

SHRIGEORGE FERNANDES: Neither there is such a proposal nor it can be done because it is a fast train.

PROF. MAHADEO SHIWANKAR: Why can't it be done?

SHRI GEORGE FERNANDES: There are certain specific requirements of fast moving trains which include railway track, engine, bogies and air-conditioned coaches etc. Therefore, I want to say that question of increasing its speed or extending it further does not arise.

[English]

Action plan for basic passenger amenities

*579. **SHRI D. AMAT:** Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railway Board has directed Zonal Railways to take up the work under action plan for augmenting provision of basic amenities at all stations;

(b) if so, the details of the action plan; and

(c) the total provision for the plan and achievements made so far in this regard?

THE MINISTER OF RAILWAYS (SHRI GEORGE FERNANDES): (a) The deficiencies in basic amenities, as on 1.4.1988, at all the Railway Stations, were identified and Zonal Railways instructed to eliminate them in a time bound manner.

(b) and (c). The deficiencies in respect of basic amenities are planned to be eliminated by the end of 1990-91 at an estimated cost of Rs. 55 crore. Till date the progress achieved, in this regard, has been satisfactory and commensurate with the overall target.

SHRI D. AMAT: Sir, the Minister has stated that the deficiencies in respect of basic amenities will be eliminated by the end

of 1990-91 at an estimated cost of Rs. 55 crore. So, I would like to know whether the amount of Rs. 55 crore pertains to one particular zone or to all the zones in the country.

SHRI GEORGE FERNANDES: Sir, it pertains to the entire country.

SHRI D. AMAT: The South-Eastern Railway has the highest density of traffic and income also. In 1988, Rs. 100 crores was provided for South-Eastern Railway for development. But the then Railway Minister, Mr. Scindia diverted it to the Western Railway just to provide second class passengers' waiting rooms and TV facilities. I would like to know from the hon. Minister of Railways as to whether this time also the amount will be diverted to any particular zone or not.

SHRI GEORGE FERNANDES: I think the hon. Member is not very well informed so far as the outlay for basic amenities is concerned. In the Sixth Five Year Plan, under all Plan heads, the passenger amenities received Rs. 30.82 crores which averaged Rs. 6.16 crores per year. In the Seventh Five Year Plan, which is the period mentioned by the hon. Member, the total outlay during the five years was Rs. 130.46 crores which works out to Rs. 26.09 crores per year. Therefore, I do not believe that the hon. Member is very well informed so far as money set apart for the basic amenities and other facilities and the way it had been utilised are concerned.

SHRIMATI GEETA MUKHERJEE: May I know from the hon. Minister as to whether or not the protection of the reserved compartments, particularly second-class three-tier compartments, do fall within the basic amenities? Will it be covered under basic amenities or, as is happening now, anybody and everybody can get into the reserved compartments? My second question is that Platform No. 9 of Howrah Station has two urinals only for men. May I know as to whether or not one of those urinals can be reserved for women?

SHRI GEORGE FERNANDES: We are

dealing with the question of amenities at Stations and not in the trains. These are two different categories all together. In so far as the specific point in Howrah Station is concerned, I will have a look into the matter immediately.

SHRIMATI GEETA MUKHERJEE: I asked as to whether or not it will be considered under basic amenities.

SHRI GEORGE FERNANDES: I will look into the matter regarding Howrah Station.

[*Translation*]

PROF. YADU NATH PANDEY: Mr. Speaker, Sir, though the Railway Board has formulated a plan for providing basic amenities to the passengers at all the Railway Stations, yet I would like to say that passengers in Hazaribagh are facing difficulty in this regard because they have to go to either Koderma or to Ramgarh which are 60 to 65 Kms. away from there to board trains. Therefore, I would like to know whether there is any proposal under consideration of the Railway Board to provide an outstation or Booking agency at Hazaribagh with a view to providing facilities to the passengers?

SHRI GEORGE FERNANDES: At present there is no such proposal under our consideration.

