

not fall within the scope of an insurance policy because the element of fortuity will not be there.

**SHRI K.S. RAO:** I appreciate the stand of the Minister which is my stand also. But unfortunately the Hon. Minister possibly is not aware of the discrimination shown in accepting the insurance policy only for diagnostic and not given to others. Anyway I leave the matter at that; but I will request the Hon. Minister to go into it in detail.

I know that initially the Government may have to lose in this policy of insurance because the claims might be more than the premium that they get; but in the process when it becomes very popular it will certainly yield good returns to the Government and also to the people. I wish to know from the Hon. Minister as to what happens to the claims of the amount which exceeds the claim amount, whether they will take an assurance from the concerned hospitals that they will ensure that only genuine cases are treated and not ingenuine cases only with a view to covering the loss that they might incur by paying that extra amount. Because earlier we found several cases that were ingenuine and several people exploiting this situation. Will the Minister ensure that he will appoint a Committee if necessary to ensure that certain people will not take advantage and misuse this policy and later on they will avoid this?

**SHRI EDUARDO FALEIRO:** We have issued an advertisement asking all the hospital authorities to subscribe to this scheme. Any hospital that comes within the scope of this scheme is welcome to take the benefit of this scheme. As far as genuineness of claims is concerned, it is the general insurance position that only genuine claims will be reimbursed and not others. If they are fraud, obviously they will not be reimbursed. There is nothing special as far as Mediclaim is concerned. That is the position regarding each and every insurance scheme.

As far as extension of this hospitalisation beyond insurance cover is concerned, to that extent the patient himself obviously will have to bear the cost. The cost borne by the insurance will be only to the extent of the cover which is provided in the agreement with the patient.

### Model Railway Stations

\*542. **SHRI T. BASHEER:** Will the Minister of RAILWAYS be pleased to state:

(a) the estimated cost involved in the development of each railway station selected to be developed as model railway station;

(b) by when the work in this regard is expected to be completed in case of each station;

(c) how much funds have been allotted for each station during the last three years, year-wise; and

(d) how much funds were spent out of the allotted on each station, station and year-wise?

[Translation]

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD): (a) to (d). 67 stations have been selected to be developed as model stations. A statement showing the estimated cost, funds allotted for 1986-87, 1987-88 and 1988-89 and expenditure incurred for 1986-87 and 1987-88 on each station is given below. The expenditure incurred during 1988-89 will be available only after the accounts are closed in June, 1989.

Works at all the 67 stations are in progress, commensurate with the availability of funds, and are likely to be completed by the middle of Eighth Plan.

## STATEMENT

(Figures in lakhs of Rupees)

Sl. No.	Model Station	Estimated cost			Outlay			Expenditure	
		1	2	3	4	5	6	7	8
		1986-87	1987-88	1988-89	1986-87	1987-88	1988-89	1986-87	1987-88
1.	Akola	119.34	20.37	9.14	24.68	11.39	17.05		
2.	Bombay V.T	129.51	5.65	5.67	61.58	5.85	5.67		
3.	Pune	118.85	12.87	8.15	21.85	3.62	9.32		
4.	Gwalior	218.12	22.07	3.01	58.35	12.31	17.50		
5.	Bhopal	154.24	26.66	25.60	29.78	3.03	30.07		
6.	Jabalpur	207.02	10.82	3.25	14.30	9.92	6.95		
7.	Nagpur	166.71	26.65	25.85	33.67	24.60	22.31		
8.	Solapur	76.80	3.03	7.80	18.13	0.13	10.14		
9.	Sealdah	297.72	16.20	52.16	91.63	16.20	52.16		

(Figures in lakhs of Rupees)

