

(e) Since 1st November, 1981, the Malaysian authorities are issuing re-entry visas for period of one year to all persons with right of permanent residence in Malaysia irrespective of their national status. Our Mission in Kuala Lumpur has now confirmed from the Malaysian authorities that in actual practice stateless persons will also be granted re-entry visas for one year.

SHRI ARJUN SETHI: As the hon. Minister has stated, the Estimates Committee had gone into the problems of the Stateless Indians in Malaysia. While appearing before the Committee, Secretary, Ministry of External Affairs has assured the Committee that the cumbersome procedure for registration, entry into India and also the police verification would be simplified in consultation with the Ministry of Home Affairs. This assurance had been given by Secretary, Ministry of External Affairs before the Committee. In this context may I know from the hon. Minister, whether any decision has been taken in this regard? If so, have the procedure been simplified?

SHRI P. SHIV SHANKAR: The matter has been taken up with the Ministry of Home Affairs and the decisions of the Home Ministry in this regard are awaited.

SHRI ARJUN SETHI: Another problem which was looked into by the Estimates Committee was with regard to the harassment caused to the Indian women for undergoing pregnancy test, and deposit of five hundred dollars for a stay of three months with their husbands. This was pointed out by this Committee. Has the Ministry taken up this matter with the Malaysian authorities, so that this deplorable practice is done away with?

SHRI P. SHIV SHANKAR: So far as the Indian Mission is concerned, it

has been taking up the problems from time to time with the Malaysian Government.

As regards the report and recommendations of the Estimates Committee, that is still under study and after the study is completed, action will be taken in pursuance thereof.

MR. SPEAKER: Q. 821—Shri Anantha Ramulu Mailu—Not present. Q. 822—Shri A. Neelalohithadasan Nadar—Not present. Q. 823—Shri Ramanna Rai—Not present. Q. 824—Shri V. Kishore Chandra S. Deo—Not present. One hat-trick completed.

Amount invested in Karnataka, Maharashtra and Kerala for railway lines.

*825. SHRI D. K. NAIKAR: Will the Minister of RAILWAYS be pleased to state:

(a) what is the total amount of Budget of the Railways invested in Karnataka during the last three years for the development of Railway lines and that in Maharashtra and Kerala;

(b) whether Government are aware that the allocation of budget in Karnataka is not in proportion to that of Kerala and Maharashtra;

(c) if so, what are the reasons; and

(d) if the development of Railway lines in Karnataka is not at par with that of Kerala and Maharashtra what steps Government propose to take with a view to bring about parity?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFAR SHARIEF): (a) to (d). A Statement is laid on the Table of the Sabha.

Statement

Investment decisions in the matter of provision of new lines and gauge conversions of existing lines are not based on a State-wise or Region-wise concept. These are based on various

factors such as traffic offerings in the area, expected industrialisation of the area, anticipated growth in the Agricultural produce etc. and above all the financial viability of the project. Therefore, maintenance of parity between States as suggested is not feasible. The statement at Annexure-A indicates the total cost, expenditure

incurred upto 31-3-82 and the outlay for 1982-83 in respect of new line and conversion projects approved for the States of Karnataka, Maharashtra and Kerala during 1979-80, 1980-81 and 1981-82. It may be pointed out that the allocations are made according to the needs of the Railways and not on State-wise considerations.

ANNEXURE A.

(Rs. in Crores)

Sl. No.	Name of project and year of inclusion	State	Latest cost	Expen. upto 31-3-82	Outlay for 1982-83
1	Ernakulam-Alleppy new line (1979-80)	Kerala	16.47	2.87	3.00
2	Chitradurg-Rayadurg new line (1981-82)	Karnataka	20.20	0.10	0.30
3	Mysore-Bangalore conversion (1979-80)	Karnataka	27.60	2.70	0.50
4	Dharmavaram-Bangalore city including Guntakal-Dharmavaram conversion (1972-73)	Karnataka/ Andhra Pradesh	27.60	2.70	0.50
5	Bringing Old Madhavnagar on main line (1980-81)	Maharashtra	2.25	.0002	0.05
6	Divya-Vasai Road new line (1972-73)	Maharashtra	29.50	11.49	2.97
7	Apta-Roha new line (1978-79)	Maharashtra	15.01	10.63	1.00
8	Wani-Pimpalkuti-Chanaka new line (1973-74)	Maharashtra	8.5	4.55	2.50
9	Manmad-Parbani-Parli-Vaijnath conversion (1973-74)	Maharashtra	70.00	1.50	0.45
10	Manikgarh-Chandur new line (1979-80)	Maharashtra	7.26	0.73	1.00
11	Miraj-Sangli Restoration (1980-81)	Maharashtra	2.37	.0002	0.05

SHRI D. K. NAIKAR: From the statistics given by the hon. Minister, it is apparently clear that the allocations in the Railway Budget in respect of Maharashtra State are much higher as compared to those in Karnataka State. The criterion indicated by the Minister himself is not based on rational thinking. Because, he said,

there is no expected development in the industrial area and there is no traffic, money allocation is less than that in Maharashtra. May I know from the Hon. Minister whether he is aware that more industries have been coming up there and the traffic is much more than it is in any other State? What steps is he going to take

to lay new lines and develop the broad-gauge?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): Sir, within the three years, one new line has been taken up in Karnataka and one conversion of line has been taken up there. The new line is from Chitradurg to Raidurg and the conversion of line is from Bangalore to Mysore.

