 and 16."

The motion was adopted.

23.37 hrs.

APPROPRIATION (RAILWAYS) VOTE ON ACCOUNT BILL 2002*

MR. DEPUTY SPEAKER: Now, the House will take up Item Nos. 17 and 18 together.

THE MINISTER OF RAILWAYS (SHRI NITISH KUMAR): I beg to move for leave to introduce a Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the financial year 2002-2003 for the purposes of Railways.

MR. DEPUTY SPEAKER: The question is:

"That leave be granted to introduce a Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the financial year 2002-2003 for the purposes of Railways."

The motion was adopted.

SHRI NITISH KUMAR: I introduce ** the Bill.

MR. DEPUTY SPEAKER: The Minister may now move that the Bill be taken into consideration.

SHRI NITISH KUMAR: I beg to move:

"That the Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the financial year 2002-2003 for the purposes of Railways, be taken into consideration."

MR. DEPUTY SPEAKER: The question is:

"That the Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the financial year 2002-2003 for the purposes of Railways, be taken into consideration."

The motion was adopted.

MR. DEPUTY SPEAKER: Now, the House will take up clause by clause consideration of the Bill.

The question is:

"That clauses 2 and 3 stand part of the Bill."

The motion was adopted.

Clauses 2 and 3 were added to the Bill.

The Schedule was added to the Bill.

Clause 1, the Enacting formula and the Long Title were added to the Bill.

SHRI NITISH KUMAR: I beg to move:

"That the Bill be passed."

MR. DEPUTY SPEAKER: The question is:

"That the Bill be passed."

The motion was adopted.

23.39 hrs.

APPROPRIATION (RAILWAYS) BILL 2002*

MR. DEPUTY SPEAKER: Now, the House will take up Item Nos. 19 and 20 together.

SHRI NITISH KUMAR: I beg to move for leave to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 2001-2002 for the purposes of Railways.

MR. DEPUTY SPEAKER: The question is:

"The leave be granted to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 2001-2002 for the purposes of Railways."

The motion was adopted.

SHRI NITISH KUMAR: I introduce** the Bill.

MR. DEPUTY SPEAKER: The Minister may now move that the Bill be taken into consideration.

SHRI NITISH KUMAR: I beg to move:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 2001-2002 for the purposes of Railways, be taken into consideration."

MR. DEPUTY SPEAKER: The question is:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the

financial year 2001-2002 for the purposes of Railways, be taken into consideration."

The motion was adopted.

MR. DEPUTY SPEAKER: The House will now take up clause-by-clause consideration of the Bill.

The question is:

"That clauses 2 and 3 stand part of the Bill."

The motion was adopted.

Clauses 2 and 3 were added to the Bill.

The Schedule was added to the Bill.

Clause 1, the Enacting formula and the Long Title were added to the Bill.

SHRI NITISH KUMAR: I beg to move:

"That the Bill be passed."

MR. DEPUTY SPEAKER: The question is:

"That the Bill be passed."

The motion was adopted.

MR. DEPUTY SPEAKER: The House stands adjourned to meet again tomorrow, the 22nd March, 2002 at 1100 hours.

23.42 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Friday, March 22, 2002/Chaitra 1, 1924 (Saka).

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