

(c) The increase in prices of edible oils is due to increase in cost of inputs for production of edible oil, increase in transportation charges, existence of a gap between domestic demand and indigenous supply of edible oils which could not be bridged through imports, speculative forces, increase in money supply, inflationary trends in the economy and delaying arrival of the monsoon in some oilseed growing areas.

(d) Under the Government of India's Oilseeds Production Programme, subsidy is being given during 1991-92 for inputs like seed plant protection chemicals and equipment improved farm implements, sprinkle- sets, rhizobium culture packets, gypsum and pyrites.

(e) and (f) The quantum of edible oils to be imported is decided by Government from time to time, keeping in view the gap between domestic demand and indigenous supply, availability of foreign exchange international prices of oils to be imported and other related factors. The Government has not taken any decision so far during the current financial year for import of edible oils. Hence, the question of determining the countries from which, edible oil will be imported and timing of imports does not arise.

**Lack of basic amenities to Railway passengers**

411. SHRI KRISHAN LAL SHARMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that there has been a general deterioration in the basic amenities being provided by the Railways to its travelling public;

(V) whether it is also a fact that no drinking water is provided in Ist A.C., II A C, and II nd class ordinary compartments;

(c) if so the reasons thereof; and

(d) what action Government are taking to ensure that such basic amenities are provided to travelling public?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b) No, Sir. Some complaints have, however, been received. Drinking water is supplied to passengers in second class ordinary compartments through hot-weather watermen appointed during summer only.

(c) Does not arise.

(d) it is the endeavour of the Railways to provide basic amenities to all railway stations/trains as per norms laid down. To ensure this a survey was conducted in 1987 and deficiencies in basic amenities at stations as on 1-4-88 were eliminated by 31-3-91 under an Action Plan. Regular inspections are carried out by Officers and supervisory staff to ensure provision of basic amenities at stations and in trains. Remedial action is taken expeditiously and deficiencies noted by inspecting officials are made good.

312. [Transferred to the 25th July, 1991]

Review of working of employee's state insurance corporation and provident fund

413. SHRI RAMDAS AGARWAL: Will the Minister of LABOUR be pleased to state:

(a) whether Government have reviewed the working of the Employee's State Insurance (ESI) and Provident Fund recently;

(b) if so, whether any consultations with workers have also taken place in this regard;

(c) by when, Government propose to bring forward an amendment in the Employee's State Insurance Act to streamline the pending issues/problems; and

(d) whether provident Fund Account in all the regions have been computerised, if not the reasons therefor and by when a decision is likely to be taken in this regard?

THE MINISTER OF STATE (IN DEPENDENT CHARGE) OF THE MINISTRY OF LABOUR (SHRI K. RAMAMURTHY):

(a) and (b) The working of the Employee's State Insurance Scheme and the Employees Provident Funds Scheme are being reviewed periodically by High Powered Tripartite Committee consisting of representatives of the Central Organisations of employers and employees and the Government. The working of the two schemes were last reviewed in early eighties.

(c) The ESI Act was last amended in 1989. At present, there is no proposal for further amendment of the Act.

(d) The Provident Fund Accounts in Andhra Pradesh, Bihar, Delhi, Karnataka, Madhya Pradesh, Maharashtra, Orissa, Rajasthan and Tamil Nadu have so far been computerised. The accounts in the remaining regions are likely to be computerised by the end of 1991-92.

#### कृषि को उद्योग का दर्जा

414. श्री सत्य प्रसाद यादव : क्या कृषि मंत्री यह बताने की कृपा करेंगे कि क्या सरकार कृषि को उद्योग का दर्जा देने का विचार रखती है; यदि हाँ, तो उसकी विस्तृत योजना क्या है और यदि नहीं, तो उसके क्या कारण हैं ?

कृषि मंत्रालय में राज्य मंत्री (श्री मन्नापल्लु रामाचन्द्रन) : भारत सरकार ने कृषि को उद्योग के रूप में घोषित करने से संबंधित मामलों का अध्ययन करने के लिए श्री भानु प्रताप सिंह की अध्यक्षता में एक सलाहकार समिति का गठन किया था। उक्त विषय पर समिति की सिफारिशों की जांच की जा रही है।

पटना-दिल्ली खंड में रेलों का विलम्ब से चलना

415. श्री शंकर दयाल सिंह : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) विगत तीन महीनों में अर्थात् मार्च, अप्रैल, मई 1991 में पटना-दिल्ली

और दिल्ली-पटना के लिए गाड़ियां कितने दिन समय से चली और कितने दिन विलम्ब से ;

(ख) गाड़ियों का विलम्ब से चलने का कारण क्या था ; और

(ग) क्या गाड़ियों को समय पर चलाने के लिए सरकार की ओर से कोई प्रयास किए गए हैं और यदि हाँ, तो उसके क्या परिणाम निकले ?

रेल मंत्रालय में राज्य मंत्री (श्री सल्लिकार्जुन) : (क) इस अवधि के दौरान मगध एक्सप्रेस और श्रमजीवी एक्सप्रेस नई दिल्ली से क्रमशः 63 और 78 दिन और पटना से 12 और 43 दिन सही समय पर चली।

(ख) मुख्यतः खतरे की जंजीर खींचे जाने, शराबती गतिविधियों, दुर्घटनाओं और उपकरणों की खराबी के कारण ये गाड़ियां विलम्ब से चलीं ;

(ग) जुलाई 91 के प्रथम 15 दिनों के दौरान एक अभियान चलाया गया है। इस अवधि के दौरान समयपालन में 4 से 5 प्रतिशत का सुधार आया है।

बिहार के लिए सिंचाई परियोजनाओं को स्वीकृति

416. श्री शंकर दयाल सिंह : क्या जल संसाधन मंत्री यह बताने की कृपा करेंगे कि :

(क) बिहार की सिंचाई संबंधी कितनी परियोजनाएं केन्द्र सरकार के पास विचारार्थ पड़ी हुई हैं; और

(ख) केन्द्र सरकार ने इन्हें स्वीकृति प्रदान करने के लिए अब तक क्या कार्यवाही की है और उन परियोजनाओं की स्वीकृति कब तक प्रदान की जाएगी ?

जल संसाधन मंत्री (श्री विद्याचरण शुक्ल) : (क) और (ख) एक विवरण