SHRI RAJVEER SINGH: Mr. Speaker, Sir, I would like to inform the hon. Minister that Bareilly is a big Railway Station on Delhi-Lucknow and Punjab-Calcutta sections but its platforms are in a dilapidated condition. In this regard I have written a letter also to the hon. Minister. He might have received it. Barring Platform No. 1, Platform Nos. 2, 3 and 4 are in very bad condition. Passengers are drenched when it rains. There is no urinal on these platforms and many other basic amenities have not been provided there. Will the hon. Minister state by when the tinshed etc. will be provided at the Bareilly Railway Station?

SHRI GEORGE FERNANDES: I have received the letter of the hon. Member and action will be taken on that before the expiry of the current financial year.

[*English*]

SHRI MALLIKARJUN: Sir, may I know from the hon. Minister as to how many stations are there on all the Railways put together and also the exact list of basic amenities? Will Rs. 55 crores be sufficient enough to meet the basic amenities in each and every station by the end of 1991?

SHRI GEORGE FERNANDES: There are over 7000 stations in the Indian Railway system. I am sure that the hon. Member is very well aware of this as he was looking after the Railways on an earlier occasion. In so far as the basic amenities and the total amount needed are concerned, I agree with the hon. Member that Rs. 55 crores is all that is made available towards basic amenities to all the stations where deficiencies existed as on 1.4.88. What we are discussing here is the basic amenities and this discussion arises out of a decision that was consciously taken by the Railway Ministry in 1988 with regard to the provision of certain minimum basic amenities. The hon. Member has asked me to define them. These are waiting halls, benches, suitable arrangements for lighting, waiting halls and the booking office, drinking water supply, latrines, platforms with well-maintained surface, proper booking arrangements and shady trees. These are understood to be the basic amenities.

When we discuss about Rs. 55 crores, it is in order to make up the deficiencies that were found when a proper study was made.

I may point out that between 1st April, 1988 and 1st April, 1990, in these two years, the money that has been spent on rectifying these deficiencies has resulted in this position at present. As against 1523 stations lacking in basic amenities on the 1st April, 1988, we now have only 688 stations that still need to be provided with basic amenities in terms of waiting halls. In so far as benches

are concerned, while 1083 stations lacked them earlier, now there are only 285 stations without benches. In terms of drinking water, 2257 stations did not have it earlier, now there are only 664 stations as on 1st April, 1990, which do not have drinking water. As regards latrines, as against 1732 stations not having them on 1st April, 1988, now 783 stations are left without latrines. In respect of platforms, as against 806 stations earlier, now there are only 465 stations without this facility. Then, booking arrangements were needed in 414 stations, now there are 150 such stations left. Then, shady trees were needed in 1850 stations, now there are 239 stations without shady trees. And as I said in answer to the question in the first instance, these basic amenities will be provided by the end of this financial year in all these stations.

SHRIMATI MALINI BHATTACHARYA: All plans to provide basic amenities will prove futile if the existing number of trains is reduced. I want to know whether it is true that on 28.3.1990 at a press conference, the General Manager of the South-Eastern Railways made a statement to the effect that short-distance passengers should shift from railway travel to bus travel. I would also like to know whether if, this is true, it indicates the intention of the Railway Board to withdraw in phases the suburban train services. I am asking this question because in the recent years, on Sealdah South section, some short-distance trains have been converted into long distance trains and others have been suspended on holidays and Sundays. I would like to know whether this is coincidental or a matter of policy.

SHRI GEORGE FERNANDES: There is no question of any short-distance passenger trains being curtailed and I am not aware of the statement made by the General Manager, SE Railway. I would have it looked into.

[*Translation*]

SHRI R.N. RAKESH: Mr. Speaker, Sir, there is a Railway Station named Janghai under Lucknow Division of Northern Rail-

way. The waiting room at that Station has not been provided with a door as a result of which it is occupied by stray dogs and not the passengers. The platform is also in a dilapidated condition. There is complete disorder on that station. Sometimes tickets are sold at the gate instead of the window. The Railway Station is in a dilapidated condition. Will the hon. Minister include the said Railway Station under his plan to provide basic amenities at the stations?

