

and Scheduled Tribes for the term beginning on the 1st May, 1995 and ending on the 30th April, 1996."

The motion was adopted.

[Translation]

SHRI PARAS RAM BHARDWAJ (SARANGARH): I move the following:—

"That this House do recommend to Rajya Sabha that Rajya Sabha do agree to nominate ten members from Rajya Sabha to associate with the Committee on the Welfare of Scheduled Castes and Scheduled Tribes of the House for the term beginning on the 1st May, 1995 and ending on the 30th April, 1996 and do communicate to this House the names of the members so nominated by Rajya Sabha."

MR. SPEAKER: The question is:

"That this House do recommend to Rajya Sabha that Rajya Sabha do agree to nominate ten members from Rajya Sabha to associate with the Committee on the Welfare of Scheduled Castes and Scheduled Tribes of the House for the term beginning on the 1st May, 1995 and ending on the 30th April, 1996 and do communicate to this House the names of the members so nominated by Rajya Sabha."

The motion was adopted.

14.22 hrs.

MATTERS UNDER RULL 377

(i) **Need to construct a fly-over on Railway crossing at Kothapupra and provide certain other Railway Facilities in Ferozepore and Faridkot in Punjab**

SHRI JAGMEET SINGH BRAR (FARIDKOT): I wish to draw the attention of Minister of Railways towards the genuine demands of the people of Ferozepore and Faridkot districts in Punjab for providing certain railway facilities. Delhi-Ferozepore and Delhi-Fazilka lines require immediate and proper attention. The construction of a fly-over at the railway crossing at Kothapura is an old demand which has not been considered so far. Not to speak of introduction of new trains, the railway authorities have even withdrawn trains such as: 11FB-2FB, Ferozepore-Ganga Nagar, 347-348, Ferozepore Ambala; 1 RF-2RF, Fazilka-Rewari.

Train Nos. 369-370 Ferozepore-Delhi; 87-88, Ferozepore-Kalka Express etc. have not been revived in spite of repeated requests in this regard.

I therefore, urge upon the Honourable Minister of Railways to look into the matter.

(ii) **Need to appoint a high power committee to look into the problems of air passengers**

SHRI C.P. MUDALA GIRIYAPPA (CHITRADURGA): The Central Government have amended the Air Corporation Act and introduced the Open Sky Policy to

provide better facilities to the travelling public. This is to create healthy competition among the airline operators so that there will be effective utilisation of resources and manpower to attain optimum efficiency and to provide best services to the passengers. But, strangely two major problems have cropped up after the introduction of the open sky policy. These are excessive concentration on trunk routes by all airline operators including Indian Airlines and less concentration in the new areas for operating airlines.

On account of these problems it has become very difficult to get air bookings to places like Baroda, Delhi-Varanasi, Bhubaneswar, Delhi-Udaipur and Aurangabad. In addition, the conditions of some of the airports should be revived and upgraded along with the required paraphernalia. There are many other important factors like safety measures, landing and take off facilities etc. which have to be considered very seriously.

Hence, I urge upon the Central Government to appoint a high power committee at the earliest to look into these problems of air passengers.

(iii) **Need for early clearance to the projects/Proposals of the Government of National Capital Territory of Delhi.**

[Translation]

SHRI B.L. SHARMA PREM (East Delhi): Mr. Speaker, Sir, many projects and proposals sent by the Government of National Capital Territory of Delhi like regularisation of unauthorised colonies, filling of vacant posts in various departments of Government of national Capital Territory of Delhi have been lying pending for clearance with central Ministries. Due to it there has been delay in solving the problems of the people of Delhi and thus thousands of people are facing great difficulties.

I, therefore, urge the hon. Prime Minister to clear all the projects, sent by the Government of Union Territory of Delhi so that problems of the people could be solved effectively.

(iv) **Need to connect ajmer (Rajasthan) by air.**

PROF. RASA SINGH RAWAT (AJMER): Mr. Speaker, Sir, Ajmer is an internationally renowned city. This city has cultural, religious, historical and educational importance. The famous Tirtharaj Pushkar and Darghah Sharif of Sant Khwaja Moinuddin Chisti are situated here, which are visited by pilgrims and tourists from abroad. Millions of people take part in fairs held in this city. The famous Mayo College and several other old educational institutions and varasities are situated here. Students from various parts of the country come here to study. Ajmer and Pushkar are important from the view point of tourism. The climate of this area, historical and religious places continuously attract the attention of tourists from the country and abroad.

