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Wednesday, March 5, 1975
Phalgun 14, 1896 (Saka)

LOK SABHA DEBATES

**Thirteenth Session
(Fifth Lok Sabha)**



LOK SABHA SECRETARIAT

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C O N T E N T S

No. 13, Wednesday, March 5, 1975/Phalguna 14, 1896 (Saka)

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LOK SABHA DEBATES

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LOK SABHA

Wednesday, March 5, 1975/Phalguna
14, 1896 (Saka)

The Lok Sabha met at Eleven of the
Clock.

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

Over Production in Coca-Cola Bottling Plants

*221. SHRI K. S. CHAVDA: Will the Minister of INDUSTRY AND CIVIL SUPPLIES be pleased to refer to the reply given to Unstarred Question No. 277 on the 19th February,

1975 regarding Coca-Cola Factories and state:

(a) the amount of import of capital goods allowed to different Coca-Cola bottling plants, the name of the plant, the extent of capital goods approved and the conditions attached thereto;

(b) the capacities approved for individual plants and their productions in the last three years; and

(c) whether they are overproducing and if so, action taken by Government against them?

THE MINISTER OF INDUSTRY AND CIVIL SUPPLIES (SHRI T. A. PAI): (a) The information for the years 1972 to 1974 is as under:—

Sl.No.	Name of the party	Amount of import of Capital goods approved	Conditions, if any, attached to the approval
1	M/s. Prem Nath Monga, Bottlers Pvt. Ltd., Meerut.	Rs. 1,97,285/-	No.
2	M/s. K.B. Narasappa, Kurnool	Rs. 4,20,660/-	The approval is subject to firm undertaking to export their products for twice the value of import licences over a period of five years

(b) A statement is laid on the Table of the House.

(c) No, Sir.

STATEMENT

Sl. No.	Name of the Unit	Capacity Production in Million bottles			
		in Million bottles	1972	1973	1974 (Estimated)
1	2	3	4	5	6
1	M/s. Pure Drinks (ND) Ltd., New Delhi	*	214.84	123.	88.94
2	M/s. Pure Drinks, Calcutta	*	38.60	44.04	25.04

1	2	3	4	5	6
3	M s. Pure Drinks, Bombay . . .	*	110.39	93.92	75.83
4	M's. Kanpur Bottling Company, Kanpur	106.56	25.27	16.27	26.22
5	M s. Soft Beverages Ltd., Madurai . .	34.56	24.31	16.32	19.45
6	M s. Southern Bottlers, Madras . .	60.93	23.77	20.01	19.86
7	M's. Universal Drinks (P) Ltd., Nagpur	51.84	9.13	14.61	28.45
8	M s. Beverages & Food Products (P) Ltd., Gauhati	23.04	9.26	10.62	19.68
9	M s. Poona Beverages (P) Ltd., Poona .	57.60	13.94	12.38	20.73
10	M's. Agra Beverages Corporation, Agra	76.80	21.64	2.88	21.16
11	M s. Pure Beverages Ltd., Ahmedabad	76.80	34.47	28.67	30.29
12	Shri Krishna Bottlers Pvt. Ltd., Secunderabad	59.76	27.31	25.50	28.20
13	Tripty Drinks Pvt. Ltd., Cuttack . .	14.40	11.72	12.88	11.21
14	M s. Pataliputra Drinks Pvt. Ltd., Patna .	57.60		Not in production	
15	M's. Steel City Beverages Pvt. Ltd., Jamshedpur	57.60	28.04	27.69	30.71
16	M s. Jai Drinks Pvt. Ltd., Jaipur . .	86.40	16.02	15.93	18.46
17	M s. Prem Nath Monga Bottlers Pvt. Ltd., Meerut	75.60	50.47	43.15	38.94
18	M s. Punjab Beverages, Chandigarh .	86.40	73.26	57.13	45.70
19	M's. Sandhi Beverages Pvt. Ltd., Indore	24.00	14.64	20.31	15.74
20	M's. Saurashtra Bottling Co. Pvt. Ltd., Rajkot	34.56	14.27	12.19	15.19
21	M s. Bangalore Soft Drinks Pvt. Ltd., Bangalore	63.36	17.41	17.00	29.29
22	M s. Fabril Gasosa, Goa . .		**		

NOTE: (1) *They hold Registration Certificates where no capacity was mentioned.
 (2) In addition to the above 22 bottlers, Shri K.B. Narasappa was issued an industrial licence for Bottling Coca Cola etc., with an annual capacity of 96 million bottles. The unit is not in production.
 (3) ** This unit is not borne on the list of D.G.T.D. and is a small scale unit.

SHRI K. S. CHAVDA: 21 bottling plants are getting Coca-Cola, orange and soda concentrates from the multi-national giant, the Coca-Cola Export Corporation in our country. In the names of these 21 bottling plants, actual users' licences or *ad hoc* licences or replenishment import licences to the extent of Rs. 23 crores were issued to this Coca-Cola Export Cor-

poration. By this way, there is a sale of Rs. 45 crores in our country. Are we not this way helping arms shipments to Pakistan...

AN HON. MEMBER: Wonderful!

SHRI K. S. CHAVDA: ...by allowing huge repatriation of money to America? May I know who is the re

commending authority or who recommends these actual users' licences or *ad hoc* licences or replenishment import licences of Coca-Cola concentrates to Coca-Cola Export Corporation?

SHRI T. A. PAI: We are discussing things which have happened over the past so many years. This industry has an investment of Rs. 10 crores involving an employment of about a lakh of people.

So far as overseas remittances are concerned, the remittances are about Rs. 76 lakhs as a result of the Coca-Cola Export Co. being involved in earning Rs. 183.43 lakhs by way of exports. We are doing our best to see that no new licences are issued for making Coca-Cola; this is the policy decision we have taken. Also, we have issued directive to Coca-Cola Export Corporation not to introduce any new drink. We are seeing that the operations of Coca-Cola Corporation are brought under control by various measures including reducing their capital.

SHRI K. S. CHAVDA: Mr. Balachandran was Secretary of the Ministry of Petroleum and Chemicals who is now appointed as the Secretary to the President of India. He has recommended *ad hoc* import licence to the extent of Rs. 23 crores to the Coca-Cola Export Corporation in 1972-73. This Coca-Cola Export Corporation is a multi-national firm and its operations have created difficult foreign exchange situation for the country as a whole. The Coca-Cola Export Corporation is exploiting the situation. May I know whether the Government will appoint a Committee of Members of Parliament to go into the matter of favouritism shown to the Export Corporation and place before the Parliament the report concerning it and fixing the responsibility on the officer concerned because it has violated all the rules, all the regulations under our Industries (Development and Regulation) Act?

MR. SPEAKER: He has not asked question; but he is making it a debating time.

SHRI T. A. PAI: I am sorry to say that the statement that Mr. Balachandran was responsible for recommending licence worth Rs. 23 crores is far from the truth.

SHRI K. S. CHAVDA: Then I will have to produce the reply which the Minister has given on the floor of the other House. This firm is only interested in making all Indians Coca-Cola addicts, just as the Chinese were made opium addicts. That is what they are interested in. That is my grievance.

SHRI T. A. PAI: In 1952-53 there were only four bottling plants. We allowed import of Coca-Cola concentrates worth 4 lakhs for actual users until Coca-Cola Export Corporation started manufacturing concentrates here itself. They were granted import of 15 lakhs of essential ingredients not available in the country and the conditions was that over a period of 5 years this will get reduced considerably and in the meantime they will make efforts to substitute Coca-Cola with something else.

MR. SPEAKER: If he condemns Coca-Cola, my request is, we should have something in his name to provide for it; it should be known as Chavda-Cola.

DR. KAILAS: We are very much satisfied with the reply given by the Minister that no more import licences are to be given; but I would like to know whether any of these bottling plants which he mentioned, namely, 22 in number, were producing their own products? If so, why they were not requested to re-introduce them and why they were made to be more and more dependent upon Coca-Cola Export Corporation to the extent of 100 per cent? They could produce their indigenous products, thereby they would have not precipitated the problem of unemployment in the

country as was stated by the Minister in his earlier reply.

SHRI T. A. PAI: They are free even now to de-link themselves.

And, in order to do so, whatever assistance they require from the Government, we shall certainly be happy to give them.

SHRI M. RAM GOPAL REDDY: It is the policy of the Government of India...

SHRI K. S. CHAVDA: But, 2,500 tonnes of sugar are used in Coca-Cola.

SHRI M. RAM GOPAL REDDY: It was decided by the Government of India that the foreign capital in these companies will be 40 per cent or 38 per cent. Then, how is the Minister allowing this company to have 100 per cent foreign capital?

SHRI T. A. PAI: The company is having 100 per cent foreign capital. Now, we are asking them to get it reduced as per the Act of Parliament. They have been given two years' time. We shall see whether we can persuade them to reduce it.

SHRI K. S. CHAVDA: Under the Act you can compel them.

SHRI DINEN BHATTACHARYYA: Since the Coca-Cola Export Corporation came into being, they have repatriated crores and crores of rupees. Why is the Government not taking at this moment steps so that at least the profits that they earn will be ploughed back here in India—not in America?

SHRI T. A. PAI: If the suggestion is that even in diluting their capital, they must be allowed to carry on any other activities, we are afraid, we may not be interested. We would like to see that this capital is diluted because, this is, perhaps, the only way by which the Coca-Cola production can be contained here. We are also seeing that within two years

those who are bottling Coca-Cola take sufficient steps to be independent of Coca-Cola. I regret that the pressure for allowing this is because of the employment problem that is directly coming up before us.

SHRI HARI KISHORE SINGH: Everytime when the Coca-Cola question comes up, it takes a lot of time. May I therefore know from the hon. Minister whether he considers the Coca-Cola an essential drink for India? If not, whether Government considers it necessary to continue this drink being manufactured here?

SHRI T. A. PAI: It is not my personal opinion whether the people want this or not but, so far as Government is concerned, we are trying to contain the activities of the Coca-Cola Corporation precisely because we want indigenous drinks to substitute this Coca-Cola drink.

SHRI VASANT SATHE: Sir, I must congratulate the hon. Minister for wanting to encourage indigenous soft drinks manufacture in preference to Coca-Cola. But, may I know from him why then is Government always granting 2,541 tonnes of levy sugar and not the market sugar? You could have allowed them to get the sugar at Rs. 5 a kilo or whatever it may be from the open market. Why are they allowing the sugar at the levy price? And why this was granted to the Coca-Cola manufacturers in preference to other Indian companies? Why these Indian companies were not granted such a quota? From the year 1968 onwards, I would like to know why these Indian companies are not granted the sugar quota while Coca-Cola was granted this quota. Is it for encouraging the expansion of the Coca-Cola Bottling Plants?

SHRI T. A. PAI: The question refers to 1968. I suppose this is seven years' old. So far as I am concerned, we are finding out whether the levy sugar that is being allotted is being utilised by them or not.

SHRI VASANT SATHE: All right. Then give us the figures of Levy sugar allotted to them for the current year.

SHRI T. A. PAI: The allotment of sugar is not done by my ministry.

SHRI VASANT SATHE: I am not blaming you but I want you to find out from other departments.

SHRI T. A. PAI: I shall certain collect the necessary information from the other Ministries and inform the hon'ble Member.

श्री फूल चन्द बर्मी : अध्यक्ष महोदय, चौथी स्तरीक समा के अन्दर श्री बाबू राम पटेल नाम के एक संसद् भास्त्रस्य थे। उन्होंने उस समय यह आरोप लगाया था कि इन्दौर में जो सांची ब्रियुप्ररीज प्राइवेट लिमिटेड . . .

अध्यक्ष महोदय यह इन्दौर इस में कहां से आ गया, बाबू राम पटेल इस में कहा से आ गये?

श्री फूल चन्द बर्मी : उन्होंने यह आरोप लगाया था कि इन्दौर में जो कोकाकोला बनता है और जिसे सांची ब्रियुप्ररीज बनाते हैं, उस के पीने के कारण लोगों को वहां हार्ट-ट्रबल हो गई था और इस हार्टसे में सरकार की तरफ से यह कहा गया था कि सरकार उस की जांच करायेगी। मैं जानना चाहता हूँ कि क्या इस प्रकार की कोई शिकायत मिली थी, यदि मिली थी तो क्या उस की कोई जांच दी गई थी; उम्म जांच का क्या निष्कर्ष निकला? कोका कोला पीने से ब्लड प्रैशर अस्थिक बढ़ जाता है—क्या इस प्रकार की कोई शिकायत आप को मिली है?

SHRI T. A. PAI: Sir, I am not competent to discuss the merits or demerits of whether Coca Cola is responsible for any heart diseases. I am sure the Ministry of Health will take care of it, if it is a pernicious drink.

श्री फूल चन्द बर्मी : अध्यक्ष महोदय, मैंके स्पेसिफिकेशन्से इन्दौर के सांची ब्रियुप्ररीज

के बारे में पूछा था। उस बहत सरकार ने कहा था कि जांच करके बतलाया जायेगा, लेकिन अभी तक कुछ नहीं बतलाया गया है।

श्री अध्यक्ष महोदय : आप जैसे मैम्बरों क कन्ट्रोल करने में जितना हार्ट-ट्रबल होता है उससे कम कोकाकोला से होता है। कोकाकोला से कुछ नहीं होता है, यहां इस तरह से कन्ट्रोल करने से हार्ट-ट्रबल होता है।

SHRI PRIYĀ RANJAN DAS MUNSI: Sir, as Mr. Chavda said whether the Ministry is aware of the fact that these twenty-two bottling plants specially at Calcutta, Delhi, Bombay and Madras are producing more than their actual capacity and selling the drinks without memo to the five-star hotels? Whether such a complaint has been made and whether Government is thinking of making fresh investigation in this matter. I would say that the five-star hotels of Calcutta, Bombay and Delhi always take Coca Cola from the Coca Cola Corporation on cash memo upto 25 per cent and 75 per cent without cash memo for the general consumption? Secondly, considering the international trend of economy is it the industrial policy of the Government to encourage further the multi-national corporations or discourage such corporations?

SHRI T. A. PAI: Sir, so many issues have been involved. It is not the Coca Cola Corporation which is selling Coca Cola here but these are Indian bottling companies in Calcutta, Delhi, Bombay and Madras. Whether they are doing with bill or without bill I am not able to say because in the retail distribution of Coca Cola nobody is expected to give a Bill. So far as production is concerned according to the information which has been furnished to DGTD, we find all these plants have more capacity than they are producing. Therefore, there is no complaint of over-production. So far as repatriation of foreign capital is concerned, these issues are being looked into

and we shall certainly see that the operations of a Corporation like Coca Cola which does not serve an essential purpose—are restricted very severely.

MR. SPEAKER: Mr. Sokhi, are you going to suggest a better substitute?

SARDAR SWARAN SINGH SOKHI: May I know from the hon. Minister how do the Government propose to make these bottling units self-reliant in case the Coca Cola Export Corporation refuses to follow the Foreign Exchange Regulation Act and the guidelines issued under Section 29?

MR. SPEAKER: He seems to be in normal mood.

SHRI T. A. PAI: Sir, it is for the bottling companies to make up their mind, how they want to be self-reliant. In that direction, whatever assistance they want, we will give them. We would certainly like to see that the operations of the Coca Cola Export Corporation are brought under the FERA and then necessary action is taken.

SHRI K. GOPAL: Mr Speaker, Sir, the hon. Minister has said that Government is going to see that the foreign equity is diluted. I would like to know whether the intention of the Government is to see that the non-resident shareholders sell their shares to Indians or to see that the Indian equity is increased so that in terms

of percentage only foreign shareholding will be less and not the actual content of it.

SHRI T. A. PAI: The Coca Cola Export Corporation is a wholly owned 100 per cent subsidiary of the foreign company. When the capital is diluted, it means that at least 60 per cent will have to go to the Indian public.

Paper Board Factory in Orissa

+

*222. SHRI ARJUN SETHI:
SHRI GAJADHAR
MAJHI:

Will the Minister of INDUSTRY AND CIVIL SUPPLIES be pleased to state:

(a) whether Central Government have accorded its sanction to set up in Orissa a factory to manufacture paper board, packing and wrapping paper; and

(b) if so, its cost, production and location?