Sl. No.	Model Station	Estimated cost			Outlay			Expenditure	
		1986-87	1987-88	1988-89	1986-87	1987-88	1986-87	1987-88	
1	2	3	4	5	6	7	8		
10.	Howrah	496.13	51.60	60.95	112.55	51.60	60.95		
11.	Durgapur	56.62	8.39	10.62	18.08	8.39	10.62		
12.	Dhanbad	177.56	5.90	0.94	25.60	5.90	0.94		
13.	Gaya	106.76	21.37	24.70	11.50	21.37	24.70		
14.	Patna	310.35	31.99	43.74	34.79	31.99	43.74		
15.	Malda Town	93.48	11.50	15.39	38.24	11.50	15.39		
16.	Shimla	32.75	...	1.50	4.00	..	1.50		
17.	New Delhi	15.80	—	5.80	10.00	...	5.80		
18.	Meerut City	249.43	...	34.88	75.79	...	34.88		

(Amount in US dollar million)

Sl. No.	Model Station	Estimated cost							
		Outlay				Expenditure			
		1986-87	1987-88	1988-89	1986-87	1987-88	1988-89	1986-87	1987-88
1	2	3	4	5	6	7	8		
19.	Bhiwani	45.00	...	...	10.50	...	...	...	...
20.	Lucknow	30.00	...	...	20.00	...	...	...	10.00
21.	Allahabad	69.82	...	16.46	14.26	...	...	...	16.46
22.	Moradabad	141.47	63.81	15.50	33.00	60.04	...	...	15.50
23.	Jammu Tawi	216.00	...	7.50	16.64	2.99	...	...	7.50
24.	Jullundur	55.02	30.96	18.82	11.00	19.70	...	...	18.82
25.	Bikaner	169.86	9.50	12.50	22.47	...	...	...	12.50
26.	Jodhpur	120.07	18.50	1.60	22.82	16.90	...	...	1.60
27.	Lucknow Jn.	62.58	10.40	21.35	19.00	10.40	...	...	12.35

(Figures in lakhs of Rupees)

Sl. No.	Model Station	Estimated cost	Outlay			Expenditure		
			1986-87	1987-88	1988-89	1986-87	1987-88	1987-88
1	2	3	4	5	6	7	8	
28.	Gorakhpur	402.00	...	25.00	38.27	...	25.00	
29.	Kathgodam	118.60	...	22.00	24.25	...	8.54	
30.	Allahabad City	67.48	0.75	5.80	2.48	0.75	5.88	
31.	Samastipur	95.39	3.85	30.00	20.99	3.85	30.00	
32.	Muzaffarpur	160.78	4.25	14.85	19.67	4.25	14.83	
33.	Katihar	137.70	...	29.00	32.50	5.18	25.62	
34.	New Bongaigaon	100.00	...	...	2.00	...	...	
35.	Guwahati	621.00	...	16.25	15.22	...	12.00	
36.	Lumding	155.00	...	...	8.00	...	...	

(Figures in lakhs of Rupees)

Sl. No.	Model Station	Estimated cost	Outlay				Expenditure	
			1986-87	1987-88	1988-89	1986-87	1987-88	
1	2	3	4	5	6	7	8	
37.	Tinsukhia	190.00	...	...	14.00	...	...	
38.	Madras Central	249.80	...	...	8.00	...	...	
39.	Tiruchirappalli	78.12	5.57	22.19	12.24	5.57	30.22	
40.	Madurai	30.53	...	5.52	10.08	...	7.57	
41.	Mysore	97.61	...	...	3.84	...	...	
42.	Bangalore City	241.57	...	1.45	7.24	...	21.45	
43.	Trivandrum	227.77	...	...	25.57	...	...	
44.	Coimbatore	158.32	...	14.63	53.81	...	25.12	
45.	Tirupati	182.03	...	9.52	19.84	...	10.00	
46.	Bellary	93.60	...	17.85	16.09	...	6.00	

(Figures in lakhs of Rupees)