SHRI GEORGE FERNANDES: Mr. Speaker, Sir, that Railway Station will also be included in the plan.

SHRIMATI JAYAWANTINAVINCHANDRA MEHTA: Mr. Speaker, Sir, the hon. Minister's programme for improving the conditions of waiting rooms is a good one but as per my information swings have not been provided for babies in the Ladies Waiting rooms. Whenever any mother travels with the baby, she faces much difficulty in putting the baby to sleep. From this point of view, will the Government provide small swings in Ladies Waiting rooms? My second question is that the furniture provided at the stations is dirty and full of bugs, so I would like to know whether any funds have been provided for Baygone spray or phenyl or any other such thing for this purpose?

SHRI GEORGE FERNANDES: Mr. Speaker, Sir, bugs can be removed easily and that would certainly be done. So far as the demand of the hon. Lady Member for providing swing is concerned, it is a worth considering suggestion but I do not think that under present circumstances that is possible for us.

SHRI RAM PRASAD SINGH: Sir, yesterday I went to my constituency. I came to know that casual watermen have not been appointed at any of the Railway Stations this year. People are facing problem of water in this summer season at Railway stations but no arrangement of water has been provided by the hon. Railway Minister. Therefore water arrangement should be made at the railway stations immediately.

MR. SPEAKER: It is a suggestion.

[*English*]

Setting up of Petrochemical Complex at Barauni

*581. SHRI SURYA NARAYAN SINGH:
SHRI BHOGENDRA JHA:

Will the Minister of PETROLEUM AND CHEMICAL be pleased to state:

(a) whether there is any proposal to set up a petrochemical complex at Barauni in Bihar;

(b) if so, the details thereof; and

(c) the decision taken thereon?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M.S. GURUPADASWAMY): (a) to (c). M/s Bihar State Industrial Development Corporation Ltd. had applied on 24.9.84 for a letter of intent for setting up of an Aromatic Complex at Barauni in Distt Begusarai, in the State of Bihar. This application was rejected by the Government on the grounds that the feed-stock required for this project has not been tied up.

[*Translation*]

SHRI SURYA NARAYAN SINGH: The reply given by the hon. Minister is most unsatisfactory. The question was asked to elicit some concrete reply. I would like to quote a reply given by the then hon. Minister. The following question was asked on 7th August, 1984.

[*English*]

"Whether there has been a persistent demand for the establishment of a petrochemical complex at Barauni in Bihar for

production of caprolactum if so, the causes of delay in accepting and implementing the same?"

The then Petroleum Minister, Shri P.C. Sethi replied: "Such a plant is not contemplated in the Central Public Sector."

[*Translation*]

This question has not been put for the first time but it has been raised a number of times even during the period of the previous Government also. The previous Government as well as the present Government have given stepmotherly treatment to Bihar. Is the hon. Minister aware that during Fourth Five Year Plan, a study group was constituted to find out the possibility of setting up a petrochemicals project at Barauni? What election promises the Government have made and what it is doing now? We want a clear reply. The Study Group has recommended that Petrochemical Complex can be set up at Barauni. In 1968, Shri Raghu Ramaiya, the then Petroleum Minister announced in this House that Petrochemicals Complex would be set up at Barauni. Several committees were constituted to find out the possibilities of setting up of a petrochemical complex and every Committee had recommended that Petrochemical Complex could be set up at Barauni. When two Petroleum Minister, Mr. Raghu Ramaiya and Shri P.C. Sethi had announced it here that Government had taken decision to set up petrochemical complex at Barauni, then what is the justification of giving such a reply here in the House.

[*English*]

SHRI M.S. GURUPADASWAMY: Sir, I require some time to explain the whole situation. There is no Letter of Intent issued to Bihar or Bihar Development Corporation in regard to Petro-Chemical Complex. When the application was made for a Letter of Intent, it was rejected long back. In spite of that, a study Group was constituted to go into the whole question, by the Ministry here and that Study Group also has not favoured this