

party and the Opposition that the parliamentary and democratic system is their way of life and that they should work to strengthen this system. This responsibility is to be borne solely by the hon. Members. Everything depends on this. The day before yesterday also I had told them that freedom is our birth right and to safeguard it is our primary duty. And to achieve this end, democracy is the most appropriate instrument. If there is no democracy no debates will take place and if there is no difference of opinion, it will not be good. Therefore, the need of the hour is that we must work collectively and solve our problems through a dialogue because that is the only way in democracy to solve all the problems. There is no other way out. If we take recourse to some other method, that will be wrong.

SHRI NAWAL KISHORE SHARMA:  
Many many thank to you.

SHRI P.M. SAYEED: Mr. Speaker, Sir,  
Call them.

MR. SPEAKER: I invite all. To me, all  
are honourable brothers.

SHRI BALKAVI BAIRAGI: Mr. Speaker,  
Sir, you had gone out. In your absence our  
hon. colleagues from the Telugu Desam  
presented a big cultural programme.

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### ORAL ANSWERS TO QUESTIONS

[Translation]

#### Development of Old Delhi

\*469. SHRI JAI PRAKASH AGARWAL:  
Will the Minister of URBAN DEVELOPMENT  
be pleased to state:

(a) the latest progress made in respect  
of the scheme for development of Old Delhi  
including provision of all modern facilities;

(b) the allocation made for 1988-89, for  
this purpose and the amount spent so far;

and

(c) the schemes to be implemented  
during the current year?

[English]

THE MINISTER OF STATE IN THE  
MINISTRY OF URBAN DEVELOPMENT  
(SHRI DALBIR SINGH): (a) and (b). A state-  
ment showing the progress in the implemen-  
tation of Action Plan for the Urban Renewal  
of the Walled City and the allocation made  
for the current year and expenditure incurred  
is given below.

(c) No firm targets have been fixed in  
this regard.

#### STATEMENT

The various components of the Action  
Plan for Urban Renewal of the Walled City  
and the progress in regard to them are  
indicated below:-

- (i) *Shifting of transport, wholesale  
foodgrain/paper godown from  
the Walled City*

The Municipal Corporation of Delhi has  
developed Sanjay Transport Centre on G.T.  
Road for holding heavy vehicles away from  
congested areas. Allotments have been  
made to 1385 transporters at the new site.  
The progress of allotment is held up owing to  
Court's Stay. Efforts are being made by the  
Delhi Administration to get the Stay vacated.  
The current years allocation for shifting of  
Transport godowns is Rs. 118.29 lakhs. A  
cumulative expenditure of Rs. 1001.49 lakhs  
has been incurred on this item upto 31st  
July, 1988.

The wholesale foodgrain godowns are  
to be shifted from Naya Bazar to the Inte-  
grated Freight Complex at G.T. Road near  
Narela. 240 hect. of land are to be acquired  
by the Delhi Administration for the develop-  
ment of this complex.

The Paper godowns located at Chawri

Bazar area, which were earlier proposed to be shifted to Madanpur Khadar, are now proposed to be shifted to G.T. Road where the land is likely to be acquired shortly.

- (ii) *Provision of underground parking lots to streamline the traffic flow*

According to the plan the following sites have been indicated for development of underground parking project:

1. Near Delhi Gate on Asaf Ali Road.
2. Near Ajmere Gate (presently the site is under use of the Railways).
3. Near Turkman Gate
4. Near Mori Gate.
5. Near Red Fort (near old Army Recruitment Office)
6. Pardha Bagh
7. Flight St. Jerry Marg.

In the first instance the M.C.D. has taken up the programme of development of the projects at Flight St. Jerry Marg and Asaf Ali Road. These projects are at the design stage. There is an allocation of Rs. 95 lakhs for underground parking. An expenditure of about Rs. 1.00 lakh has been incurred on this item.

- (iii) *Shifting of wholesale Fruit and Vegetable Market (Phool Mandi)*

This is to be shifted to the newly constructed fruit and vegetable market at Okhla. The eligibility of the traders to be shifted from Darya Ganj has been examined. The possession of the plot/shop at the new site will be handed over only after the traders have handed over the premises at the existing site to the WAKF Board. 132 Mashakhores have been offered allotment of shops at Okhla.

About 80 of them have paid the first instalment and are willing to shift. None of the Commission agents has, however, come forward to accept the proposal for shifting and has also not paid the demand raised by the Delhi Development Authority for allotment of 64 sq. mtrs. shops.