Now, so far as comparison of allocation to Karnataka and Maharashtra is concerned, only three lines have been taken up within these three years in Maharashtra i.e. one from Manigarh to Chandur, second to bring Madhavnagar on the main line and the third one is from Miraj to Sanghli. These are the only three line projects which have been taken up in these three years. Their allocation is also meagre.

Yes, of course, the Railway keeps in view while taking up the projects the basic factors of industrialisation and augmentation of agricultural produce, including the profitability. As already mentioned the original cost for laying the new line from Chitradurg to Raidurg was Rs. 20.27 crores and for conversion of Bangalore to Mysore line was estimated to be Rs. 27.60 crores. The present outlay for 1982-83 is about Rs. 30 lakhs for the new line from Chitradurg to Raidurg and for the conversion it is about Rs. 50 lakhs.

SHRI D. K. NAIKAR: Sir, this is not the real answer which I expected from the Hon. Minister. The Minister comes from Andhra Pradesh and keeps on moving from Karnataka every now and then. He knows in Kerala there is broad-gauge, in Maharashtra there is broad-gauge, but here in Karnataka there is not even a single broadgauge line. Therefore, why has this attitude is not developing the railway line in

Karnataka taken place? Why is the Government not thinking to propose a broad-gauge from Guntur to Miraj and from Bangalore to Miraj? This I categorically want to know from the Hon. Minister.

MR. SPEAKER: Is it a question or a threat?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI P. SHIV SHANKAR): Sir, he is the son-in-law of Karnataka.

SHRI MALLIKARJUN: Sir, I appreciate the spirit of the Hon. Member as to why we should not convert all the existing metre-gauge into broad-gauge. But we all are aware of the constraints of funds and lack of funds allocation in the Sixth Plan period itself. For these line capacity works (including gauge conversion) only Rs. 480 crores have been allocated in the Planning period by the Planning Commission. Of these Rs. 290 crores have already been utilised for the works in hand and we are left with Rs. 1900 crores for all such work and so on and so forth. This is the main reason for our liability for the immediate conversion as we desire to see it done in the entire country.

SHRI S. B. SIDNAL: Sir, may I know whether the Railways are for developed States or for development? May I know whether all the railway lines for conversion are only dependent on the agricultural produce and industries or cement or whatever it is? What the Minister has stated now is contradicting his own statement. Therefore, I would like to know categorically from the Hon. Minister at least this. Is there any proposal before the Government for conversion of railway lines in Karnataka in so far as you compare this thing to other States in the South?

SHRI C. K. JAFFER SHARIEF: Sir, I think the Hon. Member are fully aware that the Mangalore to Miraj line has already been taken up for updating the survey for conversion from metre-gauge to broad-gauge. From Miraj to Hubli, the South-Central Railway has already completed the updating of the survey and the report is awaited. From Bangalore to Hubli it is awaited. Once it comes, then we will process it and send it to the Planning Commission, after proper examination, if considered justified. As my colleague has already said, financial constraints are the main factor. It all depends upon the Planning Commission and the availability of funds.

SHRI D. K. NAIKAR: Sir, only one clarification.

(Interruptions)**

MR. SPEAKER: No, Mr. Naikar. Not allowed. I do not know whether Mr. Sethi and his colleagues have been impressed by your vehemence, but I have been.

Medicines destroyed by Red Cross Society

*826. **SHRI NIHAL SINGH:**

SHRI RAM SINGH SHAKYA:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that every year costly medicines worth of lakhs of rupees are being received by Indian Red Cross Society from foreign donors or from sister societies; and

(b) is it a fact that there is great shortage of costly medicines and such medicines of foreign make are being destroyed by Indian Red Cross Society as it could not utilise the same within the expiry period?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUD-BEN M. JOSHI): (a) and (b). The Indian Red Cross has received consignments of essential drugs from sister Societies abroad and other foreign donors generally on occasions of major calamities. At times, shortages of specific brands of some essential drugs have been reported from different places in the country. However, in several of these cases equivalent products are available. No costly medicine has been destroyed by the Indian Red Cross Society. Certain vaccines could not be utilised because the stocks were received when only one month of shelf life was left and some quantity was returned from the field unutilised after the expiry date.

श्री निहाल सिंह : अध्यक्ष महोदय, इन्होंने जो जवाब दिया है उस पर विश्वास नहीं हो रहा है, क्योंकि एमो ही मवाल हमने 13 मार्च, 1982 को पूछा था कि क्या यह सच है कि इंडियन रेड क्रॉस सोसाइटी की दिल्ली ब्रांच प्रत्येक महीने पहले शनिवार को उस कपड़े की बिक्री करती है जो उसे विदेशों से उपहार के रूप में प्राप्त होता है? तो इन्होंने उत्तर दिया कि नहीं। और मेरे पास दो रसीदें हैं जो कपड़ा बेचा गया। एक है इंडियन रेड क्रॉस सोसाइटी, दिल्ली ब्रांच की थिएटर शोप की रसीद दिनांक 26-10-1981 और दूसरी रसीद है 2-4-1982 की। यह पक्की रसीदें हैं। और यह उत्तर देते हैं कि नहीं। और यहां बेचा गया। तो यह रसीदें सही हैं या जो उत्तर दिया गया है वह सही है? फिर एमो ही उत्तर दिया कि नष्ट नहीं की जाती है, जब कि मुझे मान्य है कि नष्ट की जाती है। तो मैं मंत्री महोदय से जानना चाहता हूँ कि कि कुछ ऐसी औषधियाँ जिन पर डेंट ऑफ एक्सपायरी नहीं रहती हैं उन औषधियों का आगे क्या करते हैं?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): The first question