

(g) The project will be taken up as soon as the co-sharers come forth with their shares.

Extension of railway lines in the North-Eastern region

*551. SHRI W. ANGOU SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) the total amount of budget allotment for the year 1998-99 for opening and extension of railway lines in the North-Eastern region;

(b) the amount of fund allotment to each work for each State of North-Eastern region;

(c) what are the funds earmarked for Diphu-Karong/Imphal new railway line and when this will be started; and

(d) the names of the new lines or railway works of the North-Eastern region given concurrence by the planning Commission?

THE MINISTER OF RAILWAYS (SHRI NITISH KUMAR): (a) the total amount allotted for new lines in the North Eastern Region in the budget 1998-99 is Rs. 99.89 crs. and for Gauge Conversion works is Rs. 81.11 crs.

(b) The details of workwise allotments for each work in the North Eastern Region are given below:—

Name of Project	Outlay, 1998-99 Rs. in crs.
<i>New Line</i>	
Jogighopa-Guwahati	66.897
Dudhnoi-Depa	1.0
Kumarghat-Agartala	20.0
Bogibeel bridge	2.0
*Diphu-Karong	0.001
Harmuti-Itanagar	10.0
TOTAL	99.898

Name of Project	Outlay, 1998-99 Rs. in crs.
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Gauge Conversions

Lumding-Dibrugarh	41.11
Lumding-Silchar	40.0
*New Jalpaiguri-Siliguri	0.001
*Katakhal-Bairabhi	0.001
TOTAL	81.112

* These works are yet to receive the requisite clearances. Outlays can be provided only after the clearances become available.

(c) Since the requisite clearances for this project have not yet been received, only token outlay has been shown. Funds will be provided once the clearances are received. The work can be taken up only after that.

(d) The projects of construction of new lines from Jogighopa to Guwahati is already in progress. The proposed new lines from Dudhnoi to Depa, Harmuti to Itanagar, Kumarghat to Agartala and Bogibeel bridge have already received the requisite clearances. These are yet to be obtained for Diphu-Karong. As regards gauge conversion projects, work is in progress on Lumding-Dibrugarh and Lumding-Silchar while clearances are yet to be obtained for Katakhal-Bhairabhi Gauge Conversion and New Jalpaiguri-New Bongaigaon Gauge Conversion Projects.

Changes in Coastal Regulation Zone Rules

*552. SHRI J. CHITHARANJAN: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Kerala Government had requested the Central Government to take steps to make some changes in the Coastal Regulation Zone Rules;

(b) if so, what are the changes that are proposed by the Kerala Government; and

(c) whether Government will favourably consider these proposals and take early decision?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI BABU LAL MARANDI): (a) Yes, Sir.

(b) The State Government of Kerala has proposed certain amendments in Coastal Regulation Zone Notification, 1991.

A statement (see below) containing these proposals is placed on the Table of Rajya Sabha.

(c) The amendments proposed in the CRZ Notification, 1991 (as amended from time to time) are processed on merits expeditiously.

Statement

The State Government of Kerala in their letter No. 767/VIP/97/CSO dated 19th February, 1997 have proposed certain modifications in CRZ Notification.

2. According to State Government of Kerala, the Coastal Zone Management Plan should be based on region specific identification of activity zones, such as, ecological sensitivity, historical preservation, natural beauty and economic potential as is practised in different countries in the world. Following are the recommendations of State Government of Kerala in this regard:

A) In a State like Kerala with a very densely populated coast, coastal zone management which provides for region specific setbacks is the right solution that affords environmental protection to coastal areas and at the same time accommodates regional variations along the coast. A similar exercise, as has been done in Sri Lanka, must be carried out for the accurate delineation of the coastal zone, specially in the case of Kerala where the coastal areas are substantially built up and arbitrary distance regulations

seriously compromise development. The setback standards should be defined to reflect the distinctiveness of various regions and provide for local differences.

B) A multidisciplinary committee consisting of scientists, town planners, fisheries experts, environmental experts and officials from government may be entrusted with the task of identification and demarcation of specific zones and prescription of individual set-backs.

C) Setbacks have to be defined for the following:

- *Dwelling Units
- *Commercial buildings
- *Tourism infrastructure
- *Industrial buildings including ice plants and marine products processing units
- *Local Markets
- *Places of religious worship
- *Roads and walkways

D) Regional setbacks should be based on the following considerations:

- *Stability of the shoreline
- *Presence of Mangrove vegetation / Coral reefs
- *Need to preserve visual access to the sea
- *Archaeological Sites
- *Places of Religious worship
- *Storage, handling and distribution facilities for Ports
- *Necessity of locating Ice Plants/Fish Processing plants close to the coast
- *Traditional fish breeding sites/hatcheries

E) The setback may be fixed with reference to one or more of the following:

- *Highway
- *Railway line
- *Line of permanent vegetation as determined accurately using aerial photography, satellite imagery and similar techniques.
- *Limit of Built up area [as the boundary of area with specified Floor Area Ratio (FAR)]

*High Tide Line (demarcation of the HTL should be done by the concerned local body/local authority in consultation with the Department of Science and Technology in the Government of Kerala).