Sl. No.	Model Station	Estimated cost			Outlay			Expenditure	
		1	2	3	4	5	6	7	8
					1986-87	1987-88	1988-89	1986-87	1987-88
47.	Vijayawada	164.95	...	29.40	8.99	...	...	...	6.02
48.	Nanded	79.90	...	...	8.12	...	...	...	...
49.	Hyderabad	300.00	...	...	...	...	...	...	...
50.	Bilaspur	207.00	23.20	5.00	60.00	64.69	4.94	...	...
51.	Raipur	55.90	0.23	0.60	8.50	...	...	...	...
52.	Kharagpur	138.00	...	5.40	15.66	...	...	...	...
53.	Visakhapatnam	101.50	2.50	2.00	23.66	...	...	...	...
54.	Gondia	159.58	0.60	1.00	11.10	...	...	...	...
55.	Durg	55.58	0.50	0.50	6.06	...	...	...	...

(Figures in lakhs of Rupees)

Sl. No.	Model Station	Estimated cost				Expenditure			
		1986-87	1987-88	1988-89	1986-87	1987-88	1988-89	1986-87	1987-88
1	2	3	4	5	6	7	8		
56.	Tatanagar	105.00	...	...	21.36	...	...	...	...
57.	Bhubaneshwar	163.00	2.00	2.00	26.25	...	...	0.90	0.90
58.	Ranchi	210.32	4.50	5.00	5.26	...	4.36	5.58	5.58
59.	Ahmedabad	13.87	...	6.50	3.00	...	...	0.60	0.60
60.	Indore	63.79	7.00	26.50	19.11	...	...	29.15	29.15
61.	Bharatpur	44.47	...	12.00	16.62	...	...	6.19	6.19
62.	Agra Fort	59.25	...	2.00	31.75	...	...	0.32	0.32
63.	Jaipur	57.60	...	6.90	17.96	...	...	14.71	14.71
64.	Junagadh	7.01	...	2.50	0.51	...	...	...	...
65.	Ajmer	47.12	12.00	11.00	11.00	...	...	13.42	13.42



(Figures in lakhs of Rupees)

Sl. No.	Model Station	Estimated cost	Outlay			Expenditure	
			1986-87	1987-88	1988-89	1986-87	1987-88
1	2	3	4	5	6	7	8
66.	Rajkot	30.60	...	0.25	15.33	...	5.48
67.	Bombay Central	102.46	...	10.50	5.51	...	...

[*English*]

SHRI T. BASHEER: The Minister in his reply stated the works at all these 67 stations are in progress. My supplementary is about Trivandrum Railway Station. In Trivandrum Railway Station the estimated cost is Rs. 227.77 lakhs. There was no allocation for 1986-87 and 1987-88. But there was an allocation of Rs. 25.57 lakhs for 1988-89. On the expenditure side for the Trivandrum railway station for the year 1986-87 'nil'; 1987-88 'nil'. So from the reply it is seen that nothing is happening regarding the development of the Trivandrum railway station. What is the reason for that? What is the present stage there?

[*Translation*]

SHRI MAHABIR PRASAD: Sir, I have already informed the hon. Minister that 67 stations have been selected to be developed as model station. All these stations are not being upgraded at the same time but they are being taken up one by one. Trivandrum railway station is being developed as a model station. The hon. Member has submitted that funds were not allotted for Trivandrum railway station for the years 1986-87 and 1987-88. I want to inform the hon. Member that we have allotted Rs. 25.57 lakhs in 1988-89 for Trivandrum Railway station. I want to categorically state that the estimated cost of developing these 67 stations into model stations will be Rs. 100 crores. 27 railway stations were taken up in 1986-87 on which Rs. 4.16 crores were spent. 24 railway stations were taken up in 1987-88 and additional Rs. 7.74 crores were spent for their development. Similarly, 16 stations have been taken up in 1988-89 and Rs. 15.04 crores were spent on them. Funds are allotted on the basis of the facilities which are approved. As stations are already in existence, certain additional facilities are provided so that they become model stations and therefore, it is a continuous process until all facilities are provided. Hence, allocation of funds also continues till the work is finally completed. Apart from these 67 railway stations, several other stations

will be developed as model railway station.