THE MINISTER OF INDUSTRY AND CIVIL SUPPLIES (SHRI T. A. PAI): (a) and (b). A statement of schemes for the manufacture of paper board, packing and wrapping paper to be set up in Orissa, as approved by the Central Government, together with their estimated output, location and investment requirements as indicated by the parties, is laid on the Table of the House.

STATEMENT

Schemes approved for the manufacture of paper board, packing and wrapping paper in Orissa.

Name of the Party	Product Mix	Capacity	Location	Project cost as indicated by the party
1. M/s. Straw Products Limited, 4, B.S.Z Marg, New Delhi.	MG Industrial Packaging & paper	5,500 t.p.a.	Jaynaypur	3 crores
2. Shri Prabhat Panda	Corrugating media and liner paper	4,400 t.p.a.	Backward P. 115 blocks District of Orissa	

1	2	3	4	5	6
3. Sh. Vijendra Kumar	Packing and Wrapping Paper	10,000 t.p.a.	Cuttack Distt.	250 lakhs	
4. Sh. Uma Shankar Modi	Packing and Wrapping Paper	6,000 t.p.a.	Cuttack Distt.	118 lakhs	
5. Transport Corporation of India, Limited.	Writing and Printing Paper	30,000 t.p.a.	Koraput Distt.	34 62 crores	
	Wrapping and Packing Paper	20,000 t.p.a.			
6. Sh. S.R. Goenka	Duplex board	6,000 t.p.a.	Mayurbhanj	175 lakhs	
7. Sh. G.P. Todi	Paper board Packing and Wrapping paper	7,500 t.p.a.	Talchar Taluk Dhankenne Distt.	220 lakhs	

SHRI ARJUN SETHI: Mr. Speaker, Sir, I find from the statement that the sites for all individual units have not yet been selected. Secondly, Sir, it appears from the statement that adequate consideration has not been given to the backward districts in which these raw materials for paper board etc. are available. I would like to know whether he will at least intimate the State Government of Orissa so that while finalising these sites for the second one, in the list of statement laid on the Table of the House, they will take into consideration the interests of the backward districts of Orissa?

SHRI T. A. PAI: Sir, the reply also indicates the location of these projects. The question whether they should be located in one particular area depends primarily on the decision of the entrepreneur who will take into consideration the availability of raw materials and also the State Government who will assure them the necessary raw materials and what incentives they have been provided to move into a backward area.

SHRI ARJUN SETHI: Sir, it is our experience that after the issue of letter of intent or licence, the industrialists

take a number of years to set up these individual units. So, in this context, I would like to request the Government to see that these units come up very soon so that they can serve the interests of the people.

SHRI T. A. PAI: Sir, we shall do our best to ensure that these units are monitored and try to help them to get over their problems so that they can come into existence as quickly as possible.

SHRI SURENDRA MOHANTY: Serial No. 2 of the statement shows that a Corrugating Media and Lines Paper plant is going to be located in 'Backward District of Orissa'. So far as my knowledge of the geography of Orissa goes, there is no such district in Orissa called 'Backward District of Orissa'. May I know in which particular district this plant is going to be located?

Secondly, I find from the list of entrepreneurs that many of the big business houses have become interested in this scheme. I want to know specifically whether these big entrepreneurs are going to avail of the concessions which are to be extended to them under the Backward Areas Development scheme.

SHRI T. A. PAI: Which of these districts are declared as backward is a decision which the Planning Commission has taken and has also communicated to the Orissa Government. I am unable to say which of these districts are backward.

SHRI SURENDRA MOHANTY: Then why mention 'Backward District'? You must specifically mention the districts as has been done in item 7. This is the casual manner in which Government is trying to give answers.

SHRI T. A. PAI: The manner in which replies are given is certainly not casual. When a licence is issued, we say 'any backward district'. We do not specify. To which particular district an industry must move is left to the entrepreneur to decide, taking all economic factors into consideration? We cannot force him to move any unit anywhere.

SHRI SURENDRA MOHANTY: How do you approve it?

SHRI T. A. PAI: Licence is given on the condition...

SHRI SURENDRA MOHANTY: The second part of my question remains unanswered. I asked whether big entrepreneurs are going to avail of the concessions being extended by Government under the Backward Areas Development Scheme. I thought many of the houses mentioned in the list are big.

SHRI T. A. PAI: So far as these are concerned, except one, Straw Products Limited, all the others are not belonging to any big house. Therefore, I do not think we can compel anybody to avail of these unless he wants to avail of these facilities. They should be ordinarily attracted by the facilities given.

Rate of Growth of Employment

*223. SHRI SHARAD YADAV: Will the Minister of PLANNING be pleased to state:

(a) whether for a developing country the rate of growth of employment in the tertiary sector (services, distribution and trade) is not excessive;

(b) if so, whether this was the result of wrong planning priorities and neglect of agriculture, small scale industries and consumer goods industries; and

(c) if so, the remedial action proposed to reverse the unhealthy trend?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI VIDYA CHARAN SHUKLA):

(a) No, Sir.

(b) and (c). The question does not arise.

श्री शरद यादव : अध्यक्ष महोदय, मैं पूछता चाहता हूं कि आगे मी पंचवर्षीय योजना में जो योजनायें हैं उन में बड़ी योजनाओं के लिये कितना पैसा दिया गया है और छोटी योजनाओं में कितना पैसा खर्च किया जा रहा है।

श्री विद्या चरण शुक्ल : अध्यक्ष जी, हम लोर्डों ने पांचवर्षीय पंचवर्षीय योजना में बड़ी और छोटी योजना का कोई विभेद नहीं किया है। हम तो इसे एक योजना मान कर चलते हैं और उसमें तरह-तरह के विभिन्न जो भाग हैं हमारी उत्तित और विकास के, उन्हें समिलित किया है। इसलिये मैं समझ नहीं पा रहा हूं कि किस तरह की छोटी योजना के बारे में किस विभाग के बारे में भानवीय सदस्य ज्ञानना चाहते हैं।

श्री शरद यादव : बेकारी के सदाचाल पर कितना पैसा खर्च किया जा रहा है? जो शिक्षित और अग्रिमित लोगों में बेकारी है उस पर कितना खर्च किया जा रहा है, और जो विलासित की चीजें हैं उन पर कितना खर्च किया जा रहा है?

श्री विद्या चारण शुक्ल : जो भी पेसा हम उपयोग के विकास में खर्च करते हैं, तरह तरह के और जो विकास के बार्य है ताहे नियति से सम्बन्धित हो उद्यग या कृषि से सम्बन्धित हों और कृषि के साथ जो भी विकास के दूसरे बार्य हैं उन पर जो भी पेसा खर्च करते हैं उससे लोगों को रोजगार मिलने में भुविधा होती है और अधिक में अधिक लोगों को रोजगार मिलने का मोका मिलता है। इसलिये जो भी व्यव्हार है उत्तरति, विकास का उसको सबको माना जा सकता है कि रोजगार दिलाने के लिये और रोजगार दिलाने की सहायता के रूप में उसका उपयोग हो रहा है।

SHRIMATI T. LAKSHMIKANTHAMMA: May I know whether there has been continuous retrenchment of women labour from the industries on the ground that they were not skilled, because techniques are advancing—what steps had the Government taken to protect women employees from retrenchment?

MR. SPEAKER: I am really surprised that when the Minister said 'no', supplementaries are still arising.

SHRIMATI T. LAKSHMIKANTHAMMA: The question does arise from this.

MR. SPEAKER: I do not deny it; let the Minister answer, if it arises out of this question; I do not come in.

THE PRIME MINISTER, MINISTER OF ATOMIC ENERGY, MINISTER OF ELECTRONICS, MINISTER OF SPACE, MINISTER OF PLANNING AND MINISTER OF SCIENCE AND TECHNOLOGY (SHRIMATI IINDIRA GANDHI): It is for you to decide whether it arises or not.

MR. SPEAKER: I am really surprised the Minister said: 'no', and still the question arises.

SHRI VIDYA CHARAN SHUKLA: The hon. lady Member asks whether

there is any general retrenchment of women workers. I should say that no such trend has come to our notice.

SHRIMATI T. LAKSHMIKANTHAMMA: Yes, Sir. Let him read the report on the status of women; there has been continuous reports that there was retrenchment of women workers.

SHRI VIDYA CHARAN SHUKLA: No such trend has come to our notice. It may be that in certain sectors, there might have been some difficulties in the employment of women.

SHRIMATI T. LAKSHMIKANTHAMMA: The rate of employment of women has gone down.

SHRI VIDYA CHARAN SHUKLA: Our policy is to encourage women in suitable sectors, particularly sectors like electronic assemblies where work has to be done with deft hands. We do encourage the employment of women in the public sector undertakings and private sector undertakings.... (Interruptions)

श्री मधु लिम्बे : मेरा भी यह प्रश्न था। इस प्रश्न से मेरा नाम हटा दिया गया है और इसके मूटीलेट किया गया है। मेरा नाम भी था। यह क्या है रहा है, मेरी समझ में नहीं आता? क्या आप पानियामेंट को खत्म करना नाहते हैं?

MR. SPEAKER: You can write to me.

श्री मधु लिम्बे : क्या लिम्बा बार थार।

श्री अनन्देश्वर मिश्र : इन के नाम भी इस प्रश्न में था और श्री शरद यादव का भी नाम था।

MR. SPEAKER: There is only one name.

श्री मधु लिमये : आप सारी व्यवस्था को खत्म करने जा रहे हैं। यह गर्भियामेंट सेक्टेरियेट की बदतमीजी की है।.... (व्यवस्था, न)

अध्यक्ष महोदय : आठठंडर प्लीज।

श्री मधु लिमये : क्यों काट दिया गया भेदा नाम ? यह कहे प्रधान मंत्री का भासला नहीं था। क्यों मूटीलेट किया गया ?

अध्यक्ष महोदय : मैं खड़े हो गये। ये आग क्या कर रहे हैं ?

श.० कर्त्तव्य : ये कागज आभी अध्यक्ष जी के पास पहुंचे हैं और वे इन्हे देख रहे हैं।

श्री मधु लिमये : यह भी निगलेस सबाल हो गया।.... (व्यवस्था, न) मैं पढ़ कर सुनाता हूँ। यह तो हृद हो गई। इसमें कोई पार्टी का सबाल नहीं है। यह इस प्रकार था : It is a policy matter about which we seek clarification: whether the Government and the Planning Commission have calculated the annual rate of growth of employment in manufacturing and extracting.

MR. SPEAKER: Please sit down. I fail to understand; you get up like this every time.

SHRI MADHU LIMAYE: Your Secretariat has done it.... (Interruptions) Please, for God's sake.

अध्यक्ष महोदय : ग क्या बात है।

श्री मधु लिमये आप अपनी राजनीती को कभी कबूल नहीं प्रत्यक्ष किया है। मैंने जो कहा है, उनमें वया ग्रन्ति बात है। Please read the question.

MR. SPEAKER: Here is the question; it has only one name, Sharad Yadav. If there is any thing, you

write to me. How can I know? Thousands of questions are received.

श्री मधु लिमये : ये नये आदमी हैं, इसलिये उनको देख कर आपने मूटीलेट कर दिया।

Let me read out the original question.

MR. SPEAKER: No, no.

श्री मधु लिमये : दोनों ने मिल कर तैयार किया था ?

This is happening every day.

MR. SPEAKER: You write to me what you want.

SHRI MADHU LIMAYE: Let me read out the question. What is objectionable in that. I want to know. You do not even want to listen?

अध्यक्ष महोदय : जो मेरे पास है, उस पर एक ही नाम दिया हुआ है।

श्री मधु लिमये : अध्यक्ष महोदय, अगर आप चालते हैं कि इस हाउस से मैं चला जाऊं तो आभी इन्टीफा देने के लिए तैयार हूँ। आप मुझको बताइए, मैं एक क्षण भी नहीं रहूँगा, अगर इसी तरह से चलना है।

अध्यक्ष महोदय : आप जोर क्यों भाचाते हैं ?

श्री मधु लिमये : मैं शोर नहीं भाचाता हूँ। आप मुझे बोलने नहीं देते। आप एक भिन्न मुझको मून लीजिये। इसमें सदन का समय खगड़ नहीं होगा।

PROF. MADHU DANDAVATE: Please listen to the question. His name was there.

MR. SPEAKER: Whatever it is, if you are aggrieved, you write to the Speaker. (Interruptions).

PROF. MADHU DANDAVATE: Why don't you listen to Mr. Limaye? (Interruptions)

MR. SPEAKER: Very wrong.

SHRI PILOO MODY: First of all he appealed to you in the name of God. That did not take him anywhere. Now he has had to appeal to hell.

DR. KAILAS: He has said

MR. SPEAKER: The Hon. Member suddenly got up without my permission and brought in matters which are absolutely not relevant here. Here is a Question in the name of Mr. Sharad Yadav. There is no other name on it.

श्री पिलोवर मोदी : लेकिन मधु लिमये जी ने कहा है कि उन्होंने भी इस प्रश्न का नोटिस दिया था।

SHRI PILOO MODY: One thing is certain that unless you know what his complaint is

MR. SPEAKER: Why should I listen? It is clear here.

SHRI PILOO MODY: You are making up your mind on only half the information that you have. It is necessary that you listen to the other half of the information

MR. SPEAKER: He cannot set up in the House any time.

SHRI PILOO MODY: Without listening to him, it is not possible for you to arrive at some rational conclusion.

MR. SPEAKER: The office has told me, and I have seen.

SHRI PILOO MODY: You are speaking for the twentieth time. We have heard you 20 times, but you have not heard us once. (Interruptions)

MR. SPEAKER: You have come only for this.

DR. KAILAS: Shri Limaye should withdraw that word. Ask Mr. Limaye to withdraw that word.

MR. SPEAKER: He got up without my permission. Nothing will go on record. I will not allow anything to go on record.

Whatever may be the question, I am not prepared to listen in the House. He can write to me. I have watched it a number of times. I did not call him.

SHRI PRIYA RANJAN DAS MUNSI: This is the Question Hour. Only questions should be put.

MR. SPEAKER: He is the only man who thinks that he is a super man.

SHRI SAMAR GUHA: I want to make a humble submission.

MR. SPEAKER: Submission about what?

SHRI SAMAR GUHA: He should consult you in the Chamber, I quite agree, but my young friend Shri Sharad Yadav is a new-comer. This is his first Question. The original Question that he gave notice of reads:

"(a) whether the Government/Planning Commission have calculated the annual rate of growth of employment in manufacturing and extracting and mines; in services; and in distribution and trade in 20 years of planning;

If this first portion is deleted, the question becomes not only irrelevant but almost without any sense. I want to know whether this editing of the question was made in consultation with the members who have put the question. Sometimes I myself request the office to edit my question in a particular way. In this case, was the editing done in consultation with the members who have put the question?

MR. SPEAKER: Where the rule is clear no consultation is necessary. The question goes into past history.

The question desires information for the last 20 years whereas he can have it for the last 3 years. There is no question of consultation.

SHRI MADHU LIMAYE: Don't be mechanical in applying the rule.

SHRI SAMAR GUHA: He is a new comer and it is his first question.

MR. SPEAKER: He can give as many questions as he likes, but they must be within the rules. There is no exception for the first or second question.

SHRI MADHU LIMAYE: What rule did it violate?

MR. SPEAKER: I am not prepared to answer it here.

श्री शरद यादव : मैं नया आदमी हूँ। मैं दो सवाल पूछ रहा था। पहले मैं यह कहता चाह रहा था कि मेरे मवाल को पूरी तरह म बदल दिया गया है। यहाँ से बहाँ तक ऐ पूरा है यह जानने के लिए कि कैसे बदल गया। मैं दो मवाल पूछ रहा था लेकिन आपने मुझे बिठा दिया... (इंटरप्रेंटर)

श्री मधु लिमये सरकार का बजट अपमेंट हो गया है, उसके लिए यह सवाल पूछा था।

MR. SPEAKER: We receive not only hundreds but thousands of questions and they are disposed of at the Secretariat level. You are doing it again and again. How can the Speaker be expected on the spur of the moment to know about it? He has to get the information from the office as to what was the noting and what was the reason. If you suddenly get up and put it in an abrupt manner, it is very wrong. I have clearly brought it to your notice that this practice has never been followed. You write to me and I will examine it. If there is something wrong, we can rectify it. Otherwise, if it is a correct position, we can satisfy you, but not here. I

am the last man to be cowed down by the way you do it.

SHRI MADHU LIMAYE: I do not want to go to the Speaker's chamber at all.