- (iv) *Shifting of fish and poultry market at Jama Masjid*

Land at Gazipur for shifting of this market has been handed over to the Delhi Agricultural Marketing Board who are developing the land. There is an allocation of Rs. 150 lakhs in the current year for the shifting of the fish and poultry market to Gazipur. An expenditure of Rs. 3.33 lakhs has been incurred so far in the current year.

- (v) *Regulating the movement of heavy vehicles*

The necessary project scheme in this regard is being worked out by the Delhi Administration in consultation with the Deputy Commissioner (Police) (Traffic).

(vi) Conservation and restoration of historical buildings and maintenance and conservation of areas in the city

Historical monuments and buildings within the city have been identified with the help of the Archeological Survey of India. The work of identification of other buildings rich in traditional architecture and step is being taken up with the help of INTACH (Indian National Trust for Art and Cultural Heritage).

- (vii) *Resettlement of dwellers of dangerous Katras*

The inhabitants of the dangerous katras under the management of the Slum & J.J. Wing of the D.D.A. are proposed to be rehabilitated in flats to be constructed at Mata Sundry Road area. The dwellers of katras other than the dangerous katras under the management of Slum & J.J. Wing are to be conferred lease-hold rights after they have

formed a cooperative society and registered themselves under the Delhi Cooperative Societies Act.

(viii) *Redevelopment of Katras with private ownership*

It has been proposed to confer ownership right on the residents of these katras through formation of cooperative societies on the pattern of the Maharashtra Housing and Urban Development Act. No expenditure has been incurred from the current year's allocation of Rs. 200 lakhs for this item and item No. (vii).

(ix) *Preparation of urban renewal plan in 16 Zones of Walled City*

The D.D.A.'s report for preparation of structure plan of the Walled City and urban renewal plan is under progress.

(x) *Shifting of M.C.D. Offices*

This project is pending for want of clearance of the new M.C.D. City Centre by the Government who are trying to expedite the clearance. There is an allocation of Rs. 15 lakhs in the current year for the shifting of M.C.D. Offices. A cumulative expenditure of Rs. 103.03 lakhs has been incurred so far on this item.

The progress of implementation of the above items of work are being periodically monitored by the Lt. Governor.

(xi) *Infrastructural facilities*

Certain infrastructural facilities like schools, parks/lot-lots, open spaces and multi purpose community halls for slum dwellers for socio-cultural functions/social cohesiveness and national integration alongwith one open air theatre and Vyamshala for channelising youth energy and commercial complexes have been commissioned in the properties which were vacated/cleared.

[Translation]

SHRI JAI PRAKASH AGARWAL: Mr. Speaker Sir, I was surprised to hear the hon. Minister's reply. He said that no targets have been fixed. Perhaps he is not aware of the problems being faced by the residents of old Delhi. Some days back it was reported in the newspapers that several houses collapsed and a number of people died. Although this happens every year but the permission for repair of these houses is not granted. As regards the slum Katras, where poor people reside, it was visited by the late Pandit Jawaharlal Nehru and the late Shrimati Indira Gandhi and about which Hon. Shri Rajiv Gandhi also wants that the poor people living in these 'Katras' should be given all possible help but not a single pie has been spent on them. There are garbage dumping places in between the houses in old Delhi but no priority has been accorded to remove these garbage dumps. Maintenance of the old markets like the Kamla Market, which were built up by the INDO and are now 35-40 years old, has not been transferred to the M.C.D. while community centres are being set up in an unplanned manner. The parks in old Delhi are lying uncared for, muddy and without a single plant. But in your reply you have mentioned only Transport Nagar. I cannot understand what the Government propose to do for old Delhi and what are your priorities in regard to the maintenance of old Delhi areas. The Government is going to construct an underground parking place in Chandni Chowk at a cost of Rs. 5 crores. In a place like Chandni Chowk, where the movement of only 100 vehicles leads to a two-hour traffic-jam, how is Government going to manage the traffic of 700 vehicles? Will it be done by air? Five crores are being spent on this project and only Rs. 1 crore on those poor people. I want to know from the Hon. Minister what priorities he has fixed for the residents of Old Delhi. My query does not relate to the traffic in the area or the Transport Nagar but to the poor residents of Old Delhi. How much money has been earmarked for them and in what way will it be spent?

