

**Demand For Constitution of Development Board for Jammu and Ladakh**

7289. SHRI YADVENDRA DATT: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether demands for constitution of development boards for Jammu and Ladakh have been received by the Government; and

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

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SUBODH KANT SAHAY): (a) and (b). No such proposals have been received from the State Government.

**Buses Under Punjab Roadways**

7290. BABA SUCHA SINGH: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the total number of busses with Punjab Roadways at present;

(b) the number out of them which are in running condition and number of buses which can be made operational after repairs;

(c) the number of new buses proposed to purchased during 1990-91; and

(d) the expenditure incurred on the maintenance of buses for the last three years, year-wise?

MINISTER OF SURFACE TRANSPORT (SHRI K.P. UNNIKRAISHNAN): (a) to (d). The information is being collected and will be laid on the Table of the House.

**Fertilizer Plants in Orissa**

7291. SHRI SAMARENDRA KUNDU: Will the Minister of AGRICULTURE be pleased to state:

(a) the details of fertilizer plants set up both in the private and public sectors in Orissa so far;

(b) the performance of these plants during the Seventh Plan period;

(c) whether Government have received any proposals to set up more fertilizer plants in Orissa; and

(d) if so, the details thereof?

THE DEPUTY PRIME MINISTER AND MINISTER OF AGRICULTURE (SHRI DEVI LAL): (a) and (b). The details of fertilizer plants set up both in the private and public sector in Orissa and their performance in the Seventh plan period are given below:

## STATEMENT

(000 MT of Nutrient)

S.No.	Name of company	Product/ Nutrients	1985-86	86-87	87-88	88-89	89-90
1	2	3	4	5	6	7	8
1.	Steel Suthority of India Limited (SAIL), Rourkela.	CAN/N	34.5	40.0	43.0	50.5	44.1
2.	Fertilizer Corporation of India Limited (FCI) Talcher.	Urea/N	52.9	58.8	85.3	28.5	73.1
3.	Paradeep Phosphates Limited (PPL), Paradeep	DAP/N P	0.4 0.9	76.1 194.5	76.2 194.5	112.8 288.2	44.5 113.6
4.	Steel Authority of	A/S N	2.3	2.1	1.6	2.7	2.5

*(000 MT of Nutrient)*

S.No.	Name of company	Product/ Nutrients	1985-86	86-87	87-88	88-89	89-90
1	2	3	4	5	6	7	8
	India Limited (SAIL) Rourkela.						
	Private Sector						
5.	East Coast	SSP-P	—	—	1.9	5.1	6.9

(c) and (d). Yes, Sir, an application from M/s. Century Spinning & Manufacturing Company Limited, for setting up a project for the manufacture of 900 tpd of ammonia and 1500 tpd of urea at Paradep in Orissa has been received.

### **Abolition of Railway Mail Service**

7292. SHRI RAM NAIK: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the age tested Railway Mail Service sections of running trains were abolished;

(b) if so, the economic/administrative reasons therefor;

(c) whether there is any proposal to revive the system; and

(d) the time bound programme to implement the scheme?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISHRA): (a) Sorting work from running sections was withdrawn between 1982-84 after taking all factors into consideration.

(b) The reasons for the withdrawal of sorting work from the running Sections were as follows:

- (1) The continued deterioration in the quality of sorting due to the inability of the staff to handle the increased volume of traffic.
- (2) The increased volume of closed bags could not be carried on the trains if the available accommodation was to

be utilised mainly for sorting work.

- (3) A large number of mail offices had been opened on the same routes on which the Section were working with the result that Sections on longer served the original purpose of acting as collectors and consolidators of mail because mails were invariably being handled in the mail offices and the work in the Sections was being duplicated in many cases.
- (4) The pressure on the Railways due to increased passenger and goods traffic came in their way of giving additional accommodation on major trains thereby resulting in delays to the mails.
- (5) The speeding up of major mail trains resulted in a situation in which less time was available for the work and also a number of stations were committed in the interest of speed.
- (6) The working conditions in mail vans due to poor lighting etc. became in a factor in the deterioration of sorting.
- (7) Due to a number of mechanical failures and other reasons whenever mail vans were supplied, the sorting work came to a standstill.
- (8) Sorting work in mail vans was far more costly than in mail offices.
- (9) Reports were on the increase that mail office were dumping