SHRI SAMAR GUHA: This question can be suspended for the present.

PROF. MADHU DANDAVATE: You can give him some other opportunity to put the question.

MR. SPEAKER: Mr. Sharad Yadav, may I tell you that you are a brilliant young man? If anything goes wrong, you try to please bring it to my notice. I can give you very sound advice on that. But, do not interrupt शान्ति से भी बात कर जा सकता है। आप से बाहर नहीं हो जाना चाहिये।

श्री शरद यादव श्रीदा ऐसा हो करगा। आपके चैम्बर में आऊंगा। यह महत्वपूर्ण सवाल है। मुझे एक मोका दीजिये। मैं रिक्वेस्ट कर रहा हूँ। यद्यपि नहीं तो अगले सप्ताह दीजिये। आगे मे आपके पास आप के चैम्बर में आऊंगा।

MR. SPEAKER: You are starting it again. Try to adjust yourself.

PROF. MADHU DANDAVATE: It should be put down for next week.... (Interruptions).

MR. SPEAKER: I would request all of you to sit down. Shri Halder.

SHRI KRISHNA CHANDRA HALDER: In the rural areas unemployment is very acute and the agricultural labourers, share croppers and small farmers are mainly Harijans and Scheduled Tribes. I want to know from the hon. Minister, or the Prime Minister who is holding the office of the chairmanship of the Planning Commission, what steps the Government is going to take in the Fifth Plan to create sufficient employment opportunities in the rural areas, especially

in the lean period of August-September-October and March-April.

SHRI VIDYA CHARAN SHUKLA: What the hon. Member has said is generally right. Unemployment is much more acute in the rural areas. Therefore, in the Fifth Plan we have given the highest priority to agricultural development. Under the general programme of agricultural development various schemes have been drawn up for giving job opportunities in the rural areas. It is a very wide and comprehensive question. But I can assure the hon. Member that what he has pointed out in his question has been kept in view while formulating the agricultural plan. We are sure that if the plan is implemented it will certainly give a spurt to employment in the rural areas.

SHRI KRISHNA CHANDRA HALDER: I asked a categorical question about the concrete steps for the lean period when thousands of agricultural labourers are dying of starvation. He has not answered the question.

SHRI VIDYA CHARAN SHUKLA: I tried to give an answer to the question.

SHRI NAWAL KISHORE SINHA: May I know whether it is a fact that the percentage of allocation for agricultural development in the Fifth Plan has been kept lower than the percentage of investment in the Fourth Plan?

SHRI VIDYA CHARAN SHUKLA: May I respectfully submit that this question really does not arise out of the main Question. I will find out about it and I will give the information to the hon. Member.

SHRI D. BASUMATARI: May I know whether it is a fact or not that time and again the Commissioner of Scheduled Castes and Scheduled Tribes suggested to the Planning Commission that whenever any national project is set up in the backward tribal areas, the people who are dislodged from their hearths and homes in

the local areas should be rehabilitated and that money should be set apart for the rehabilitation of those people and, if so, whether it is going to be accepted or not.

SHRI VIDYA CHARAN SHUKLA: The matter that the hon. Member has raised is an important one which we always keep in mind. I can assure him that it will never be lost sight of.

Setting up of Power Projects in Private Sector

*224. **SHRI SHANKERRAO SAVANT:** Will the Minister of ENERGY be pleased to state:

(a) whether the private sector units have sought permission to establish Power Projects in the country; and

(b) if so, the particulars thereof together with their location, the capacity of generation of power and the estimated cost in each case?

THE MINISTER OF ENERGY (SHRI K. C. PANT): (a) and (b). A statement is laid on the Table of the House.

Statement

(a) and (b). M/s. Tata Electric Company—a power utility in the Private sector—has submitted a proposal for the installation of a 500 MW unit at their Trombay thermal power station at an estimated cost of Rs. 87.41 crores.

Applications from the following four Private sector units for setting up captive power plants are under examination by the Government:—

MW

(1) M/s. Star Paper Mills, Saharanpur, (U.P.)	4.5
(2) M/s. J. K. Straw Products Ltd., Rayagada (Orissa)	4.0
(3) M/s. West Coast Paper Mills, Dandeli (Karnataka)	10.00
(4) M/s. Andhra Pradesh Paper Mills Ltd., Rajahmundry (Andhra Pradesh)	10.00

SHRI SHANKERRAO SAVANT: In view of the serious shortage of power in the industrial areas which has aggravated the economy of the country, may I know when the proposals were submitted to the Government and why they have not been sanctioned immediately?

SHRI K. C. PANT: So far as the proposal of M/s. Tata Electric Company is concerned, we did get an advance copy of the project report but we have not got any formal communication giving approval of the State Electricity Board. We have, however, got a communication from the State Government which has given a directive to the State Electricity Board approving the project. We will consider this proposal. In fact, we have already looked at it. We will consider it after we get a communication from the State Government and the State Electricity Board. The four other proposals which are mentioned in the statement are under consideration even now.

श्री नरसिंह नारायण पांडेय : क्या माननीय मंत्री जी को मानूम है कि उनर प्रदेश सरकार ने प्राइवेट ओनसे को बहां के बहुत से इलैक्ट्रिसिटी ज्वांट्स को जो कि इलैक्ट्रिसिटी बोर्ड के अन्तर्गत थे, बिना आपकी परमीशन के देच दिया ? क्या उस तरह मे प्राइवेट सेक्टर को बढ़ावा दिया जा रहा है और कन्यूमर्स को जिम भाव पर इलैक्ट्रिमिटी बोर्ड विजली देता था क्या उससे दुगुने भाव पर आज प्राइवेट ओनसे कन्यूमर्स को विजली दे रहे है ? यदि हां, तो क्या इसके बारे में इजाजत दी गई थी ? क्या यह आपकी पालिसी के अनुकूल है ?

श्री कृष्ण चन्द्र पन्त : कोई भी राज्य सरकार अगर चाहे तो विजली घरों को बेच सकती है। जब विजली घर पुराने हो जाते हैं और उनका कोई इमेलाल नहीं हो सकता है तो उसको बेचने के अलावा इमरा चारा ही क्या है ? इसलिये उनको बेचने के लिये किसी परमीशन की जरूरत नहीं होती है। यदि प्राइवेट सेक्टर अंडरटेकिंग में नया प्लॉट

सेट-अप करना हो तो उसमें सेंटर से पूछना होता है।

इस मामले मे हमने राज्य सरकार से पूछा था और उन्होने बताया कि पुराने सैट्स काम के नहीं रहे थे, विजली की बड़ी कमी उत्तर प्रदेश मे थी इसलिये जब कि उद्योग पर इसका असर पड़ रहा था तो उन्होने इसको प्राइवेट सेक्टर को बेच दिया। जहां तक मुझे मालूम है, आमतौर पर उन लोगों ने अपनी अपनी कंजम्पशन के लिये विजलीघरों को खरीदा ताकि वे अपने उद्योग मे विजली का इस्तेमाल करें। इससे फँकं नहीं पड़ता। अगर वह उमको बाहर दे रहे हैं तो उमसे फँकं पड़ेगा और उमको देखना पड़ेगा।

SHRI B. V. NAIK: The hon. Minister has stated about the projects which are in the stage of application, which means, I presume, there are no project reports in these cases. May I know from the hon. Minister whether these projects, particularly with reference to the West Coast Paper Mills at Dhandeli in Karnataka—the same management is running the Andhra Paper Mills in Rajahmundry in Andhra Pradesh—are thermal plants or hydro-electric plants and if so, the locations thereof, and whether there is anything in the Industrial Policy Resolution of 1956 or anything in the ideological policy decisions that, when there is shortage of power in this country, these concerns can be permitted to go ahead and produce more of electricity in this country, whether there is any objection other than the administrative, legal and the Electricity Board hurdles.

SHRI K. C. PANT: These are thermal stations and they would, presumably, be set up at the locations mentioned in the statement.

So far as the broad policy is concerned, new generation capacity should be set up in the public sector, but wherever it is in the national interest, then the private sector also can be allowed.

श्री शिव कुमार शास्त्री : प्रध्यक्ष भहोदय, अभी मंत्री जी ने उत्तर देते हुए यह बताया कि जो बेकार पावर हाउस हैं, उन्हें आपकी अनुमति के बिना भी राज्य सरकारे बेच सकती हैं। मैं मंत्री जी से जानना चाहता हूँ कि क्या अलीगढ़ जिले में कामिमपुर पावर-हाउस के एक भाग को मोदी की फर्म को बेच दिया गया और क्या यह भी ठीक है कि वही पावर-हाउस, उमकी कुछ मर्शिनों को रिपेयर करने के बाद, अब उत्पादन कर रहा है और मोदी की कमाई चल रही है।

श्री कृष्ण चन्द्र पन्त : जहा तक मुझे मालूम हैं जी हा :

श्री शिव कुमार शास्त्री : नों जो हिम्मा बेचा गया वह खराब तो नहीं या वही कम कर रहा है ?

श्री कृष्ण चन्द्र पन्त : अप्रेजी में यह कहने हैं—

As for as I know, 'yes.'

श्री डॉ० एन० तिकारी : ऐसे स्थानों में जहा विजली की खपत बहुत कम है, जैसे नार्थ विहार में 10 यूनिट पर व्यक्ति है, जब कि सारे देश में 90 यूनिट पर व्यक्ति है, और वहा सरकार अभी तक विजली देने में अक्षम रही है तो क्या मैं जान सकता हूँ कि वहां प्राइवेट पार्टीज को प्रोत्साहित करेंगे कि वह विजली लगा सके ?

वहा पर जी विजली लगाने की बात थी, सरकार ने तो लगाई नहीं और वहां की सैक्षण्ड स्कीम को दूसरी जगह भेज दिया। नार्थ विहार में मुजफ्फरपुर, कटिहार आदि स्थानों में सरकार विजली देने में अक्षम है, तो क्या प्राइवेट पार्टीज को प्रोत्साहित करेंगे कि वहां विजली लगा कर विजली की प्रौद्योगिकी कर सकें ?

श्री कृष्ण चन्द्र पन्त : जैसा मैंने कहा— आमतौर पर नीति यही है कि पब्लिक सेक्टर में विजली उत्पादन केन्द्र बने। उत्साहित करने

का प्रयत्न तो नहीं आता भगवर अगर कोई प्राइवेट पार्टी प्रोपोजल लेकर आयेगी तो उस पर हम विचार करेंगे।

WRITTEN ANSWERS TO QUESTIONS

Exploration of Geothermal Power for Production of Energy

*225. SHRI H. K. L. BHAGAT: SHRI SAMAR GUHA:

Will the Minister of ENERGY be pleased to state:

(a) whether Government have any programme for exploration of available Geothermal Power to produce energy;

(b) if so, the main features thereof; and

(c) the reasons for exclusion of the hot springs of Bihar, West Bengal and Orissa from such programme?

THE MINISTER OF ENERGY (SHRI K. C. PANT): (a) to (c). The programme for developing geo-thermal power is still largely in the R and D stage. As a part of this programme, a UNDP project has been taken up for conducting explorations in the Manikaran area of Himachal Pradesh, and on the Western Coast of India. In addition, explorations are being carried out in the Puga Valley in Ladakh, and in the Sona area in Haryana. These areas appeared to be the most promising. Other sites with geo-thermal potential would be taken up for exploration on the basis of the experience gained at these sites.

Study conducted by Government on Danger of Pollution

*226. DR. SARADISH ROY: Will the Minister of PLANNING be pleased to state:

(a) whether Government have conducted any study regarding the

increasing danger of pollution resulting in serious health hazards to the people in India;

(b) if so, the result of such study; and

(c) the reaction of the Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI VIDYA CHARAN SHUKLA):

(a) The National Environmental Engineering Research Institute (NEERI), Nagpur carried out short term air quality survey in 4 major cities, namely, Bombay, Delhi, Calcutta and Kanpur in 1968-69 for a period of 1-2 months for each city. They have also conducted studies on water pollution in Jamuna, between Agra and Wazirabad (Delhi), Ganga near Kanpur, Damodar in Durgapur and river Hooghly in Asansol region (Calcutta).

(b) The studies reveal that pollution exists in selected places of the country though not alarming in most cases.

(c) The institute has helped numerous agencies like Municipal Corporations, Industries, State Governments etc. by advising them on suitable methods for treatment of water, sewage, industrial effluents, air pollution control and solid wastes disposal.

The Government of India have taken following steps to check air and water pollution:

1. A high powered National Committee on Environmental Planning and Coordination has been established to inter-alia advise the Government, public authorities and industries on matters related to air and water pollution.

2. The prevention of water pollution Act (1974) has come into force. The centre has also communicated to the States the necessity for initiating similar steps by them.

3. The draft Air Pollution Control Bill is now being processed.

4. Pollution control measures for new industries have been made obligatory. A new clause has been inserted in the proforma of application for industrial licensing regarding discharge of effluents.

5. The Insecticides Act (1968) and the Atomic Energy Act (1962) inter-alia seek to prevent certain specific aspects of water and air pollution.

Sale of Shares of Public Undertakings to Private Sector

*227. SHRI VARKEY GEORGE:
SHRI SHASHI BHUSHAN:

Will the Minister of INDUSTRY AND CIVIL SUPPLIES be pleased to state:

(a) whether his Ministry has offered to sell 49 per cent of equity shares of public sector undertakings to the private sector;

(b) if so, whether the proposed offer indicates a departure in the industrial policy of Government; and

(c) the main features of this new offer?

THE MINISTER OF INDUSTRY AND CIVIL SUPPLIES (SHRI T. A. PAI): (a) to (c). Scooters India, a Public Sector Company, has, in pursuance of Cabinet decision, planned to offer 43 per cent of equity to public subscription. This does not in any way constitute or imply a departure from the industrial policy of the Government.

रूसी तकनीशियनों का दौरा

* 228. श्री फूल चन्द बर्मा : क्या उद्योग और नागरिक पूर्ति मंत्री यह बताने की हुपा करेंगे कि ।

(क) क्या भारत के उद्योगों की स्थापना करने में भारतीय उपकरणों के उपयोग और भारतीय इंजीनियरिंग उद्योग की क्षमता का प्रब्लेम करने के लिये जनवरी, 1975 में रूसी तकनीशियनों के एक दल ने भारत का दौरा किया था ; और

(ख) यदि हां, तो तत्सम्बन्धी तथ्य क्या हैं ?

उद्योग और नागरिक पूर्ति मंत्रालय में राज्य मंत्री (श्री ए० सी० जार्ज) : (क) जी हां ।

(ख) केन्द्रीय उद्योग और नागरिक पूर्ति मंत्री द्वारा दिये गये निमंत्रण पर रूस के भारी, विद्युत और परिवहन उद्योग मंत्री श्री बी० ए० झिगालिन, और विशेषज्ञों के दो दलों ने जनवरी, फरवरी, 1975 में भारत का दौरा किया था । दलों भारत में अपने प्रवास के दौरान भारत हैबी इलेक्ट्रिकल्स लिं० के हरिहार एकक, हैबी इंजीनियरिंग कारपोरेशन, बोकारो इस्पात परियोजना और सरकारी क्षेत्र के दो तथा एककों का भी दौरा किया । दौरे का उद्देश्य रूस की सहायता से बड़ी परियोजनाओं की क्षमताओं का पूर्ण उपयोग से सम्बन्धित विभिन्न समस्याओं जैसे हिस्से-पुर्जों और सामान की सप्लाई सन्तुलन संबंध और भूमिकाओं की आवश्यकता पर बातचीत करना था । दौरे का उद्देश्य यह पता लगाना भी था कि सरकारी क्षेत्र के ये उद्यम रूस द्वारा तीसरे देशों में स्थापित की जा रही परियोजनाओं के लिये कितने उपकरणों की सप्लाई कर सकते हैं । बातचीत के परिणामस्वरूप,

नई दिल्ली में 10 फरवरी, 1975 को भारत और सोवियत संघ ने एक सलेख (प्रोटोकोल) पर हस्ताक्षर किए ।

Increase in Number of Adivasi Welfare Centres

* 229. SHRI BHAGIRATH BHANWAR: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the number of Adivasi Welfare Centres in the country is inadequate to fulfil the needs;

(b) the total number of centres existing at present, Statewise; and

(c) the steps proposed to be taken to increase their number and bring efficiency into their working?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS, DEPARTMENT OF PERSONNEL AND ADMINISTRATIVE REFORMS AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI OM MEHTA): (a) to (c) There is no Centrally sponsored programme of Adivasi Welfare Centres. However, the scheme of tribal development blocks had 504 units by the end of the Fourth Five Year Plan covering broadly those areas which had more than two-thirds tribal population. This coverage was not considered adequate. In the Fifth Plan all areas with more than 50 per cent concentration are being covered under the Integrated Tribal Development Projects. It is expected that now about seventy-five per cent of the country's total tribal population will be covered as against about forty per cent in the earlier programmes. With a view to ensure effective implementation, the States have been requested to review the administrative arrangements and streamline them.