**SHRI BALBIR SINGH:** The hon. Member raised the same points in the last week's meeting of the Consultative Committee. We had said that previously the number of these Katras was 60,000 but according to the 1981 census, it is 3.62 lakh. Alongwith the decline in the residents' population, commercialisation has increased in this area. In 1961-62, the number of commercial establishments was 62,000 and in 1981-82 this number has increased to 1.55 lakhs. About 28% of the businessmen are retailers while 25% are ordinary business class people. There has been a constant decline in the population in this area.

**SHRI JAI PRAKASH AGARWAL:** There was no decline in it.

**SHRI DALBIR SINGH:** The hon. Member can ask later. He has himself said that Transport Nagar and such related issues are unimportant. The fruit and vegetable market and the fish and poultry markets have been shifted in view of these things.

**SHRI JAI PRAKASH AGARWAL:** I have objected to that but I want to know what is being done for the residents of Old Delhi.

**SHRI DALBIR SINGH:** I am giving a point-wise reply, you please listen to it.

**SHRI JAI PRAKASH AGARWAL:** What the hon. Minister is saying can be hardly called a reply.

**SHRI DALBIR SINGH:** Is the hon. Member is listening to it or not? (*Interruptions*) With the hon. Member constantly speaking, I am not getting a chance to give my reply. Sir, I realise the hon. Member's feelings. The hon. Member had raised all his points at the meeting of the Consultative Committee. As to the question of underground parking, we had talked to the people of M.C.D. in the Consultative Committee meeting. We shall get the project completed. It is not as if nothing is being done there. The project entails certain formalities on the part of the M.C.D. I have given a point-wise reply. We have asked the M.C.D. as to why they

have constructed a community centre on an open park for ladies. All these points are being dealt with by the Government. The Delhi Administration and the M.C.D. have been asked to cooperate. The hon. Member's allegation that nothing is being done in Old Delhi is not true. We are also looking to the maintenance of the historical monuments. The hon. Member would like the old houses to be demolished and their plinth area changed to 100x100 in the new plan for the area.

[*English*]

This is quite impossible.

[*Translation*]

If the environment of that area is to be made free of pollution, water supply is to be made efficient and the infrastructure is to be streamlined....

**SHRI JAI PRAKASH AGARWAL:** The hon. Minister should know that the people are dying there.

**MR. SPEAKER:** Please do not interrupt. You have another question. This is not proper.

**SHRI DALBIR SINGH:** According to the Government's latest planning, jhuggi-jhonpri schemes have been formulated by the D.D.A. for the proliferating slums. These slums have many T.B. cases. We need the hon. Members' cooperation in this matter. We have already made a request to the hon. Members. The Ministry is also looking for the solutions to these problems.

**SHRI JAI PRAKASH AGARWAL:** Mr. Speaker, Sir, I need your protection. If these are the types of answers to our questions, it is no use asking them. Let the hon. Minister tell us how much money is being spent. Poor people are getting killed in house collapses. Neither the Government demolishes them for reconstruction nor does it grant permission for their repairs. Has the Government assumed the role of exterminator? The hon.

Minister's replies are most unsatisfactory. Of all the problems relating to Old Delhi that I have raised, the Government is unable to find a solution to even one. No figures have been given regarding the number of houses being repaired or for which permission for repairs has been given and the amount of money being spent for the purpose. The hon. Minister merely reads out the answers prepared by the officers. This is a wrong practice.

**MR. SPEAKER:** Shri Agarwal, to whom these houses belong?

**SHRI JAI PRAKASH AGARWAL:** These houses belong to the poor people who stay in them.

**MR. SPEAKER:** Then, why do they need permission?

**SHRI JAI PRAKASH AGARWAL:** Mr. Speaker, Sir, present Delhi is a 100-200 years old city. These houses are also of the same age. The house-owners do not spend money on the maintenance of the houses and the tenants do not have enough money to bear the maintenance expenditure on their own. The Government does not grant permission for repairs. So houses collapse and people get killed. That is the greatest difficulty. It is a matter of disappointment that the hon. Minister is refusing permission, though every year after rains 30 to 40 people die there. *(Interruptions)* On the other hand, the owners have got the vested interest in the collapse of houses so that they could build shops at the same site and thereby earn crores of rupees. This is a matter of great concern.

