

Resource Development must think over this matter because it is of national importance.

MR. SPEAKER: Mr. Suresh, what do you want to say? You may speak.

[English]

SHRI SURESH KURUP: Nobody is asking for imposing a ban on smoking. But everyday advertisements are appearing in newspapers about cigarettes and new brands of cigarettes. Actually, some new brands are conquering the market through advertisement. I would like to know from the hon. Minister whether the Government would consider imposing a ban on cigarette advertisement, just like you impose a ban on liquor advertisement.

SHRI P.V. NARASIMHA RAO: So far as radio and television are concerned, this has already been done. On the cigarette packets and boxes etc., there is a warning. What is being considered now is whether the warning can be made so glaring that even educated persons who smoke can be told by implication that unless they want to commit suicide by shortening their own life, they had better stop smoking.

There is another method also, viz., of bringing down the tar and nicotine content in cigarettes. That is also being experimented on a very large scale in other countries and I am told that the effect has been good. This is the kind of multi-pronged approach in the educational programme that is being adopted. Even last month when the Central Council of Health met they have recommended certain measures and those measures are being pursued.

PROF. P.J. KURIEN: I agree with the hon. Minister that education is immensely useful to prevent evil of smoking. I hope you are aware that smoking, drinking and drug addiction is on the increase among the students in our country. So, I would like to know from the hon. Minister whether he would like to include in the syllabus about the evils of smoking, drinking and drug addiction.

SHRI A. CHARLES: He is a Professor and a Professor can set the example... (Interruptions)

PROF. P.J. KURIEN: Yes, I do not drink, not do I smoke... (Interruptions)

MR. SPEAKER: Nobody will dare say now he is a pro-smoker.

(Interruptions)

SHRI P.V. NARASIMHA RAO: Sir, I don't hold any of the Professors responsible for smoking and drinking among the students. It is not a part of the education. Now, whether the other aspect of not smoking, not drinking being healthy and smoking and drinking not being healthy is to be made a part of the education is a matter which we can consider. But I do not know.. So many things are asked to be included in the curriculum. I am really baffled when I find suggestions coming in a torrent that this should be included and that should be included. Actually, the subject matter gets totally neglected in this. We will see. It does not mean that students do not smoke... (Interruptions)

SHRI M.R. SAIKI: The society, as a whole, is responsible for that.

SHRI P.V. NARASIMHA RAO: In India, the incidence of smoking and drinking among students is not as alarming as in many other countries. But whatever it is, we have to stop it, we have to prevent it to the extent possible.

#### Locomotives

\*32. SHRI BAIJU BAN RIYAN: Will the Minister of RAILWAYS be pleased to state:

(a) the estimated requirement of locomotives both electrical and diesel in the country by 1995;

(b) whether Government have any plan to expand capacity of country's loco production to meet the increasing demand; and

(c) if so, the details thereof?

[*Translation*]

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD): (a) An indepth study to assess the requirements of diesel and electric locomotives, is in hand.

(b) and (c). There is a plan to augment the capacity for production of electric locomotives from 60 to 100 locomotives per annum at Chittaranjan Locomotive Works (CLW) in two phases. There is no proposal to increase the production capacity of the diesel locomotives at present.

[*English*]

SHRI BAJU BAN RIYAN: Sir, I would like to know from the hon. Minister whether it is a fact that the Railways are contemplating large-scale import of locomotives to replace the steam engines in a phased manner by 1995.

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): Sir, I would like to inform the hon. Member that an order has been placed for 18 high horse-power electric locomotives—6000 horse-power locomotives—which are thyristor type. They are being imported with technology transfer clause. The specific type will be chosen after trials on the Indian system and later produced at Chittaranjan Locomotive Works. Similarly, 40 three-phase 6000 horse-power locomotives are also being contemplated for import, again on technology transfer because the three-phase is the latest technology available abroad.

SHRI BAJU BAN RIYAN: My second supplementary is: what will be the total replacement cost or estimated replacement cost and what will be the involvement of the foreign exchange outgo?

SHRI MADHAVRAO SCINDIA: As far as the 40 three-phase locomotives are concerned, the tender is still under evaluation. So, it is not possible, at present, to know what the exact cost is, until the tender is opened.

SHRI ANIL BASU: What is the anticipated expenditure?