The very first leader of nationalism Maharshi

Dayanand Saraswati abode to heaven in this city itself and thus Aryasmaji people from all over the world keep visiting his samadhi. More than one lakh families belonging to business community, live in Ajmer and their business is spread over to Hongkong, Singapore, Philippines, Africa, Dubai and Abudhabi etc.

Ajmer is the main city of Rajasthan. The famous market of Byavar for woolen, textile, asbestos and cement is also situated here. It is an industrial city as well as famous cantonment of Nasirabad is also situated here. The famous industrial centres of marble and powerloom are also situated here.

Ajmer had taken part in freedom struggle also. Rajasthan had several princely States and Ajmer was the main centre of activities of freedom fighters and revolutionaries. But so far this important city has not been connected by air and all the pilgrims, tourists, businessmen face a lot of difficulties. Government and political leaders gave assurances time and again but nothing could be done and people are dissatisfied over the issue.

I, therefore, request the Government to set up an airport at Ajmer to connect it by air so that this city could be developed properly.

(V) Need to Sanction a Railway gate near Raninagar Junction, Jalpaiguri In West Bengal

SHRI JITENDRA NATH DAS (Jalpaiguri): Sir, there is an urgent need for sanctioning a railway gate near Raninagar Railway Junction, Jalpaiguri, West Bengal, on the road leading to Rabindra Nath High School. Everyday hundreds of people and school students cross this railway track at the risk of their lives. There is no other alternative road. Due to this, accidents take place there regularly. The people of the area are very much agitated on this issue.

I, therefore, urge upon the Government to take necessary steps to sanction a Railway gate there in order to avoid accidents.

14.29 hrs.

THE PATENTS (AMENDMENT) BILL, 1995

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (DEPARTMENT OF SMALL SCALE INDUSTRIES AND AGRO AND RURAL INDUSTRIES) (SHRI M. ARUNACHALAM): Sir, I beg to move for leave to introduce a Bill further to amend the Patents Act, 1970.(Interruptions)

SHRI SOBHANADREESWARA RAO VADDE (Vijayawada): We have ten years time period to bring changes in the Patents Act to give protection to product patent. What is the hurry? Why the Government has brought forward this Bill bringing product patenting now itself, which is not in our interest?

MR. SPEAKER: You can discuss it at the time when

it comes up again. I shall now put the motion to the vote of the House.

(Interruptions)

MR. SPEAKER: This is not at the time of introduction that you object to it. You object to it at the time of consideration.

(Interruptions)

SOME HON. MEMBERS: We want a Division.

(Interruptions)

SHRI BASUDEB ACHARIA (Bankura): Sir, the Bill should not be introduced....(Interruptions)

MR. SPEAKER: The question is:

"That leave be granted to introduce a Bill further to amend the Patents Act, 1970."

Those in favour will please say 'Aye'.

SEVERAL HON. MEMBERS: 'Aye'.

MR. SPEAKER: Those against will please say 'No'.

SOME HON. MEMBERS: 'No'.

MR. SPEAKER: I think the 'Ayes' have it. The 'Ayes' have it.

SOME HON. MEMBERS: The 'Noes' have it.

Sir, we want a division on this.

MR. SPEAKER: All right, let the Lobbies be cleared.

I think we are using this device for the first time. A little bit of explanation would be required. We have announced that the budget will be shown to the people outside on T.V. If you agree, we can ask the Minister to present the budget, and after the budget is presented, we can take up this item.

SHRI SOMNATH CHATTERJEE (Bolpur): Will it be done afterwards?

MR. SPEAKER: Yes, it will be done later because a little bit of explaining and all those things will be required.

SOME HON. MEMBERS: That will be all right, Sir.

MR. SPEAKER: Let the doors be opened.

14.32 hrs.

RAILWAY BUDGET, 1995-96

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): Mr. Speaker, Sir, I rise to present the Revised Estimates for 1994-95 and Budget Estimates for 1995-96 for the Indian Railways.

Before I start the customary review of the performance during the current year to set the background for the projections of the next year, I wish to place before this august House an overview of the performance of the Railways from the time this Government assumed charge in 1991. Such a review has to be in the context of the ongoing economic reforms since, demand for rail transport being a derived one, changes in the economic situation have considerable