[*English*]

SHRI T. BASHEER: Sir, the hon. Minister has not answered my question. It is true in 1988-89 there was an allocation of Rs. 25.57 lakhs for the Trivandrum railway station but what I find is nothing has been spent from that amount. Nothing has been spent so far for the development of Trivandrum railway station. What is the reason for not spending anything for the development of Trivandrum railway station?

I would also like to know what are the salient features of the model railway station which differ from the usual railway station? What are the facilities that are going to be created at Trivandrum railway station by upgrading it as a model railway station?

[*Translation*]

SHRI MAHABIR PRASAD: In reply to the main question, I had stated that the actual figures of the expenditure incurred can be provided only after the accounts of the year 1988-89 are closed.

The second supplementary is regarding the criteria which has been set for a model station. Certain basic amenities are provided in all our regular and flag stations. In the model stations additional amenities are provided. Arrangements are made for providing more waiting rooms, more sitting benches on the platform, more drinking water supply, and better booking facilities. Besides, extension of platform or new construction is taken up wherever necessary and additional waiting rooms and bathroom and toilet facilities are also provided.

[*English*]

SHRI SOMNATH RATH: Government, in principle, has decided to upgrade the railway station of the State Headquarters, so also one of the railway stations in railway divisions. Since Bhubaneswar which is the State capital of Orissa has been upgraded to

a model railway station, will the Government consider to upgrade the Berhampur railway station in Ganjam district to a model railway station in Khoradha railway division of Orissa?

[Translation]

SHRI MAHABIR PRASAD: Sir, I have already clarified that we have taken up at least one railway station of each railway division which shall be developed as a model station. The hon. Member is aware that we have decided to develop railway stations of the State headquarters, district headquarters, railway divisions, State capitals, important junctions and the stations which are important from the point of view of tourism as model stations. So far as Bhubaneswar is concerned, it is already included in the list of model stations and the work is in progress there.

[English]

SHRI SOMNATH RATH: Near Berhampur there is a cantonment. Will the Government upgrade Berhampur also as a model railway station? That is my question.

[Translation]

SHRI MAHABIR PRASAD: Mr. Speaker, Sir, I had already stated that we are not going to stop this process. After Bhubaneswar, several other stations will be developed as model stations and the criteria shall be the same. Other stations shall be improved on the lines of Bhubaneswar.

SHRI BASUDEB ACHARIA: Mr. Speaker, Sir, what is the criteria behind the selection of a model station? Which stations in the South-Eastern Railways and Eastern Railways have been selected for this purpose?

SHRI MAHABIR PRASAD: Sir, I will convey the information separately.

MR. SPEAKER: Do so in writing.

SHRI NARAYAN CHOUBEY: Mr. Speaker, Sir, the hon. Minister had informed us that Kharagpur station would be developed as a model station. However, one and a half or two years have passed since then but the work in this respect has not begun so far. I would like to know from the hon. Minister when will the work start there? Besides, I would also like to know whether the M.Ps, M.L.As, Commissioners, Chairmen etc. are consulted before selecting a station which is to be developed as a model station or is it done solely on the recommendations of the Railway Board?

MR. SPEAKER: Shri Choubey, would you kindly tell us first why are you rarely present in the House.

(Interruptions)

SHRI MAHABIR PRASAD: Sir, the hon. Member is very clever and wise. As regards, Kharagpur station, I will inform him separately. I will consult and find out what more can be done in this matter.

SHRI GIRDHARI LAL VYAS: Mr. Speaker 'clever' is an unparliamentary expression. I should be expunged.

MR. SPEAKER: It has been used in a different context.

#### SHORT NOTICE QUESTIONS

[English]

#### Fall in Onion Prices

S.N.Q.No. 1. SHRI BALASAHEB VIKHE PATIL: Will the Minister of COMMERCE be pleased to state:

(a) the export target of onions for the year 1988-89;

(b) whether there has been an unprecedented fall in the prices of onion all over the country, particularly in Maharashtra State; if so, the details thereof;