SHRI MADHAVRAO SCINDIA: I cannot anticipate the expenditure until commercial tender is opened. It has not been done so far. As far as the 18, six-thousand horse-power thyristor locomotives are concerned, the purchase cost is approximately about Rs. 4 crores; the landed cost will be about Rs. 10.9 crores. This is really on account of customs duties and various other things that we are facing.

[*Translation*]

SHRI MADAN PANDEY: Mr. Speaker, Sir, two things are clear from the hon. Minister's reply. First is that a heavy amount will be required for the import of locomotives and second is that the locomotive factories in the country are not able to meet the demand of locomotives in the country. I would like to know whether the hon. Minister would consider the need to set up locomotive works in the industrially backward regions of Gorakhpur on the lines of Chittaranjan? I would also like to know the opinion of Shri Madhavrao Scindia in this regard.

MR. SPEAKER: You should ask Shri Mahabir Prasad about it.

SHRI BALKAVI BAIRAGI: He is fit for Neemach.

SHRI MADHAVRAO SCINDIA: We are not only fully utilising the capacity of the country's loco production, but also augmenting it. The total number of locomotives to be manufactured during the Eighth Five Year Plan would be 620, out of which nearly 130 would be electric locomotives. Besides, 98 electric locomotives would be imported during the Plan. The number of electric locomotives to be imported is not very large. The main aim of the import is not only to meet our demands but also to adopt new technology for their production in our locomotive works.

[*English*]

SHRI NARAYAN CHOUBEY: I am told that in the Railway Board, a section of people are playing havoc in the name of importing technology and in the name of

modernisation. Whereas, 4,000 horse-power locos produced in CLW cost only Rs. 1.6 crores, you are importing 6,000 Horse Power locos—as you just now said—at an estimated cost of Rs. 10 crores or so. (Interruptions)

MR. SPEAKER: Per loco?

SHRI NARAYAN CHOUBEY: Yes, per loco.

PROF. MADHU DANDAVATE: Not Parlok. (Interruptions)

SHRI NARAYAN CHOUBEY: It is a huge expenditure. And also, I would like to know why is this being done and what is the cost of transfer of technology? We are bringing new technology. We will be producing these locos here in India after some time. What is the cost of transfer of technology which the Railways would bear?

SHRI MADHAVRAO SCINDIA: Sir, the import is a complete package. As far as cost of transfer of technology is concerned, I will certainly inform the Member about the cost of it. But I would like to point out that Rs. 10.9 crore is the landed cost and the FOB cost is about Rs. 4 crores... (Interruptions) Let me just complete it.

MR. SPEAKER: He is very impatient all the time.

SHRI MADHAVRAO SCINDIA: My non-Friend is always generous to me but always he is impatient.

[Translation]

MR. SPEAKER: It seems Choubeyji will have to be served *Bhang*.

[English]

SHRI MADHAVRAO SCINDIA: As far as 4,000 Horse Power locomotive is concerned—that is the diesel fuel efficient locomotive—that we are intending to produce in DLW. As far as cost of that is concerned, it is not possible as yet to be able to give this information because until the tender evaluation is complete we will not be able to give it. We will not ourselves be

knowing the precise information. But, it is a fact that the locos produced at DLW costs approximately Rs. 1.3 or Rs. 1.4 crores. But it is 2600 Horse Power locomotive... (Interruptions)

SHRI NARAYAN CHOUBEY: 4,000 Horse Power.

SHRI MADHAVRAO SCINDIA: No. Diesel locomotive is 2600 Horse Power as against the 4,000 Horse Power that we are intending to produce after the transfer of technology.

SHRI A.J.V.B. MAHESWARA RAO: would like to know from the Hon. Minister whether it is a fact that in some of the express trains, diesel engines are being replaced by steam engines because of leak of diesel engines?

MR. SPEAKER: That is why, they are importing.

#### Literacy Rate

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\*330. SHRI JITENDRA PRASADA:  
SHRI MOHANBHAI PATEL:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the progress made in raising literacy during forty years of independence State-wise and in the country as a whole;

(b) whether the rate of literacy in India is the lowest in the world; and

(c) the measures taken to increase the rate of literacy under the new education policy particularly in the backward areas of the country?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L. P. SHAHI): (a) Statement-I is given below.

(b) No, Sir.

(c) Statement-II is given below.