Setting up of T.V. Stations at Calcutta, Madras and Mussoorie

*230. SHRI S. A. MURUGANANTHAM:
SHRI M. KATHAMUTHU:

Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether any definite dates have been laid down for the starting of the Calcutta, Madras and Mussoorie Television Stations; and

(b) the reason for frequent postponement of setting up of Television stations from year to year thus causing uncertainty in the minds of expectant viewers and Television manufacturers?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI I. K. GUJRAL): (a) As the works at these stations are still in various stages of progress, no definite dates for starting transmissions from these places have yet been fixed. However, these Stations are expected to commence operation during this year.

(b) There has been some delay due to difficulties in supply and erection of towers and receipt of equipment.

Takeover of Britannia Engineering Company, Titagarh (West Bengal)

*231. SHRI ROBIN SEN: Will the Minister of INDUSTRY AND CIVIL SUPPLIES be pleased to state:

(a) whether there is any request from the West Bengal State Government to allow them to take over the Britannia Engineering Company Unit at Titagarh, West Bengal;

(b) if so, the facts thereof; and

(c) reaction of the Centre thereto?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND CIVIL SUPPLIES (SHRI A. C. GEORGE): (a) to (c) In October,

1974, the Government of West Bengal informed that they were planning to takeover Titagarh Unit of M/s. Britannia Engineering Company on their own on the understanding that no financial or managerial responsibility would devolve on the Centre. The State Government was advised that, before recommending such takeover, an updated assessment of the state of equipment should be made; it was also necessary that viable production and financial projections should be worked out considering that the Unit has been closed for over a period of four years. Final recommendations of the State Government have just been received and are under consideration. A final decision is expected to be taken shortly.

Revolution in country's Industrialisation

*232. SHRI MOHINDER SINGH GILL: Will the Minister of INDUSTRY AND CIVIL SUPPLIES be pleased to state:

(a) whether he proposes to take a number of steps in the matter of policy and administration to bring about a complete revolution in the country's industrialisation, more so in the public sector; and

(b) if so, the nature of steps to be so taken and the time that will be taken to do this?

THE MINISTER OF INDUSTRY AND CIVIL SUPPLIES (SHRI T. A. PAI): (a) and (b). The Industrial Policy Resolution of 1956 continues to govern policies for achieving the objectives of growth, social justice and self-reliance in the industrial sphere. Government do not contemplate effecting any changes in the Industrial Policy Resolution of 1956. Within the broad framework of the Industrial Policy Resolution, Govern-

ment have effected changes from time to time in the industrial licensing policy with a view to stimulate growth particularly in priority industries of importance to the national economy. The more important decisions taken in the recent past are as under:-

With a view to promoting fuller utilisation of existing capacities and to augment production, Government have decided to allow machinery and machine tool manufacturers full freedom for diversification of production within the group of range of products and within the overall licensed capacity of the undertaking. Government have also decided that industrial undertakings which hold industrial licences specifying single or double shift basis may apply for the endorsement of their licences allowing for maximum utilisation of plant and machinery. Government have recently announced that undertakings holding industrial licences with specific capacity could avail the facility of recognition of enhanced capacity if such additional production has been utilised for exports, subject to certain conditions. In respect of foreign majority companies and undertakings requiring approval under the MRTP Act, a special procedure will be followed by constituting a Task Force in the Ministry of Industry and Civil Supplies.

The role of public sector has been explained in the industrial licensing policy statement of 2nd February, 1973. Within the broad framework of Industrial Policy Resolution, the public sector is being assigned a more positive role to play in the industrial development of the country.

Target for Power Generation in Fifth Plan

*233. SHRI S. R. DAMANI: Will the Minister of ENERGY be pleased to state:

(a) the physical targets worked out for power generation in the Fifth Plan;

- (b) the broad outlines of projects which have been drawn to achieve the targets; and
- (c) the measures thought of for strengthening implementation?

THE MINISTER OF ENERGY (SHRI K. C. PANT): (a) and (b). The Draft Fifth Five Year Plan envisages an additional generating capacity of 18.55 million KW. The names of the projects together with their capacity are given in the statement laid on the Table of the House. [Placed in Library. See No. LT-9090/75].

(c) The measures being taken to implement the projects according to schedule are the following:

- (1) Reorganisation and revitalisation of the Central Electricity Authority.
- (2) Professionalisation of the Management of State Electricity Boards, so as to improve their capability of implementing projects.
- (3) Setting up of Companies for implementing power projects in the Central Sector.
- (4) Allocation of scarce materials like Steel, Cement, explosives, gases etc. on priority next only to defence.
- (5) Improved and timely availability of indigenous equipment, which would avoid delays associated with imports.
- (6) Standardisation of the lay out, and equipment, in Thermal Power Stations.
- (7) Improved investigation and preparation of detailed project reports, for Hydel and Thermal Projects.
- (8) Introduction of effective monitoring of the progress of construction of Projects, with a view to anticipate and remove difficulties and bottlenecks.

Raising of Promotion Quota for IAS from State Civil Services

*234. PROF. NARAIN CHAND PARASHAR: Will the PRIME MINISTER be pleased to state:

(a) whether the Administrative Reforms Commission had recommended in 1968 that the promotion quota for Indian Administrative Service from the State Civil Services be raised from 25 per cent to 40 per cent;

(b) whether almost all the State Governments have supported this recommendation;

(c) whether there is a lot of resentment amongst the State Civil Service officers throughout the country on account of delay in accepting the recommendations of the Administrative Reforms Commission by the Central Government;

(d) if so, whether any decision has been taken; and

(e) if not, the date by which the decision is likely to be taken?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS, DEPARTMENT OF PERSONNEL AND ADMINISTRATIVE REFORMS AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI OM MEHTA): (a) The Administrative Reforms Commission has recommended that "In order to provide greater opportunities for the advancement of talented persons who are not already in Class I—

(a) the quota of vacancies in Class I to be filled by promotion may be increased upto a maximum 40 per cent where the existing quota falls short of that percentage."

This is a general recommendation which also applies to promotion of State Civil Service officers to the IAS.

(b) Majority of the State Governments consulted have supported the recommendation.

(c) Requests have been received from the State Civil Service Officers' Associations to expedite decision on the recommendation.

(d) and (e). The recommendation is still under consideration in consultation with the appropriate authorities, and necessary decision will be taken as soon as possible.

Legislation for Black Listing of Small Units for Misusing Raw Material Quotas

*235. SHRI N. E. HORO: SHRI VIRBHADRA SINGH:

Will the Minister of INDUSTRY AND CIVIL SUPPLIES be pleased to state:

(a) whether Government are in a position to bring in legislation to permanently black list units in the small industrial sector found to be misusing raw material quotas;

(b) whether Government have also taken any initiative to start a chain of raw material banks covering all district headquarters; and

(c) if so, the facts thereof?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND CIVIL SUPPLIES (SHRI A. P. SHARMA): (a) According to the guide lines circulated among the State Governments and Union Territories, a small scale unit already registered may be de-registered by the registering authority if such units have been proved to have misutilised the raw materials allocated to them. Therefore, it is not considered necessary to bring in legislation for the purpose.

(b) and (c). Scarce raw materials such as Iron and Steel items are being canalised through the State Small Industries Corporation located in various States and Union Territories. These Corporations have their depots at different places in the respective States. A list of Small Industries

Development Corporations set up so far is given in the statement.

Statement

State/Union Territories where Small Industries Development Corporations have been set up

States

1. Andhra Pradesh.
2. Assam.
3. West Bengal.
4. Bihar.
5. Kerala.
6. Gujarat.
7. Madhya Pradesh.
8. Maharashtra.
9. Karnataka.
10. Orissa.
11. Punjab.
12. Rajasthan.
13. Uttar Pradesh.
14. Tamil Nadu.
15. Haryana.
16. Himachal Pradesh.
17. Tripura.
18. Manipur.
19. Jammu & Kashmir.

Union Territory

1. Delhi.

Utilisation of Capacity in Rubber Goods Manufacturing Companies

*236. SHRI NIMBALKAR: Will the Minister of INDUSTRY AND CIVIL SUPPLIES be pleased to state:

(a) whether due to a steep fall in capacity utilisation the rubber goods manufacturing companies have shown a fall in output; and

(b) if so, what measures Government contemplate to take to ensure full utilisation?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND CIVIL SUPPLIES (SHRI B. P. MAURYA): (a) There is no steep fall in the capacity utilisation of the rubber goods manufacturing companies during the year 1974 in relation to 1973.

(b) Does not arise.

Use of MISA to tackle Mizos and Arresting the Political Workers

*237. SHRI P. M. MEHTA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that Union Government have decided to use the MISA to tackle Mizos;

(b) if so, whether the Government has been misusing the MISA for arresting the political workers also;

(c) if so, how many persons have been arrested in the States since December, 1974 up till now; and

(d) the reasons for their arrest?

THE MINISTER OF HOME AFFAIRS (SHRI K. BRAHMANANDA REDDY): (a) All the provisions of the MISA are already applicable in the entire Union Territory of Mizoram and it is possible to detain a person in Mizoram with a view to preventing him from acting in any manner prejudicial to the defence of India or the relations of India with foreign powers or the security of India or the security of the State or the maintenance of public order or the maintenance of supplies and services essential to the community.

(b) No, Sir. The political affiliation of a person cannot by itself be a relevant factor for his detention under the MISA. It is purely incidental if the person detained for the purpose provided for in the MISA happens to have a specific political affiliation.

(c) and (d). The information in respect of the number of persons detained under MISA in some States and Union territories during the period 1-12-1974 to 15-2-75 is given in the statement laid on the Table of the House.

The information in respect of the remaining States and Union territories is being collected and will be laid on the Table of the House.

Statement

Number of persons detained under MISA during the period 1-12-1964 to 15-3-1975.

Name of State/U. T.s.	Number of persons detained for reasons connected with					Total
	Security of State/Mainten- tenance of public order	Maintenance of essential supplies and services	Regulating of stay of foreigners in India	Smuggling etc.		
I	2	3	4	5	6	
Andhra Pradesh	.	1	16	..	..	17
Assam	.	..	11	..	£	11
Bihar	.	76	..	..	£	76
Gujarat	.	2	..	..	..	2
Madhya Pradesh	.	1	..	..	£	1
Karnataka	.	..	3	..	..	3
Manipur	1	1
Orissa	.	..	6	..	£	6
Punjab	32	2	34
Tamil Nadu	.	..	25	..	..	25
Tripura	.	2	..	..	£	2
Uttar Pradesh	.	5	1	..	£	6
TOTAL	.	87	62	32	3	184

NOTES : (i) £Information is awaited.

(ii) The information in respect of the States of Haryana, Himachal Pradesh and the Union Territories of Andaman and Nicobar, Arunachal Pradesh, Chandigarh, Lakshadweep and Pondicherry is 'nil'.

(iii) Till the 19th December, 1974 when the new Act—Conservation of Foreign Exchange and Prevention of Smuggling Activities Act—came into force, detention of smugglers and foreign exchange racketeers, was being ordered under the MISA as amended by the MISA Ordinance of 17th September, 1974 which lapsed on the 19th December, 1974. Hence the figures of detention of smugglers etc. upto 19th December, 1974 are also shown in the above statement.

Symposium Organised by Central Board of Irrigation and Power on Operation and Maintenance of Thermal Power Stations

*238. SHRI DHAMANKAR:
SHRI VASANT SATHE:

Will the Minister of ENERGY be pleased to state:

(a) whether the Central Board of Irrigation and Power recently organised a symposium on special problems of operation and maintenance of thermal power stations in the country;

(b) if so, the main recommendations made by the Central Board of Irrigation and Power on the basis of the

deliberation in the symposium to Government; and

(c) the reaction of Government thereto and steps taken in the matter?

THE MINISTER OF ENERGY (SHRI K. C. PANT): (a) Yes, Sir.

(b) No formal recommendations have been made by the Symposium. However, a resume of the points made during the symposium is given in the Statement laid on the Table of the House.

(c) The points made during the symposium are being studied. Appropriate action on most of these points is, however, already under way.

Statement

- (1) There is scope for improvement in operation techniques and maintenance procedures for improving efficiency and availability of units.
- (2) There is need to economise in use of oil due to the escalation of fuel oil prices.
- (3) The Boilers Act should be amended to reduce the frequency of statutory inspection in case of large utility boilers, to increase availability.
- (4) There is need to improve the quality of coal supplied to power stations, and penalty for default should be applicable to nationalised mining agencies as in the case of private mines prior to nationalisation.
- (5) Greater attention should be paid to develop and use erosion resistant materials for parts subject to erosion.
- (6) Availability of both imported and indigenous spares should be improved.
- (7) Adequate powers both administrative and financial should be delegated to the authorities in charge of con-

struction/operation of power stations consistent with the responsibilities they are called upon to discharge.

- (8) Facilities should be provided for the training of operation and maintenance staff through refresher courses, exchange of practical views and information or data
- (9) Suitable incentives should be given to the operation and maintenance staff in the thermal power stations in recognition of their arduous duties and to attract competent personnel to work in these stations.
- (10) Common pools of spare parts may be built up at the national and regional levels to reduce the over all inventory cost.
- (11) Meticulous efficiency control and preventive maintenance would improve availability, peaking capability and the economics of the stations.
- (12) Pit head super-stations should be set up to overcome difficulties in wagon availability in transportation of coal.
- (13) A Central agency like the C.E.A. should examine at the National level the common problems faced by power stations to evolve suitable remedial measures.

Alleged Conspiracy to form a Christian State in Eastern Region

*239. SHRI MUKHTIAR SINGH
MALIK:
SHRI BIRENDER SINGH
RAO:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government have received reports that some foreign

missionaries are hatching a conspiracy to form a Christian State in the Eastern Region of the country;

(b) if so, whether any steps have since been taken by Government to curb the plan of such foreign missionaries; and

(c) if not, the reasons thereof?

THE MINISTER OF HOME AFFAIRS (SHRI K. BRAHMANANDA REDDY): (a) No, Sir.

(b) Does not arise.

(c) General vigilance, however is being maintained in the interest of security and public order.

Requirements of Power in States

*240. SHRI SUKHDEO PRASAD VERMA: Will the Minister of ENERGY be pleased to state:

(a) whether Government have taken into consideration the present power requirements of each of the States;

(b) if so, the total requirements thereof;

(c) the total units of power available for each of the States at present; and

(d) the necessary steps Government have suggested to the States to formulate power generation schemes to meet the shortages?

THE MINISTER OF ENERGY (SHRI K. C. PANT): (a) Yes, Sir.

(b) and (c) The estimated power requirements, availability and shortfall in million units per day during February, 1975 State-wise are given in statement I laid on the Table of the House [Placed in Library. See No. LT-9091/75]

(d) The Draft Fifth Five Year Plan envisages creation of an additional generating capacity of 16.5 million KW by the end of the Plan; details of which are given in state-

ment II laid on the Table of the House. [Placed in Library. See No LT-9091/75.] With this additional generating capacity, realisation of the maximum possible generation from the thermal stations for which concrete measures have been suggested to the States, and integrated operation of the different States and regional power systems, the power demands are expected to be met.