Short Term Amendment proposed

The Government of Kerala is of the considered view that region specific setback is the only answer to the problems posed by the Coastal Zone Management Policy, in its present shape. However, enacting the necessary changes to the notification following the recommendations of the Committee proposed above is likely to take a year. As the present Notification will put a brake to much of the development activities along the coast, a set of short term amendments pending decision by Government of India on the main suggestions of the State are proposed;

I. The arbitrary definition of CRZ. merely in terms of substantially built up areas within municipalities and corporations has to be amended. The coastal panchayats designated as part of metropolitan area (33 in number) have to be redesignated under CRZ-II CRZ-II must also include those areas designated as census towns in the census of India, 1991. (35 coastal census towns have been demarcated, apart from the one included in the metropolitan areas above.)

In addition, to reflect the settlement pattern of the state all areas where the density of population is above 1000 persons per Sq. Km. should be brought under the definition of CRZ-II.

II. The set back in the case of rivers, creeks and backwaters may be amended as 50 meters or the width of the rivers, creeks, estuaries or backwaters whichever is less, in the case of Kerala. The extent of the coastal zone inland into rivers, creeks, estuaries or backwaters should be restricted to 500 meters.

III. Operational construction for ports have been included in the list of

permissible activities. The term operational construction for ports should include the establishment of facilities essential for port related activities like storage and distribution and handling facilities (e.g. Construction of Godown, tank farm & various handling equipment etc.)

IV. Constraints of transportation of raw materials may compel the establishment of certain industries near the port. Such industries should be treated as port related industries and should be permitted, on a case to case basis, with additional safety measures to conform to objectives of the environment protection. The State Government should be empowered to declare such industries as coming within the purview of the port related industries.

V. The main function of the port is handling, storage and distribution of various commodities including hazardous substances. Therefore necessary exemption need to be provided in prohibited activities defined Section 2 (ii) to facilitate handling, storage and distribution of such substances mentioned in the said clause of CRZ notification where additional safety measures as decided by competent authorities for such handling, storage, distribution is ensured by port Authorities.

VI. Essential reclamation as a part of development activities, should be cleared on a case to case basis. The State Government should be given the powers to accord such clearances.

VII. Rule 2(viii) of the Notification shall not apply to projects already approved by the Government of India.

VIII. These industries certified as non polluting by the Pollution Control Boards should not be included in the list of prohibited activities.

IX. Bunding for aqua purposes in small scale and traditional sectors should be declared as permissible activity.

X. Adequate provision should be provided for the optimum utilisation of beaches from the tourism point of view. This calls for relaxation in selected areas having high tourism potential. The list of permissible activities should include activities setting up of public infrastructing such as common amenities and lighting, putting up tourism facilities for water based activity such as water sports, and construction of public access to the beaches.

XI. Dwelling units of traditional fishermen communities should be permitted in the no development zone and dwelling units beyond this should not be restricted.

XII. There should be no restriction on manual drawal of water in the no development zone. Beyond this zone, pumping of water from filter point well, bore wells and tube wells should be allowed.

Rail Link between Pune and Nasik

*553. SHRIIMATI VEENA VERMA: Will the Minister of RAILWAS be pleased to state

(a) whether there has been a persistent demand from the people and their representatives in Parliament for a new rail link between Pune and Nasik;

(b) if so, whether any survey has been undertaken; if so, the outcome and estimated cost thereof; and

(c) whether any budgetary provision have been made for the new line?

THE MINISTER OF RAILWAYS (SHRI NITISH KUMAR): (a) Yes Sir.

(b) and (c) The survey has been taken up and is targetted for completion by March, 1999. The estimated cost will be known once it is completed. Further consideration of the project will be possible once the survey report becomes available. Budgetary provision can only be made after a work is sanctioned.

Ailments caused due to drug-addiction

*554. SHRI LAJPAT RAI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state

(a) the number of deaths/serious ailments due to drug addiction and the age-group involved in the addiction;

(b) the measures adopted by Government to get those involved out of the drug-trap; and

(c) what preventive measures, if any, are being adopted by Government to avoid the misuse of commonly available medicines like cough syrups without prescription?

THE MINISTER OF STATE IN THE MINISTRY OF HEATH AND FAMILY WELFARE (SHRI DALIT EZHILMALAI): (a) No information on the number of deaths/serious ailments directly attributable to drug addiction is available. The majority of the drug abusers are in the age group of 15-35 years.

(b) The Ministry of Health and Family Welfare has provided assistance to 81 Government Medical Colleges/District Hospitals to run drug de-addiction centres. The Ministry of Social Justice and Empowerment, provides assistance to 278 NGO's for running de-addiction centres, counselling centres and rehabilitation centres.

(c) Cough Syrups containing Codeine Phosphate are reported to be mainly abused in North-Eastern States. On the advice of the Drug Controller (India), the State Drug Controllers of North-Eastern States have issued instructions to restrict the availability of Cough Surups in these States and also permit sale only on the prescription of a Registered Medical Practitioner.