**SHRI DALBIR SINGH:** The hon. Members are advocating granting of permission to construct houses on whole of the plinth area. But this will further complicate the hardships to the persons using lanes and bylanes. *(Interruptions)*

**SHRI JAI PRAKASH AGARWAL:** But by following such policies will the Government be able to solve the problems of old

Delhi even in thousand years? The Government is responsible for the death there. *(Interruptions)* People hurled abuses on us for the non-completion of works. How can we efficiently function if the hon. Minister continues to refuse permission for the repair of houses which is a fundamental requirement?

**SHRI DALBIR SINGH:** As asked by the hon. Member, the Government has identified 425 houses which are in a dangerous condition. For this we seek the cooperation of the hon. Members to implement our proposal to offer alternative houses to them at Mata Sundari Road and the adjoining areas. *(Interruptions)*

**SHRI PRATAP BHANU SHARMA:** Mr. Speaker, Sir, it is the question of planned development of the capital, whether it relates to Delhi or New Delhi. You have made provision of an amount of Rupees one crore for Katra Slum Clearance and rupees five crores for the construction of underground parking. Unlike Shri Aggarwal, I do not talk of the shape of things to be taken in a period of one thousand years, but in view of the present state of affairs of roads, efficacy of slum clearance scheme and slums in Delhi telecasted on Doordarshan three-four days ago, I would like to know from the hon. Minister whether the Government of India has formulated any long term scheme for the development of housing, resettlement facilities and transport? If so, what are the details thereof?

**SHRI DALBIR SINGH:** As has been asked by the hon. Member, the Ministry under my charge is in touch with the Ministry of Railways and the Ministry of Surface Transport regarding the development of mass transport system in Delhi. It has also been kept in mind that the railway system should be designed in such a manner that the people have not to travel two to three kilometres for boarding the Bus after getting down from train. Secondly, there is so much congestion due to commercialisation of whole of the area, that the Government wants to settle all the big property dealers outside the city limits to remove congestion.

In the planning for the year 2001 besides other things, all the concepts are there and walled city has been included in it.

**SHRI PRATAP BHANU SHARMA:** What is the budget allocation for it?

**SHRI DALBIR SINGH:** Right now I am not in a position to give the details of the scheme for the year 2001. However, if the hon. Member wants the details of the current year, then he may table a separate question.

**SHRI JAI PRAKASH AGARWAL:** Mr. Speaker, Sir parking place for 700 cars is being built there. Will it reduce congestion or increase it?....(Interruptions)

[English]

**SHRI KHURSHID ALAM KHAN:** The heart of Delhi, which is known as Shahjahanabad, is around the main centre. There was a big scheme to re-build Shahjahanabad but nothing has been done. A committee was also appointed to look into the re-building of Shahjahanabad. I do not know what happened to the findings of that committee. Initially this Shahjahanabad was meant for 60,000 people when it was built during the time of Shahjahan but more than seven lakh people are living in that area now. Naturally the area is a slum. So I would like to know what is going to be done to remove this condition and provide little more facilities of clean water, clean air and little space for the children to play?

[Translation]

**SHRI DALBIR SINGH:** Mr. Speaker, Sir, I do not have with me the information about Shahjahanabad particularly. However, I assure the hon. Member to give him the details.... (Interruptions)

**SHRI JAI PRAKASH AGARWAL:** Mr. Speaker, Sir, this is very bad. We want your protection. Sir, Shahjahanabad means walled city. But if the hon. Minister brushes aside the questions like this, then what is the use of asking questions.....(Interruptions)

[English]

### Banspani-Jakhpura Railway Line

\*471. **SHRI HARIHAR SOREN†:**  
**SHRI CHINTAMANI JENA:**

Will the Minister of RAILWAYS be pleased to state:

(a) whether the State Government of Orissa has agreed to bear all the expenditure required for purchase/acquisition of land for the second phase of Banspani-Jakhpura railway route;

(b) whether some iron ore importing countries have proposed to finance this project;

(c) if so, the details thereof; and

(d) when the work on this project is proposed to be taken up?

[Translation]

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD): (a) Yes, Sir.

(b) and (c). Construction of Daitari-Banspani rail link is being considered as a part of the Iron Ore Export Project via Paradip Port to South Korea. The financial arrangements are yet to be finalised.

(d) Does not arise at this stage.

[English]

**SHRI HARIHAR SOREN:** Mr. Speaker, Sir, it is seen from the reply of the hon. Minister that this project is of great importance but the Minister is not giving so much importance to this project because they are stating that this project is only required for the export of iron-ore. Actually this project is very much necessary for the development of the tribal area like Keonjhar where there is no rail link. These projects were sanctioned before Seventh Plan but till today no finance