Coordinated National Policy for Essential Articles of Mass Consumption

*241 SHRI SHRIKISHAN MODI: SHRI SHIV SHANKAR PRASAD YADAV:

Will the Minister of INDUSTRY AND CIVIL SUPPLIES be pleased to this policy; and

(a) whether Government are going to evolve a coordinated national policy covering production of essential articles of mass consumption in the country;

(b) if so, the salient features thereof, and the various items that have been covered by this policy;

(c) whether a conference of Food and Civil Supply Ministers was held at Cochin in February, 1975 to discuss this policy; and

(d) if so, the main decisions arrived thereat?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND CIVIL SUPPLIES (SHRI A. C. GEORGE): (a) to (d). The extension and strengthening of the public distribution system according to priority and essential needs of the vulnerable and poor sections of the population was discussed with Ministers for Food, Civil Supplies and Cooperation of the State Governments at four Regional Conferences of States and Union Territories in the Northern and Central Region, Eastern and North-Eastern Region, Western Region and the Southern Region. The Con-

ference for States and Union Territories of the Southern Region was held at Cochin on 4th February, 1975. The consensus was that the initial priorities should be in respect of distribution of commodities of basic necessity, namely, foodgrains including coarse grains and pulses where necessary, sugar standard cloth, vanaspati including edible oils, cheap fuel (soft coke and kerosene) and salt in vulnerable areas like metropolitan and large urban areas, labour concentrations, in mining, industrial and plantation areas, district headquarters, hill areas and rural areas in districts which are chronically scarcity affected or deficit. The demand for commodities like pulses in the Eastern and South-Eastern Zones; coarse grains in the hill areas and in Maharashtra and Gujarat; mustard oil in West Bengal; and salt in the Eastern and North-Eastern Zones will have to be met specially. It was also recommended that effective measures should be taken to ensure equitable distribution of cement, paper and stationery for students, diesel oil for agricultural purposes, essential drugs, soap, matches, baby food, tyres and tubes, common footwear and soda ash.

Exploitation of New Coal Mines in Districts Purulia and Bankura in West Bengal

2191. SHRI S. N SINGH DEO: Will the Minister of ENERGY be pleased to state:

(a) whether no new coal mines have been exploited during the current year;

(b) if so, the reasons thereof; and

(c) the action taken up-to-date in exploiting the new coal mines in the Districts of Purulia and Bankura in West Bengal?

THE DEPUTY MINISTER IN THE MINISTRY OF ENERGY: (PROF. SIDDHESHWAR PRASAD): (a) to

(c) The information is being collected and will be laid on the table of the House as and when received.

Coal Production in Fifth Plan

2192. SHRI TUNA ORAON: Will the Minister of ENERGY be pleased to state:

(a) whether Fifth Plan target of coal production is to the tune of 143 million tonnes; and

(b) if so, the expected achievement during the first year of the Fifth Plan ending in the next March?

THE DEPUTY MINISTER IN THE MINISTRY OF ENERGY: (PROF. SIDDHESHWAR PRASAD): (a) and (b) The Coal Programme, as included in the Draft Fifth Five Year Plan, envisages coal production of 135 million tonnes by 1978-79. The expected achievement during the first year of Fifth Plan is about 88 million tonnes. day.

पोंग बांध से पानी निकलना

2193. श्री लालजी भाई : क्या ऊर्जा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या पोंग बांध की एक मुरंग के दरवाजों की टटी ही सोल में से दो-तीन माह तक बराबर बांध का पानी गिरता रहा किन्तु इसे टीक नहीं किया गया ;

(ख) क्या इस प्रकार की दरारों से लगभग 6 हजार क्यूसेक पानी गिर रहा है और इस प्रकार पोंग बांध का काम करीब एं बर्बं पीछे रह गया है ; और

(ग) यदि हां, तो सरकार ने इस सम्बन्ध में क्या कार्यवाही की है ?

ऊर्जा मंत्रालय में उप-मंत्री (प्रौ० सिद्धेश्वर प्रसाद): (क) से (ग). पोंग बांध

की एक निकास सुरग में नियन्त्रक फाटक का जब परीक्षण किया जा रहा था, उस समय फाटक की सील भीटो में कुछ दोष देखने में आये, जिन्हे ठीक किया जा रहा है। आयातित फाटकों को बन्द करके इस सुरग में से प्रवाह को तत्काल बन्द कर दिया गया था। अनुप्रवाह में नहरों के लिये जल एक पेनस्टाक सुरग से बहने दिया जा रहा है।

प्रति व्यक्ति आय में कमी होना

2194. श्री महावीरपक्ष सिंह शास्य : क्या योजना मन्त्री यह बताने की कृपा करेंगे कि

(क) क्या वर्ष 1972-73 की तुलना में वर्ष 1973-74 के दौरान प्रति व्यक्ति आय में भागी परिवर्तन हआ है, और

(ख) यदि हाँ, तो इसके क्या कारण हैं?

योजना मंत्रालय में राज्य मंत्री (श्री विद्या चरण शुक्ल) : (क) जी नहीं। वर्ष 1973-74 में प्रति व्यक्ति आय स्थिर (1960-61) भावों के आधार पर 340.1 रुपये अनुमानित की गई है जब कि 1972-73 में 337.4 रुपये थी। इससे प्रति व्यक्ति आय में केवल 0.8 प्रदिशत की वृद्धि ही है।

(ख) प्रश्न ही नहीं उठता।

Supply of Power to Punjab and Haryana from Bhakra

2195. SHRI RAM PRAKASH. Will the Minister of ENERGY be pleased to state:

(a) whether Bhakra Management Board has decided to increase the daily power generation,

(b) whether Punjab and Haryana have not received supply so far; and
(c) if so, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF ENERGY: (PROF. SIDDHESHWAR PRASAD): (a) to (c) With effect from 11.2.1975 the generation from Bhakra has been increased from 8 to 8.4 million units per day and the actual power supply to both Punjab and Haryana has also increased accordingly.

Closed Holidays during a Calendar Year

2196 DR H. P SHARMA Will the PRIME MINISTER be pleased to state

(a) whether the Second and Third Pay Commissions had recommended that the number of closed holidays, other than Sundays and Second Saturdays, to be allowed to Central Government employees during a calendar year should be fixed at sixteen,

(b) if so, whether this recommendation was accepted by Government; and

(c) the circumstances in which a departure has been made from this accepted principle this year (1975) reducing the number of closed holidays to twelve?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS, DEPARTMENT OF PERSONNEL AND ADMINISTRATIVE REFORMS AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI OM MEHTA) (a) to (c) The Second Pay Commission observed that the then existing 23 holidays were too many and recommended reduction in the number of holidays for office staff to 16 consisting of 3 National holidays and 13 religious and other holidays most widely observed. This recommendation was accepted and instructions were issued for the observ-

vance of 16 effective holidays in a year. The Third Pay Commission went further and recommended that no section of employees should be allowed more than 16 holidays in a year and added that the practice of declaring one of the restricted holidays as a public holiday whenever any of the approved 16 closed holidays falls on a Sunday or a Second Saturday should be discarded as soon as possible. The list of holidays for the year 1975 has been decided strictly in accordance with the above recommendation of the Third Pay Commission which has been accepted by Government. During the year 1975 four of the sixteen festive occasions observed in Delhi and New Delhi happen to fall on Sundays viz., Republic Day (26-1-75), Rammavami (20-4-75), Buddha Purnima (25-5-75), and Idu'z Zuha (Bakrid) (14-12-75) and they were not substituted by other holidays, in view of the aforesaid accepted recommendation of the Third Pay Commission.

कारों का उत्पादन और उनके मूल्यों में वृद्धि

2197. श्री शंकर दयाल सिंह : क्या उद्योग और नागरिक पूर्ति भंडी यह बताने की कृपा करेंगे कि :

(क) देश में विभिन्न कार-कम्पनियों में इस समय किस-किस प्रकार की कितनी कारों का निर्माण हो रहा है तथा उनमें से प्रत्येक का मूल्य कितना है ; और

(ख) गत एवं वर्ते के दौरान इन कारों की कीमतों में कितनी वृद्धि की गयी ?

उद्योग और नागरिक पूर्ति भंडीलय में राज्य भंडी (श्री प० स० जार्ज) : (क) हर समय देश में एम्बेसडर, प्रीमियर पदमिनी और स्टैण्डर्ड गेजल नामक तीन मेकों की क.रे

बनाई जा रही हैं। वर्ष 1974 में उनका उत्पादन निम्न प्रकार था :—

	संख्या
एम्बेसडर	20,333
प्रीमियर पदमिनी	14,757
स्टैण्डर्ड गेजल	1,666

(ख) सरकार ने 1-1-1975 से याकी कारों पर से मूल्य नियन्त्रण हटा लिया है। एम्बेसडर और स्टैण्डर्ड गेजल कारों के निर्माताओं ने मूल्य नियन्त्रण हटा लिये जाने के पाचात् कारखाने से निकलते समय अपनी कारों के मूल्यों में कोई वृद्धि नहीं की है, जबकि प्रीमियर पदमिनी कारों के निर्माताओं ने 8-1-1975 से अपनी कारों के मूल्य में 1,501 रुपये की वृद्धि की है :

Electronic Telephone Exchange at New Delhi

2198 SHRI M. S. PURTY:
SHRI K. MALLANNA:

Will the Minister of COMMUNICATIONS be pleased to state the results of the trial service of the country's first Electronic Telephone Exchange, installed in the Laboratory of the Telecommunication Research Centre, New Delhi?

THE MINISTER OF COMMUNICATIONS (DR SHANKER DAYAL SHARMA) : The country's first electronic Telephone Exchange, installed in the Laboratory of the Telecommunication Research Centre, was put into service for a limited trial of 5 weeks from 22nd November to 28th December, 1974. About 75 selected departmental officers were served from the experimental exchange which was fully integrated with the Delhi Telephone network and the STD network as available from Delhi. The results of this service trials have been highly

encouraging and have proved the soundness of the indigenous design concepts. The trial has given valuable feedback information to finalise the design of the commercial trial exchange scheduled for service in Delhi by early 1977.

Letter of intent for setting up Refractory Project in Kerala

2199. SHRI C. JANARDHANAN:

SHRI VAYALAR RAVI:

Will the Minister of INDUSTRY AND CIVIL SUPPLIES be pleased to state:

(a) whether Government have given a letter of intent to a refractory project to be set up in Kerala State; and

(b) if so, the outlines of the project and the time by which the construction work would be started?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY, AND CIVIL SUPPLIES (SHRI B. P. MAURYA): (a) and (b). The Kerala State Industrial Development Corporation have been granted a letter of intent on 31st October, 1972, for establishment of a new undertaking in Kerala State for the manufacture of Specialised Refractories of various types for the capacities indicated below, subject to their finalising arrangements for foreign collaboration and import of capital goods to the satisfaction of Government:—

tonnes per annum

(i) Fused Alumina	1,000
(ii) Calcium Aluminates	1,000
(iii) Zirconia Alumina Silica products	2,500
(iv) Zircon Nozzles	1,000
(v) Zircon Bricks	1,500
(vi) Super Duty Bricks for Blast Furnace/Aluminium Industries	10,000

(vii) Laddle Quality Bricks	10,000
(viii) Insulation Bricks	1,000
(ix) Sleeves	3,000
Total	31,000

The project is estimated to cost Rs. 8 crores approximately. The project is proposed to be implemented with foreign technical collaboration. According to indications given by the Corporation, the construction work is expected to start during the later half of 1976 or early 1977.

मध्य प्रदेश में टायर उद्योग पर धारे को कमी का प्रभाव

2200. श्री गंगा चरण दीक्षित : व्या उद्योग और नागरिक पूति पत्री यह बताने की कृपा करेंगे कि

(क) व्या धारे की कमी के कारण मध्य प्रदेश में टायर उद्योग पर बहुत बुरा प्रभाव पड़ा है ; और

(ख) यदि हाँ, तो इस सम्बन्ध में क्या कार्यवाही की है ?

उद्योग और नागरिक पूति मंत्रालय में राज्य मंत्री (श्री बी० पी० शौर्य) : (क) और (ख). मध्य प्रदेश में संगठित क्षेत्र में मोटर गाड़ियों के टायर और ट्यूबों का निर्माण कोई भी एकक नहीं कर रहा है ।

Documentary Films for Coir Industry

2201. SHRI VAYALAR RAVI: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the Coir Board has requested Government to produce a documentary film on the coir industry and the coir products for giving publicity to coir products in internal as well as foreign markets; and

(b) if so, the reaction of Government thereto; and the steps taken in this direction?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTNG (SHRI DHARAM BIR SINHA): (a) Yes, Sir.

(b) The Films Division would be prepared to undertake the production of the film, if the Coir Board will meet the cost involved.

Talks with Naga Rebels

2202. SHRI P. VENKATASUBBAIAH: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Centre was against talks with Naga rebels;

(b) if so, the reasons therefor; and

(c) the steps proposed to be taken in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF HOME AFFAIRS (SHRI F. H. MOHSIN): (a) and (b). The Government are of the view that no useful purpose would be served by talks with the Naga rebels in the absence of clear indications on the part of the rebels to abjure violence and unlawful activities.

(c) Tight security measures are continued, to be taken, to stop such activities.

Attack on Chandmari Colliery of Bharat Coking Coal Ltd.

2203. SARDAR SWARAN SINGH SOKHI: Will the Minister of ENERGY be pleased to state:

(a) whether about 400 persons carrying arms looted Chandmari Colliery in Dhanbad Area, owned by Bharat Coking Coal Limited on the 9th February, 1975; and

(b) if so, the action taken by Government in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF ENERGY (PROF. SIDDHESHWAR PRASAD): (a) One worker of Chandmari Colliery, owned by Bharat Coking Coal Ltd., was allegedly assaulted by some shopkeepers near the colliery office in the Dhanbad area on 8-2-1975, due to intra union rivalry. In retaliation, about 400 workers-armed with bows, arrows, lathis and guns came from Bastaculla, raided three shops and set fire to them, as a result of which, one shop was completely burnt and two were partially burnt. They also allegedly damaged and looted some houses belonging to the workers of the rival faction.

(b) The police have registered a case and one person has so far been arrested.

Foreign Companies Producing Soft Drinks in India

2204. SHRI ARVIND M. PATEL: SHRI VEKARIA:

Will the Minister of INDUSTRY AND CIVIL SUPPLIES be pleased to state:

(a) the number and names of foreign companies which are producing soft drinks in India;

(b) the number of their branches in India;

(c) whether the raw material for manufacturing soft drinks is imported;

(d) if so, from which country; and

(e) the foreign exchange spent on the import during the years 1972-73 and 1973-74?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND CIVIL SUPPLIES (SHRI B. P. MAURYA): (a) and (b). The fol-

lowing foreign companies having an equity of 40 per cent or more are manufacturing soft drinks or concentrates of flavours used for the manufacture of soft drinks:—

Sl. No.	Name of firm	Foreign Shareholding
1.	M/s. Coca Cola Export Corporation	100%
2.	M/s. Bisleri (India) Pvt. Ltd. Bombay	49%
3.	M/s. Naarden India Ltd. Bombay	49%

(c) Some of the ingredients for the manufacture of soft drinks and concentrates are imported

(d) U.S.A., U.K. and other European countries.

(e) Director General, Technical Development have recommended release of foreign exchange primarily for the import of raw materials for the manufacture of soft drinks, concentrates and flavours, as indicated below:

1972-73	Rs. 32,78,599/-
1973-74	Rs. 33,12,472/-

Assam Nagaland Boundary Dispute

2205. SHRI ROBIN KAKOTI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the One-man Commission appointed by the Central Government to inquire into the boundary dispute between Nagaland and Assam has submitted its report; and

(b) if so, the salient features thereof and if not, when the Government are expected to get the above Commission's report?

THE MINISTER OF HOME AFFAIRS (SHRI K. BRAHMANANDA REDDY): (a) Not yet Sir.

(b) Does not arise.

Special allowances paid to Engineers posted to Andamans

2206. SHRI S. D. SOMASUNDARAM: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the rate at which the CPWD Engineers posted to Andaman P.W.D. are eligible to Andaman special allowance with reference to the revised basic pay; and

(b) the reasons for delay in giving special allowances to Engineers based on 25 per cent of the revised pay instead of being restricted to certain quantum that was due on 1st November, 1973?

THE DEPUTY MINISTER IN THE MINISTRY OF HOME AFFAIRS (SHRI F. H. MOHSIN): (a) As per revised orders issued by Government of India on 1st February, 1975, accepting the recommendations of the Third Central Pay Commission, all Government servants deputed from the mainland for service under the Andaman and Nicobar Administration (including CPWD Engineers on deputation to Andaman PWD) are eligible to receive the Special Allowance at the following rates w.e.f. 1st November, 1973:—

When posted to South Andamans 20 percent of basic pay subject to a maximum of Rs. 300/- p. m.

When posted to North and Middle Andamans 25 per cent of basic pay subject to a maximum of Rs. 350/- p. m.

