

programme was started in 1979 was 110 lakhs. Out of this only 24.20 lakhs of illiterates could become literate upto the end of 1987-88. The number of illiterates in the target group is estimated to be 85.80 lakhs by the end of 1994-95. A State Plan of Action for 1988-89 to 1994-95 has been prepared, according to which 224 additional projects at the rate of 24 per year (12 under the Central Sector and 12 under the State sector) are required to eradicate illiteracy among 85.80 lakhs by the end of 1994-95. Proposals have been submitted to Government of India for the sanction of 12 central projects but the orders of Government of India have not been received so far. The requirement of Jana Sikshana Nilayams for the year 1988-89 is 1560. Out of this only 370 Jana Sikshana Nilayams have been sanctioned by the Government of India during this year. There is need to sanction 910 Jana Sikshana Nilayams in Andhra Pradesh during this year.

For effective supervision of the programme, there is need to sanction vehicles and telephones to 23 Deputy Directors of Adult Education in the State.

(vi) Demand for rapid conversion of metre Gauge trunk railway lines into broad gauge in Karnataka

SHRI S.M. GURADDI (Bijapur): The basic requirement of Karnataka is the need for a unigauge system for its trunk railway line. At present all traffic to the State breaks gauges. This is working as an inhibiting factor. The break of gauge has compelled the traffic to move largely by road.

Karnataka is deficient in broad gauge kilometrage as compared to others States in the South.

The State Government, therefore, have been pressing for a more rapid conversion of their trunk routes into broad gauge.

There is reluctance on the part of the trade and industry in the absence of a broad gauge which would provide uninterrupted

rail transit for their raw materials and finished goods.

Besides, the Mysore-Bangalore trunk route, the State Government has been urging the Union Government for conversion of other trunk routes of the State, namely, Hospet-Hubli, Miraj-Bangalore, etc. but no action has been taken so far. It is, therefore, requested that the Government of India should look into the matter and take a decision early.

(vii) Demand for raising the age limit to 28 years for candidates appearing in the Civil Service Examinations Conducted by U.P.S.C. and setting up Coaching Institutes for the rural candidates

DR. G.S. RAJHANS (Jhanjharpur): It is really unfortunate that the age limit for the candidates appearing for Civil Services examinations conducted by the Union Public Service Commission, which was 28 years, was reduced to 26 years with effect from examinations held in 1987. This has a very adverse effect on the students coming from rural areas where they generally complete their graduation by 24-25 years.

Besides, candidates from rural areas have absolutely no facility for preparing for their tests when compared to those living in urban areas who have an advantage of availing of better preparatory courses. Thus, students from rural areas hardly get one chance due to age limit.

As a result, a large number of talented students from rural areas are deprived of entering the Civil Services because of no fault of theirs.

Therefore, in the name of justice and fair play, the Government of India should maintain *status quo ante* and increase the age limit for Central Civil Services Examination to 28 years.

The Government should ensure setting

[Dr. G.S. Rajhans]

up of at least one coaching institute in every divisional headquarter which is predominantly rural so that candidates of these areas may make adequate preparation for Central Services Examination.

(viii) Demand for declaring Trivandrum Airport an International airport

SHRI T. BASHEER (Chirayinki) One of the persistent and just demands of the people of Kerala has been that the Civil Aerodrome at Trivandrum should be declared as an International Airport.

At present, more than 20 International flights are operating every week. As per records it is seen that more than five lakh passengers are utilising this airport for international flights every year.

If Trivandrum is declared as an international airport it may be possible for a few more selected international airlines to operate from Trivandrum which would mean that passengers to Gulf countries and other places may have the benefit of the liberal fare schemes. This will also greatly help the economic development of the State.

Considering all these facts, I request the Government of India to take steps to declare Trivandrum Airport as an International airport.

12.18 hrs.

DEMANDS FOR GRANTS, 1989-90—
CONTD.

Ministry of Energy—Contd.

[English]

MR. DEPUTY SPEAKER: Now we continue the discussion on the Demands for Grants under the control of the Ministry of

Energy. Shri Vasant Sathe may continue his speech.

THE MINISTER OF ENERGY (SHRI VASANT SATHE): Mr. Deputy Speaker, Sir, the other day I was specifically dealing with the question raised by some hon. Members from West Bengal about Bakreshwar and also about doing some illegal mining by the CIL. They also made certain allegations against the Prime Minister for having made an incorrect Statement about the BLF. As far as the allegation of the illegal mining is concerned, let me state that with the nationalisation, certain companies which were under Andrew Yule also automatically came with the Government. We were doing mining according to those rights. But in February, 1989, the Government issued a notification, taking away all rights of *Zamindari* and having them vested with the State Government. They said that ECL does not have the surface rights, but only the mining rights were there with the earlier company and therefore they asked us to stop mining. We have since then stopped mining in that area. The mines which were giving coal to Durgapur Projects Ltd. have been since then stopped. So, there is no illegal mining. Never was there any illegal mining done since 1973.

SHRI BASUDEB ACHARIA (Bankura): Illegal mining means without properly acquiring the site.

SHRI VASANT SATHE: Mr. Acharia, you came just now. You didn't listen to what I had stated earlier.

I had already stated about it. Mr. Basudeb Acharia, or your benefit, again I will repeat. It is true that these mines came to us with nationalisation. So, mining rights have come; surface rights have not come. You have taken over the *Zamindari* right in 1989. You said, we do not have the surface right, therefore, we should not do mining. We have stopped mining there. At no stage was there any illegality involved. Then you mentioned about subsidence and what we are doing about it. It is well-known that mining in Rani-ganj area, in Jharia area, in those areas has