When posted to Little Andaman, Nicobar, Islands and Narcondum Island. 30 per cent of basic pay subject to a maximum of Rs. 400/- p. m.

(b) The question of revising the rates of Special Allowance recommended by the Third Central Pay Commission was under consideration of the Government of India. As an interim measure the quantum of allowance was restricted to that drawn on 1-11-73.

Installation of Coal-wash Service in India

2207. DR. K. L. RAO: Will the Minister of ENERGY be pleased to state:

(a) what is the ash content of the coal used in the thermal stations in U.S.A., U.K., France and India; and

(b) what steps have been taken by Government in the last two years for the installation of the Coal-Wash Service in India?

THE DEPUTY MINISTER IN THE MINISTRY OF ENERGY PROF. SIDDHESHWAR PRASAD): (a) In India the ash content of coal used for power stations varies from 25 per cent to 45 per cent. As per the information available, there is large variation in ash content of coal used in thermal stations in U.K. which ranges from 6 per cent to 35 per cent. In France coal of ash content upto 25 per cent is used. In U.S.A. the ash content varies from 15 to 20 per cent.

(b) There are 14 washeries in the country—four under the control of the Coal Mines Authority Ltd., 5 under the Bharat Coking Coal Ltd., and the remaining 5 under the steel plants (both public and private sector). There are proposals to set up three more coal washeries in the near future.

Exodus of Architects

2208. SHRI RAGHUNANDAN LAL BHATIA:

SHRI D. D. DESAI:

Will the Minister of PLANNING be pleased to state:

(a) whether a large number of architects have left India recently;

(b) if so, whether recession in the building industry in India has caused an exodus of these architects; and

(c) if so, the steps taken to stop such brain drain?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI VIDYA CHARAN SHUKLA):

(a) No precise information is available. However, according to the information available in the Indians Abroad Section of the National Register maintained in the CSIR, 75 Indian Architects were abroad as on 31st January, 1975. Registration in the National Register is voluntary.

(b) The reasons of their migration are not known. However, educated people go abroad for a variety of reasons. Many of them go abroad for study, training or for acquiring wider experience. Foreign visits tend to increase their value in the employment market in India.

(c) Government have been taking from time to time several measures to create employment opportunities within the country and also to facilitate return of Indian Scientists, Technologists, Medical Personnel, Architects etc from abroad. A copy of the measures taken is laid on the Table of the House. [Placed in Library. See. No. LT-9092/75.]

Views of Indian Science Congress held at New Delhi re: Menace of Pollution

2209. SHRI KRISHNA CHANDRA HALDER: Will the Minister of PLANNING be pleased to state:

(a) whether Government's attention has been drawn to the views expressed at the Indian Science Congress held at New Delhi recently regarding the increasing menace of pollution throughout India;

(b) if so, the "acts thereof; and

(c) the reaction of the Government?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING

(SHRI VIDYA CHARAN SHUKLA):
(a) Yes, Sir.

(b) A Symposium on "Pollution and Animal Life" was held as part of the proceedings of the Section on Zoology and Entomology during the 62nd Session of the Indian Science Congress at New Delhi. Subjects such as genetic effects of chemosterilants used for pest control, effects of various forms of pollution on human, animal and plant life, effects of the insecticide Dimethoate on fish were discussed.

(c) Government of India are aware of the problems posed by environmental pollution and have already taken several steps to mitigate them

मुरंना मण्डल सहकारी चीनी कारखाना लि०
कैलारस द्वारा लिया गया ऋण

2210. श्री हक्कम चन्द्र कछवाय : क्या उद्योग और नागरिक पूर्ति मन्त्री यह बताने की कृपा करें कि

(क) मुरंना मण्डल सहकारी चीनी कारखाना लिमिटेड कैलारस ने 1972-73, 1973-74 में उत्पादन के लिये विभिन्न वित्तीय स्थानों और बैंकों से कितना ऋण लिया और उसकी अदायगी किस प्रकार की गई है और कितना ऋण अभी बकाया है,

(ख) क्या बहुत सी रकम घाटे में दिखायी गयी है तथा उसे बटृ खाते में डाला गया है, और

(ग) यदि हा, तो कितनी राशि बटृ खाते में डाली गयी और घाटे के क्या कारण हैं ?

उद्योग और नागरिक पूर्ति मंत्रालय में राज्य भंडी (श्री ए० सी० जार्ज) :
(+) मध्य प्रदेश सरकार द्वारा भंडी गई अपेक्षित सूचना निम्न प्रकार है —

ऋण वा स्रोत	वर्ष	मुरंना मण्डल सहकारी चीनी कारखाना लि० का तरीका द्वारा लिये गये ऋणों की राशि
1	2	3
1. राज्य सहकारी बैंक, जबलपुर	1972-73	5 लाख रुपये विक्री की प्राप्ति से वापसी अदायगी करना ।
2. केन्द्रीय सहकारी बैंक, मुरंना	1973-74	27 लाख रुपये विक्री की प्राप्ति से वापसी अदायगी करना ।
3. मध्य प्रदेश सरकार	1972-73	20 लाख रुपये 20 बराबर वार्षिक किस्तों में वापसी अदायगी, पहली किस्त वर्ष 1979-80 में मारम्भ होगी ।
4. मध्य प्रदेश सरकार	1973-74	30 लाख रुपये —यथोपरि—

(ख) और (ग). 30-6-1974 तक अपरीक्षित संचित हानियों का अनुमान 118 लाख रुपये लगाया गया है। अब तक हानि को कोई प्रवरासि बटे खाते में नहीं डाली गयी है। हानि के मुख्य कारण ये हैं—कारबाने के क्षेत्र में पर्याप्त मात्रा में अच्छी किस्म का गन्ना उपलब्ध न होना, उत्पादकों को गन्ने का थोड़ा सा अधिक मूल्य का भुगतान किया जाना और भट्टी के तेल का अधिक मूल्य होना, जिसका उपयोग ईंधन के लिये खोई क प्रपर्याप्त मात्रा उपलब्ध होने के कारण किया जा रहा है।

Memorandum from Andaman Sarkar Karshak Karamchari Sangh, Port Blair

2211 SHRI NOORUL HUDA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government have received any memorandum from the Andaman Sarkar Karshak Karamchari Sangh, Port Blair dated the 2nd January, 1975;

(b) if so, salient points of the memorandum; and

(c) steps taken by the Government to redress the grievances of the workers?

THE DEPUTY MINISTER IN THE MINISTRY OF HOME AFFAIRS (SHRI F H MOHSIN). (a) to (c). A demand notice dated 6th January, 1975 from the General Secretary, Andaman Karshik Karmachari Sangh, addressed to the Director of Agriculture, Andaman and Nicobar Islands, Port Blair was received by Government on 20th January, 1975. The General Secretary demanded settlement of the following grievances—

(1) Payment of Camp allowance to the workers of Agriculture Department.

(2) Appointment of Mazdoors on Regular Establishment from among the workers already working as casual and daily-rated basis in the Department.

(3) All other long pending grievances viz., pension cases, payment of overtime, payment of monthly salary on the date already communicated, constitution of Labour Welfare Fund, and declaration of permanency of workers etc.

Action taken is indicated below:—

Appointment of mazdoors on regular establishment from amongst the workers already working as casual and daily rated basis in the Department.

Casual mazdoors are engaged on as and when required basis. Vacancies of regular mazdoors are filled up by appointing casual mazdoors and mazdoors working in leave vacancies in accordance with their merit.

Settlement of pension cases.

There are six pension cases pending. Pension papers in all these cases have been prepared and sent to the Deputy Accountant General concerned for issuing payment orders.

Payment of monthly salary on the date already communicated.

Monthly salary to all mazdoors and head workers is paid on the first day of the month.

Declaration of permanency of workers etc

Out of 292 posts of mazdoors and 25 posts of head workers in Agriculture Department 80 posts of mazdoors and 6 posts of head workers are permanent and the remaining posts are temporary. Senior mazdoors and head workers have already been made permanent against available posts.

The position regarding other demands is being ascertained and the information will be laid down on the Table of the House as soon as it is received.

Offer from Union Carbide for Investment in Coal Gasification Scheme

2212. SHRI M. RAM GOPAL REDDY:
SHRI HARI SINGH:

Will the Minister of ENERGY be pleased to state:

(a) whether Union Carbide, a US multinational has offered to invest over Rs. 400 crores in our country in a scheme of coal gasification; and

(b) if so, the reaction of Government thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF ENERGY (PROF. SIDDHESHWAR PRASAD): (a) The Government has not received any such offer.

(b) Does not arise.

न्यूनतम आवश्यकता कार्यक्रम

2213. श्री मूल चन्द डाला : क्या योजना मंत्री यह बताने की कृपा करेंगे कि :

(क) देश में न्यूनतम आवश्यकता कार्यक्रम को योजना में प्राप्तिकरण देने के लिये किये गये निर्णय के बारे में सरकार द्वारा अब तक क्या ठोस कदम उठाये गये हैं ;

(ख) क्या अभी भी हजारों गांवों में लीने का पानी उपलब्ध नहीं है और लाखों लोगों के पास अपना राशन तक खरीदने के लिये पैसा नहीं है ; और

(ग) यदि हाँ, तो इस बारे में सरकार द्वारा क्या गई योजना की मुद्रा बातें क्या हैं ?

योजना मंत्रालय में राष्ट्र मंत्री (भी विद्या चरण शुभल) : (क) न्यूनतम आवश्यकता कार्यक्रम का कारण त्रियान्वयन सुनिश्चित करने के लिये, राज्यों की वासिक योजनाओं में उल्लिखित प्रत्येक कार्यक्रम के लिये कुल और क्षेत्रीय परिव्यय अलग से नियत कर दिये गये हैं। जिसके परिणामस्वरूप न्यूनतम आवश्यकता कार्यक्रम के अन्तर्गत स्वीकृत परिव्यय में कमी करने से राज्यों को आवंटित की गई सम्पूर्ण केंद्रीय सहायता में अनुपातिक कमी आ जाएगी।

(ख) यद्यपि यह सत्य है कि कितने ही गांवों में पेय जल नहीं मिल पाता है और देश के कितने ही व्यक्ति निवासन हैं, फिर भी राष्ट्रीय न्यूनतम आवश्यकता कार्यक्रम सहित अन्य दूसरे विकास कार्यक्रमों को इसी दृष्टि से प्रारम्भ किया गया कि इन समस्याओं का समाधान किया जा सके।

(ग) पेय जल उपलब्ध कराने की समस्या का समाधान ग्रामीण जल आपूर्ति कार्यक्रम के माध्यम से, जो कि राष्ट्रीय न्यूनतम आवश्यकता कार्यक्रम का ही एक भाग है, करने का इरादा है। इस कार्यक्रम को तैयार करते समय निम्नलिखित मानदण्ड को ध्यान में रखा जाना चाहिये :—

(1) पेय जल 1.6 कि० भी० की दूरी के अन्दर ही उपलब्ध हो।

(2) उन गांवों में स्कीम प्रारम्भ की जायें जिसमें पानी तो उपलब्ध है किन्तु ग्रामीणों, जैसे कुमिरों ग्राम आदि का हानिकारक लकड़ों के भिले रहने के कारण वह पीने लायक नहीं है।

पांचवर्षीय योजना प्राक्षय के लकड़ों में से एक लकड़ गरीबी हटाना भी है। इसे सम्मिलित प्रयातों द्वारा प्राप्त किये जाने की कल्पना की गई है। इससे जन संघर्ष के निम्नतम स्तर के 30-प्रतिशत

व्यक्तियों के उपचार स्वर में बढ़ गी।

Working of Raniganj Collieries

2214. SHRI P. GANGADEB:

SHRI D. D. DESAI:

SHRI RAGHUNANDANLAL

BHATIA:

SHRI SHRIKISHAN MODI:

SHRI R. N. BARMAN:

Will the Minister of ENERGY be pleased to state:

(a) whether many Raniganj collieries have become unsafe for working and are still working under unsafe conditions;

(b) if so, the reasons thereof;

(c) whether mining work has been suspended in any of these collieries; if so, the total loss incurred in production; and

(d) the steps taken by Government in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF ENERGY (PROF. SIDDHESHWAR PRASAD): (a) to (d). The information is being collected and will be laid on the Table of the House.

Report of Inter-Ministerial Committee on Coal Prices

2215. SHRI D. B. CHANDRA

GOWDA:

SHRI VIRBHADRA SINGH:

SHRI B. S. BHAURA:

SHRI NAWAL KISHORE

SHARMA:

Will the Minister of ENERGY be pleased to refer to the reply given to Unstated Question No. 2377 on the 27th November, 1974 regarding increase in coal price and state:

(a) whether Government have appointed a high-level inter-ministerial

committee to recommend a reasonable price for coal in the country;

(b) if so, whether the Committee has submitted an interim report;

(c) if so, the main features thereof; and

(d) the action taken or proposed to be taken thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF ENERGY (PROF. SIDDHESHWAR PRASAD): (a) to (d). An Inter-Ministerial Committee was constituted on 8th January, 1975 to consider the question of revision of pit-head prices of different varieties of coal and coke keeping in view, among other things, the financial implications of the increase in the wages of the workers of coal mines with effect from 1-1-1975 and escalation in the cost of other inputs for the production of coal. The Committee has not yet submitted its report.

Shortage of Coal

2216. SHRI E. R. KRISHNAN:

SHRI R. P. ULAGANAMBI:

Will the Minister of ENERGY be pleased to state:

(a) whether there is an acute shortage of coal in the country;

(b) if so, the reasons therefor; and

(c) the action taken in the matter?

THE DEPUTY MINISTER IN THE MINISTRY OF ENERGY (PROF. SIDDHESHWAR PRASAD): (a) to (c). As a result of the concerted and coordinated efforts made to provide the required inputs including power and to overcome certain bottlenecks including rail transport, coal production has picked up and in recent months there has been no acute shortage of coal for most of the consumers in the country.

Introduction of Joint Sampling of Coal at Various Collieries

2217. SHRI C. M. SINHA: Will the Minister of ENERGY be pleased to state:

(a) whether Government propose to introduce joint sampling of coal at the touching points of various collieries;

(b) if so, the time by which this joint sampling system will be introduced; and

(c) to what extent it will help consumers who have bulk supply of coal?

THE DEPUTY MINISTER IN THE MINISTRY OF ENERGY (PROF. SIDDHESHWAR PRASAD): (a) to (c). All possible efforts are made by the Coal Mines Authority Ltd., and the Bharat Coking Coal Ltd. to ensure supply of coal of the required quality to the consumers. Joint sampling at loading points is done only for those bulk consumers for whom such a clause is provided in the agreement. The Quality Control Department of the companies, however, ensure regular inspections at the time of loading and whenever the consumers so desire joint inspections are also arranged.

Shortage of Cement in Tamil Nadu

2218. SHRI R. V. SWAMINATHAN: Will the Minister of INDUSTRY AND CIVIL SUPPLIES be pleased to state:

(a) whether there is an acute shortage of cement in the Tamil Nadu State;

(b) if so, the reasons for the shortage;

(c) the total allotment made to the State for the last three months; and

(d) the steps being taken to improve the supplies?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND CIVIL SUPPLIES (SHRI B. P. MAURYA): (a), (b) and (d). No complaint regarding shortage of cement in Tamil Nadu has been received by the Ministry. The State Government has been requested to indicate the position. Reply is awaited.

(c) The following quantities of cement have been allotted to Tamil Nadu during the quarters October—December, 1974 and January—March, 1975:—

October—December 1974	3,17,750 tonnes.
January—March 1975	3,17,750 tonnes

Take over of Coal Mines under Private Agencies

2219. SHRI S. M. BANERJEE: Will the Minister of ENERGY be pleased to state:

(a) what further progress has been made to take over the remaining coal mines which are still under private agencies; and

(b) when a final decision is likely to be taken in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF ENERGY (PROF. SIDDHESHWAR PRASAD): (a) and (b). The policy of the Government is not to allow mining of coal by private parties anywhere, except in the captive mines of the private sector steel plants which were specifically excluded from the purview of the legislation for the nationalisation of coal mines. Appropriate legal and administrative action is being taken to put a stop to mining of coal by private parties as and when any instances come to the notice of the Government.

राष्ट्रीय आय में कमी

2220. श्री शिव कुमार शास्त्री : क्या शीजना मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या भारत की राष्ट्रीय आय विषय में न्यूनतम है ;

(ख) क्या पिछले तीन वर्षों के दौरान इसमें और कमी हुई है ; और

(ग) यदि हां, तो वर्ष-वार पिरावट का व्यापा क्या है और इसके क्या कारण हैं ?

योजना मंत्रालय में राज्य मंत्री (श्री विद्या वरण शुक्ल) : (क) जी नहीं ।

(ख) और (ग). स्थिर (1960-61) भावों के आधार पर पिछले तीन वर्षों की वर्ष-वार राष्ट्रीय आय की वृद्धि निम्नलिखित है :—

वर्ष	1960-61 के भावों के आधार पर शुद्ध राष्ट्रीय उत्पाद		1960-61 के भावों के आधार पर प्रति व्यक्ति आय	
	(करोड़ रुपये)	वृद्धि दर (पिछले वर्ष की तुलना में प्रतिशत वृद्धि)	रु०	वृद्धि दर (पिछले वर्ष की तुलना में प्रतिशत वृद्धि)
1	2	3	4	5
1971-72	.	19299	1.4	348.4 (-) 1.0
1972-73	.	19130	(-) 0.9	337.4 (-) 3.3
1973-74	.	19724	3.1	340.1 0.8

राष्ट्रीय आय की वृद्धि दर में घट-बढ़ का मुख्य कारण कृषि उत्पादन में परिवर्तन है ।

Coir Wool named 'Kayarool' Development by Coir Board

2221. SHRI RAJDEO SINGH: Will the Minister of INDUSTRY AND CIVIL SUPPLIES be pleased to state:

(a) whether a new coir product, coir wool named 'Kayarool' has been developed by the Coir Board through the joint efforts of the Coir Research Institute and the National Coir Training and Design Centre;

(b) whether with this development the export earnings of the Coir industry are expected to improve a great deal; and

(c) if so, by when its commercial production is expected?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND CIVIL SUPPLIES (SHRI A. P. SHARMA): (a) Yes, Sir. A new product manufactured from softened Coir fibre has been developed by the Coir Board.

(b) and (c). This new product could improve the export earnings and trial orders are being executed. For Commercial Production, organisational arrangements are being evolved by the Coir Board in association with Coir establishments.

Inquiry into Death of Collector of Daman, Dadra and Nagar Haveli

2222. SHRI BHAGATRAM MANGHAR: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the broad outlines of the investigations made by the police and other concerned authorities about the death of Shri Anil Chopra, Collector of Daman, Dadra and Nagar Haveli who was killed in a hit-and-run road mishap in New Delhi on the 29th November, 1974;

(b) whether late Shri Chopra was responsible for the arrest and detention of several top smugglers and there is a speculation in the Press and the public that the accident was in fact a foul play; and

(c) the further steps proposed to intensify the investigation and apprehend the culprits?

THE DEPUTY MINISTER IN THE MINISTRY OF HOME AFFAIRS (SHRI F. H. MOHSIN): (a) Shri Anil Chopra was killed in a road accident on 29th November, 1974. The accident took place when Shri Anil Chopra was going on a scooter driven by the maternal uncle Shri J. C. Sobti. A truck tried to overtake the scooter from the right side and while doing so knocked it down. The truck sped away after accident. The investigation of the case was taken up by the Delhi Police and a case FIR No 548 u/s 279/337/304A IPC was registered at P.S. Chanakya Puri. Enquiries were started immediately to establish the identity of the truck. Unfortunately, its number could not be noted down by any person including the relatives of Shri Chopra who were driving a little behind and reached the spot within a few minutes of the accident.

(b) Late Shri Anil Chopra as Collector, Daman, Dadra and Nagar Haveli was the detaining authority

under the MISA and had issued detention orders for 12 persons out of whom 10 were detained and 2 were absconding. From the facts and circumstances of the case it is clear that it is a case of accident and there is no evidence to suggest any foul play in the matter.

(c) All possible efforts were made to trace out the vehicle and the defaulting driver and these efforts are continuing.

Supply of Essential Consumer Goods to the Poor at Concessional Prices

2223. SHRI MADHAVRAO SCINDIA: Will the Minister of INDUSTRY AND CIVIL SUPPLIES be pleased to state the measures taken to ensure availability of essential consumer goods to the poor at concessional or reasonable prices in the backward areas of the country?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND CIVIL SUPPLIES (SHRI A. C. GEORGE): About 2.13 lakhs Fair Price Shops for distribution of essential commodities are functioning in urban and rural areas including backward areas. The extension and strengthening of the public distribution system according to priority and essential needs of vulnerable areas and poor sections of the population was discussed recently at Regional Conferences of Ministers for Food, Civil Supplies and Co-operation of State Governments. The consensus was that initial priorities should be in respect of distribution of commodities of basic necessity in vulnerable areas like metropolitan and large urban areas, labour concentration in mining and industrial and plantation areas, district headquarters, hill areas and rural areas in districts which are chronically scarcity affected or deficit.

Distribution of Chemical Fertilizers by Co-operative Marketing Societies

2224. SHRI D. P. JADEJA:
SHRI ARVIND M. PATEL:

Will the Minister of INDUSTRY AND CIVIL SUPPLIES be pleased to state:

(a) whether Co-operative Marketing Societies distributing chemical fertilizers in rural sector are proposing to abandon this work; and

(b) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND CIVIL SUPPLIES (SHRI A. C. GEORGE): (a) and (b). In pursuance of a Resolution passed by the Conference of the Chairmen and Chief Executives of State Cooperative Marketing Federations, held at New Delhi on the 1st and 2nd February, 1975, the National Agricultural Cooperative Marketing Federation, as the apex body of the cooperative marketing structure of the country, has submitted a Memorandum to the Government, indicating that the present margins for distribution of fertilisers, fixed more than 6 years ago, are extremely inadequate for cooperative distribution channels, which are mostly located in areas far away from rail-heads, due to steep increase in the costs of transport, labour, godown rent, high rate of interest on bank credit, etc. The Memorandum has urged Government to allow higher distribution margins commensurate with the increase in handling and distribution costs, to enable the cooperatives to avoid losses and continue their services to the farmers.

The Memorandum is under the consideration of Government.

Sikh Brotherhood International's Demand for Punjabi as second Language of Delhi

2225. SHRI ONKAR LAL BERWA:
SHRI CHANDRA SHEKHAR SINGH:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the President of Sikh Brotherhood International and other organisations of Sikhs have demanded Punjabi as second language in Delhi; and

(b) if so, the reaction of Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS, DEPARTMENT OF PERSONNEL AND ADMINISTRATIVE REFORMS AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI OM MEHTA): (a) No such representation from the Sikh Brotherhood International has been received. However, some other organisations have demanded Punjabi as second language in Delhi.

(b) According to the Delhi Administration, steps are being taken to encourage Punjabi language in Delhi, including provision of facilities for education. The Punjabi Advisory Committee was also reconstituted in 1974.

Manufacture of Drilling Rigs

2226 SHRI S. N. MISRA: Will the Minister of INDUSTRY AND CIVIL SUPPLIES be pleased to state:

(a) whether there is any proposal under consideration of Government to manufacture drilling rigs in the country;

(b) if so, the broad outlines of the proposal; and

(c) the funds allocated for the purpose?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND CIVIL SUPPLIES (SHRI A. C. GEORGE): (a) Yes, Sir.

(b) A letter of intent has been issued to M/s. Bharat Heavy Electricals Limited, a Public Sector Undertaking under this Ministry, for manufacture of oil drilling rigs. It has entered into a collaboration agreement with a U.S. firm for acquiring know-how for following two sizes of rigs:—

(i) 600 mts drilling rigs.

(ii) 3600 mts. drilling rigs.

(c) It is not intended to set up separate facility for the manufacture of different parts of the rigs but instead these will be manufactured in the units of Bharat Heavy Electricals Limited and other Public Sector enterprises with the basic idea of utilising the spare capacities available in the existing units. Hence no separate provision has been made, other than a nominal provision of Rs. 1 lakh for balancing capital investment asked for by Bharat Heavy Electricals Limited

Requirements and Availability of Industrial Gas

**2227. SHRI H. M PATEL:
SHRI BAKSI NAYAK:**

Will the Minister of INDUSTRY AND CIVIL SUPPLIES be pleased to state.

(a) the total requirements of industrial gas in the country vis-a-vis its availability;

(b) whether the present availability is meeting the requirement of the engineering industry; and

(c) if not, the steps Government propose to help the industry in getting its required quantity of the industrial gas?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND CIVIL SUPPLIES (SHRI B. P. MAURYA): (a) The demand for oxygen gas by the end of the Fifth Five Year Plan is estimated to be 175 million cubic metres for which a capacity of 200 million cubic metres would be required to be built up. The present installed capacity is about 82.65 million cubic metres and an additional capacity to the extent of 293 million cubic metres has been approved.

(b) The present availability of oxygen gas is generally sufficient to meet the requirements of the engineering industry; however, imbalances do exist on a regional basis.

(c) To meet regional shortages of oxygen gas due to transportation bottlenecks and to improve the turnover rate of gas cylinders, a regional view of the industry has been carried out and additional capacity approved wherever demand exists within a radius of 250 kilo metres

Report of Weights and Measures Committee

2228 SHRI M. K. KRISHNAN: Will the Minister of INDUSTRY AND CIVIL SUPPLIES be pleased to state:

(a) whether Government have received the report of the Weights and Measures (Law Revision) Committee;

(b) if so, salient points of the report; and

(c) the reaction of Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND CIVIL SUPPLIES (SHRI A. C. GEORGE): (a) Yes, Sir.

(b) The Committee have mainly proposed:

- (i) adoption of International System of units and other units of weights and measures as recommended by the appropriate international bodies;
- (ii) control and regulation of import and export and inter-State trade and commerce in weights and measures and commodities sold or distributed by weight, measure or number;
- (iii) control and regulation of trade and commerce in packaged commodities;
- (iv) approval of models of sophisticated weights and measures;
- (v) punishments for offences;

(c) Government have examined the Report with a view to introducing suitable legislation in the matter.

गृह मंत्रालय में उत्तर मंत्री (श्री एक० एच० मोहसिन) : (क) गत तीन वर्षों में केन्द्रीय मन्त्रियों के वेतन तथा व्यय सम्बन्धी भूत्यों पर किया गया व्यय इस प्रकार है :—

(लाख रुपयों में)

1971-72 1972-73 1973-74

	(लाख रुपयों में)		
वेतन	12.32	12.38	14.42
व्यय सम्बन्धी भूत्यों	0.99	0.98	1.17

अन्य मदा पर किये गये व्यय के बारे में सूचना एकत्रित की जा रही है और मध्य पट्टल पर रखी जायेगी।

(ख) मन्त्रियों के खर्च में मितव्ययता के लिये अनुदेश अग्रमत् 1973 अर्थात् वर्ष 1973-74 में जारी किये गये थे और चूंकि खाते वर्ष बारे रुपये जाते हैं अतः वित्तीय वर्ष

मंत्रियों पर होने वाला व्यय

2229. श्री अटल बिहारी वाजपेयी :

श्री जगद्वाय राव जोशी :

श्री आर० बी० बड़े :

श्री एस० एन० मिश्र :

क्या गृह मंत्री यह बताने की कृपा करेगे कि :

(क) गत तीन वर्षों के दौरान वर्षवार मन्त्रियों पर (एक) वेतन (दो) भूत्यों (तीन) कारों की खरीद, रखरखाव तथा संचालन और ड्राइवरों को दिये जाने वाले वेतन तथा भूत्यों (चार) देश में दौरों (पाच) विदेशों में दौरों (छ) टेलीफोनों (सात) पानी तथा बिजली (आठ) निवास स्थानों के रखरखाव तथा साज-मज्जा आदि के रूप में अलग-अलग कितना व्यय किया गया है ; और

(ख) अग्रमत् 1973 में आरम्भ किये गये मितव्ययता अभियान ने व्यय की इन मदों पर कहा तक तथा किस रूप में प्रभाव डाला है ?

1974-75 के समाप्तहोने के बाद और उस वर्ष खर्च का गणना जात होने के बाद यह बताना सम्भव होगा—कि व्यय की विभिन्न मदों पर मितव्ययिता का कितना प्रभाव पड़ा है।

Priority Industry Status to Oodubathi Industry

2230. SHRI K. MALLANNA: Will the Minister of INDUSTRY AND CIVIL SUPPLIES be pleased to state:

(a) whether any demand has been made by the Mysore Oodubathi Manufacturers Association that Centre should change its criterion of 20 per cent exports for recognition as priority industry and sanction priority industry status to the Oodubathi industry soon; and

(b) if so, the reaction of Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND CIVIL SUPPLIES (SHRI B. P. MAURYA): (a) No, Sir. There is no record of any such representation being received by Government.

(b) Question does not arise.

हरिजनों पर अत्याचारों में बृद्धि

2231. श्री जाकुबन्त घोटे:

श्री रामाबद्दार शास्त्री :

श्रीमती रोजा देशपांडे :

डॉ रानेन सेन :

क्या गृह मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि देश में हरिजनों को संरक्षण देने के बजाये, उन पर अत्याचारों और उनके प्रति अमानवीय व्यवहार की घटनायें बढ़ रही हैं और गत दो वर्षों में ऐसी घटनाओं की संख्या बहुत अधिक रही है;

(ख) यदि हां, तो इसके क्या कारण हैं;

(ग) गत दो वर्षों में, राज्यवाद, ऐसी कितनी घटनायें घटी और उनमें कितने व्यक्ति मारे गये; और

(घ) ऐसी घटनाओं को रोकने के लिये क्या विशेष कार्यवाही की जा रही है?

गृह अंत्रालय में उपसंचारों (ओ: एक० एच० मोहसिन) : (क) से (ग). सूचना एकत्रित की जा रही हैं और सदन के पटल पर रख दी जायेगी।

(घ) राज्य सरकारे ऐसे मामलों में कानून के अन्तर्गत उपयुक्त निरोधात्मक तथा दण्डात्मक कार्यवाही भी करती हैं। केन्द्रीय सरकार सभ्य समय पर अनुसूचित जातियों तथा अनुसूचित जन जातियों के सदस्यों पर किए गए अपराध के मामलों में कुलण जांच तथा मुकदमा चलाने की आवश्यकता पर राज्य सरकारों पर जोर डालती रही हैं। 1974-75 में हुई क्षेत्रीय परिषदों की बैठकों में गृह मन्त्री ने इस समस्या की ओर मुख्य मंत्रियों का ध्यान आकर्षित किया था तथा अनुसूचित जातियों तथा अनुसूचित जन जातियों के सदस्यों पर अपराधों की शिकायतों की शीघ्र जांच के लिए राज्य और जिला स्तरों पर विशेष प्रबन्ध वरने की आवश्यकता पर बल दिया था। अनुसूचित जातियों/जनजातियों की शिकायतों पर विचार करने अथवा सरकारी सेवाओं आदि अनुसूचित जातियों/जनजातियों की नौकरी के सम्बन्ध में स्थिति का पुनरीक्षण करने के लिए आंध्र प्रदेश, बिहार, हरियाणा, हिमाचल प्रदेश, केरल, मध्य प्रदेश, महाराष्ट्र, कर्नाटक, उडीसा, पंजाब, राजस्थान, तमिलनाडू तथा पश्चिम बंगाल में सीधे संबंधित मुख्य मंत्रियों के अधीन विशेष एकक/मिमितियां स्थापित की गई हैं। उत्तर प्रदेश में अनुसूचित जातियों के मदस्यों पर किए गए अपराधों के मामलों की शिकायतों की शीघ्र जांच करने तथा कानून के अनुसार कार्यवाही करने के लिए

पुलिस उपमहानीरीक्षक के चार्ज में एक विशेष एक स्थापित किया गया है। गुजरात में, हरिजनों तथा अन्य अन्पसङ्ख्यकों पर अत्याचारों की गम्भीर शिकायतों की जाच करने के लिए राजकोट और बड़ौदा में पुलिस अधिकारियों के चार्ज में विशेष एक स्थापित किये गये हैं। इस के अनिरिक्त पुलिस सहायक महानीरीक्षक के स्तर के एक अधिकारी द्वारा राज्य के पुलिस महानीरीक्षक के कार्यालय में इस समस्या पर विशेष रूप से वार्यावाही की जाती है।

अस्पृश्यता (अपराध) सशोधन तथा प्रकीर्ण उपबन्ध विधेयक ससद में प्रस्तुत किया जा चुका है। विधेयक में अस्पृश्यता (अपराध) अधिनियम, 1955 के उपर्योगों के बेहतर कार्यान्वयन को सुनिश्चित करने तथा अस्पृश्यता अपराधों के लिए अधिक बड़ा दण्ड देने की व्यवस्था है।

Growth Centres in Backward Areas

2232. SHRI P. R. SHENOY: Will the Minister of INDUSTRY AND CIVIL SUPPLIES be pleased to state:

(a) whether there is any proposal to establish 'Growth Centres' in industrially backward areas during the Fifth Plan;

(b) if so, the names of Growth Centres already selected; and

(c) the principles on which these centres will be selected in future?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND CIVIL SUPPLIES (SHRI A. P. SHARMA): (a) Government have decided to select Growth Centres/Focal Points in backward areas for package development of small industries.

(b) A statement showing the Growth Centres/Focal Points so far identified is attached.

(c) Some of the important factors which are considered in selecting Growth Centres/Focal Points are infrastructural facilities like developed land, transport and communications, water, power and the availability of raw materials.

Statement

Sl. No.	Name of State	Name of backward district	Growth Centre Selected
1	2	3	4
1	Andhra Pradesh . . .	Chittoor	Tirupathi
2	Bihar . . .	Bhagalpur Chirmparan Darbhanga	Cal-gong Raxaul Jayanagar
3	Gujarat . . .	Junagarh Surendranagar	Talala Block Surendranagar (full Distt.)
4	Goa . . .	Mapusa Town	Mapusa Town
5	Himachal Pradesh . . .	Kangra	Damtal
6	Kerala . . .	Alleppey	Shertalla

1	2	3	4
7	Mysore	Mysore	Nan jaguda
8	Maharashtra	Ratnagiri	Kudal
9	Orissa	Koraput Keonjhar Mayurbhanj	Jeypore Barbil Rairangpur
10	Punjab	Hoshiarpur	Urmal Tanda Dasuya Garh Shankar Mukerian
		Sangrur	Ahmedgarh, Dhuri
11	Rajasthan	Tonk	Newai
12	Tamilnadu	Ramanathapuram Dharmapuri	Tirupattur Taluk Krishnagiri, Hos
13	Uttar Pradesh	Rae Bareilli	Rae Bareilli
14	West Bengal	Nadia	Kalyani
15	Haryana	Mohinder Garh	Rewari
16	Jammu & Kashmir	Anantnag Jammu	Shokhian Dayal Chak
17	Assam	Hojsi	Rangiya Nagaldia
18	Madhya Pradesh		Dewas

Diesel Power Stations in Arunachal Pradesh

2233. SHRI C. C. GOHAIN: Will the Minister of ENERGY be pleased to state:

(a) the total number of Diesel Power Stations in Arunachal Pradesh and how many of these require transportation of diesel oil by Air;

(b) the total capital cost incurred or proposed to be incurred on Diesel Power Stations, together with their generating capacities, year of installation, in Power Houses set up in Kameng/Subansiri Districts of Arunachal Pradesh by (i) Border Road Organisation for Army accommodation Project in Tanga/Rupa, (ii) Army; (iii) Arunachal Administration for Arunachal's Temporary and Permanent Capital; and (iv) C.W.P.C. for initial power requirements for Tanga Valley (Kameng), Hydro-Electric Pro- and

(c) the estimated cost, generating capacities present position of work of the Hydel Schemes viz. Sappers Gyarrong Chu, Ziro Phase I and Ziro Phase II, in Arunachal Pradesh as investigated in 1971?

THE DEPUTY MINISTER IN THE MINISTRY OF ENERGY (PROF. SIDDHESHWAR PRASAD): (a) to (c). The requisite information is being collected and will be laid on the Table of the House.

Capacity of AIR, Dharwar

2234. SHRI B. V. NAIK: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) the kilo-watt capacity of the All India Radio, Dharwar;

(b) whether it is adequately powered to broadcast to its area of operation;

(c) if not, the steps proposed to be taken to overcome this shortcoming and the time by which it is proposed to be done?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI DHARAM BIR SINHA): (a) The All India Radio Station at Dharwar is operating on a 10 KW medium wave transmitter.

(b) Yes, Sir.

(c) Does not arise.

Finalisation of Blue Prints of Thermal Generation Units

2235. **SHRI M. V. KRISHNAPPA:** Will the Minister of ENERGY be pleased to state:

(a) whether Government have since finalised detailed blue-prints of 500 MW Thermal Generation Units;

(b) if so, the broad outlines of the blue-prints; and

(c) the total amount likely to be spent thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF ENERGY (PROF. SIDDHESHWAR PRASAD): (a) No, Sir.

(b) and (c). Do not arise.

Effect of Increase in Costs on Fifth Plan Power Programme

2236. **SHRI BIREN DUTTA:** Will the Minister of ENERGY be pleased to state:

(a) whether the Fifth Plan power programme is in jeopardy due to increase in the costs; and

(b) if so, the reaction of Government thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF ENERGY (PROF. SIDDHESHWAR PRASAD): (a) and (b). Due to increase in costs, addi-

nal resources would be required for achieving the target of 16.55 million KW proposed in the draft V Plan. The matter is under the consideration of Government.

Advertisement Rates for Small Language Regional Newspapers

2237. **SHRI SAKTI KUMAR SARKAR:** Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether Central Government advertisement rates for small regional language newspapers are very low as compared to the increase in the price level; and

(b) if so, whether there is any proposal to revise the rates?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI DHARAM BIR SINHA): (a) Advertisement tariff is fixed by the newspapers themselves on the basis of their circulation, area of coverage, nature of readership, etc. and not by Government. The Directorate of Advertising and Visual Publicity, however, makes use of only those newspapers and periodicals whose rates are found economical from the point of view of Government's publicity requirements.

(b) Does not arise.

Increase in Crimes

2238. **SHRI AJIT KUMAR SAHA:** Will the Minister of HOME AFFAIRS be pleased to state:

(a) the number of murders, dacoities and other crime cases in the country during 1973-74. State-wise;

(b) whether the crimes were on the increase; and

(c) if so, the reaction of Government thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF HOME AFFAIRS

(SHRI F. H. MOHSIN): (a) A statement is attached. The figures relating to 1974 have not yet become available.

(b) and (c). There is a marginal increase under the I.P.C. in the country during the I.P.C. in the country during

the year 1973 as compared to 1972 and 1971. The increase is attributable to the increase in population, urbanisation, industrialisation and other socio-economic factors. All possible steps are being taken for prevention of crimes.

Statement

Statement showing Incidence of Crime during the year 1973

Sl. No.	States/Units	Cases of Murder	Dacoity cases	Total number of Cognizable Crimes
1	2	3	4	5
1 Andhra Pradesh	.	1219	188	34338
2 Assam	.	437	259	33276
3 Bihar	.	1686	1813	95153
4 Gujarat	.	769	128	45143
5 Haryana	.	208	8	11443
6 Himachal Pradesh	.	65	4	5179
7 Jammu & Kashmir	.	84	14	7434
8 Karnataka	.	733	253	42865
9 Kerala	.	451	45	40145
10 Madhya Pradesh	.	1705	354	108796
11 Maharashtra	.	1536	723	128405
12 Manipur	.	37	13	2962
13 Meghalaya	.	50	7	1799
14 Nagaland	.	44	19	1342
15 Orissa	.	383	159	33526
16 Punjab	.	689	9	14871
17 Rajasthan	.	699	149	44229
18 Tamil Nadu	.	956	28	66362
19 Tripura	.	24	74	3218
20 Uttar Pradesh	.	3924	4090	205532
21 West Bengal	.	907	1287	84776
TOTAL		16606	9632	1010794

1	2	3	4	5
U. Ts.				
1	A. & N Islands	.	4	1360
2	Chandigarh	.	2	1334
3	D. N. Haveli	.	1	89
4	Delhi	.	148	34242
5	Goa, Daman & Diu	.	22	2 1595
6	Lakshadweep	.	.	19
7	Pondicherry	.	5	917
		TOTAL	182	39556
		GRAND TOTAL	16788	9663 1050350

Stock of controlled cloth in Mills under National Textile Corporation

2239. SHRI B. S. BHAURA:
SHRI BIRENDER SINGH
RAO:

Will the Minister of INDUSTRY AND CIVIL SUPPLIES be pleased to state:

(a) whether there is a glut of controlled cloth in the textile mills under the National Textile Corporation;

(b) if so, the facts and reasons therefor; and

(c) the measures taken to rectify the situation?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND CIVIL SUPPLIES (SHRI B. P. MAURYA): (a) to (c). As on 31st January, 1975, the textile mills under the National Textile Corporation had about 33000 bales of controlled cloth, representing about 12-13 weeks production, in stock, as against a normal stock of 6 to 8 weeks' production. This was mainly due to delay in lifting of stocks by the National Consumers Cooperative Federation. The Corporation has taken up the matter with the National Consumers Cooperative Federation.

Setting up of Coal Dumps

2240. SHRI CHANDRA SHEKHAR SINGH: Will the Minister of ENERGY be pleased to state:

(a) whether the scheme of transporting coal by sea and streamlining distribution system by setting up coal dumps have not made much headway; and

(b) if so, the reason for the failure?

THE DEPUTY MINISTER IN THE MINISTRY OF ENERGY (PROF. SIDDHESHWAR PRASAD): (a) and (b). Coal is already being transported by coastal ships from Calcutta. In addition to the existing movement, it is expected that in 1976, Haldia Mechanical Coal Berth along with related rail capacity would become operational and would enable higher quantity of coal being moved by sea. A scheme for movement of coal through Paradip Port by coastal ships to Southern and Western Coasts has also been finalised. The first shipment of about 8000 tonnes of coal, is expected to take place shortly.

In addition to the coal dump set up in Howrah six more coal dumps have been set up in Uttar Pradesh recently by the Coal Mines Authority. The scheme will be extended to other selected places gradually after watching the performance of the dumps already opened.

Production of Consumer Goods in Public Sector

2241. SHRI VEKARIA: Will the Minister of INDUSTRY AND CIVIL SUPPLIES be pleased to state:

(a) whether Government have decided to start production of consumer goods on a large scale in the country in public sector; and

(b) if so, the facts thereof?

THE MINISTER OF INDUSTRY AND CIVIL SUPPLIES (SHRI T. A. PAI): (a) In formulating projects in the public sector, the need for stepping up production of mass consumption goods, in which significant production gaps are likely to develop in the future, is also taken into account.

(b) There are already some public sector units both in the Central sector as well as in the State sector which are manufacturing certain consumer goods. A few such items are (1) cement (2) leather footwear and other leather products (3) wrist watches (4) bread (5) common salt (6) drugs like penicillin, streptomycin, sulpha drugs, anti-T.B. drugs etc (7) petroleum products including liquid petroleum gas, diesel oil etc. (8) contraceptives (9) textiles and (10) photo films, etc.

It is proposed to take up the manufacture of some other consumer goods also, in the Central and State public sector and in the joint sector in the States. In many cases letters of intent have already been issued to public sector/State Government undertakings for this purpose. A few selected industries so covered are writing paper, electric lamps, tyres and tubes, sugar, safety razor blades, scooters, cigarettes etc.

In the Fifth Five Year Plan, it has been decided to effect expansion of a number of Central/State public sector projects engaged in industries like textiles, cement and sugar.

Import of Machinery and Cylinder for Gas Units

2242. SHRI RAMKANWAR: Will the Minister of INDUSTRY AND CIVIL SUPPLIES be pleased to state:

(a) whether in view of the acute shortage of industrial gas Government plan to review their present policy on import of machinery and cylinders for gas units; and

(b) if so, facts thereof and the time by which Government would take final decision in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND CIVIL SUPPLIES (SHRI B. P. MAURYA): (a) and (b). Government have recently reviewed the position regarding the import of plants for the manufacture of industrial gases. While there is no need, from the indigenous angle, to allow the import of plants for the manufacture of industrial gases, import of gas cylinders is being allowed to the actual users. However, import of plants for the manufacture of oxygen gas and 3,000 oxygen cylinders is allowed under the Import Trade Control Policy provided the applicants are able to arrange these imports out of their own foreign exchange resources to the extent of Rs 25 lakhs.

Expenditure on Security Arrangements for Shri Jaya Prakash Narayan

2243. SHRI SAT PAL KAPUR: Will the Minister of HOME AFFAIRS be pleased to state

(a) the total amount spent so far by Central Government and various State Governments on providing police escort and making other security arrangements for Shri Jaya Prakash Narayan during his visit to various places; and

(b) the future policy of Government in this respect?

THE DEPUTY MINISTER IN THE MINISTRY OF HOME AFFAIRS (SHRI F. H. MOHSIN): (a) The Gov-

ernments of Punjab and Haryana incurred an expenditure of Rs. 4599/- on security arrangements for Shri Jayaprakash Narayan during his visits to their States.

No expenditure was incurred by the Central Government and the State Governments of Andhra Pradesh, Assam, Himachal Pradesh, Jammu and Kashmir, Karnataka, Kerala, Manipur, Meghalaya, Orissa and Tripura, in this regard.

Information in respect of other State Governments is being collected and will be laid on the Table of the House on its receipt.

(b) The State Governments have been asked to make such security arrangements for Shri Jayaprakash Narayan as are considered necessary looking to the local conditions.

Eyes of two Scheduled Caste persons gouged by Caste Hindus in Dhakali Village in Akola District

2244 SHRI R. N. BARMAN: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the eyes of two Scheduled Caste persons were gouged by Caste Hindus in Dhakali village in Akola District on 26th September, 1974; and

(b) whether in view of the local police's negative attitude in this case, Government propose to hand over the investigation to Central Bureau of Investigation?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS, DEPARTMENT OF PERSONNEL AND ADMINISTRATIVE REFORMS AND DEPARTMENT OF PARLIAMENTARY

AFFAIRS (SHRI OM MEHTA): (a) According to information received from the Government of Maharashtra, an incident took place on September 26, 1974 in village Dhakali of Akola district in which two neo-Buddhist brothers were rendered blind by the injuries inflicted on them in a scuffle with some others.

(b) A police case was registered against 9 accused persons in this connection and all the 9 accused were arrested and charge-sheeted in court on December 4, 1974. The case is reported to be sub judice. The question of handing over investigation of the case to the C. B. I. does not, therefore, arise.

Recognition of Associations of Scheduled Caste Scheduled Tribe Government Employees

2245. SHRI S. M. SIDDAYYA: Will the PRIME MINISTER be pleased to state.

(a) whether the Scheduled Castes and Scheduled Tribes Government Employees Associations have applied to the Government to recognise their associations;

(b) if so, when did they apply; and

(c) whether they have been recognised?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS, DEPARTMENT OF PERSONNEL AND ADMINISTRATIVE REFORMS AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI OM MEHTA): (a) and (b). Yes, Sir. During the last three years, the following Scheduled Castes and Scheduled Tribes Government Employees Associations had ap-

plied on the dates shown against each, for recognition:—

Name of Association	Date
1. The Nellore District Scheduled Tribes Employees Association, Nellore	7-2-72
2. India Government Mint Scheduled Caste/Scheduled Tribe Employees' Council Calcutta.	3-4-72
3. The All India Federation of Scheduled Castes/ Tribes, Backwards and Minorities Employees Welfare Associations (Regd) New Delhi.	16-2-73
4. All India Scheduled Castes and Scheduled Tribes Employees Welfare Association, Lucknow	20-2-73
5. All India Scheduled Castes Scheduled Tribes Government Employees' Co-ordination Council Calcutta	19-7-73 and Dec , 74
6. The Government of India Press Scheduled Castes Scheduled Tribes Welfare Association, Simla	3-9-73
7. The Himachal Pradesh Scheduled Castes Government & Semi-Government Employees Association, Mandi (Himachal Pradesh)	30-12-73

(c) No, Sir, The Government's policy has all along been not to recognise service associations of Government Employees formed on the basis of caste, tribe or religion.

Creation of Jobs under half-a-million Jobs Programme

2246 SHRIMATI BHARGAVI THANKAPPAN Will the Minister of PLANNING be pleased to refer to the reply given to Unstarred Question No

398 on the 19th February, 1975 regarding jobs created under half-a-million jobs scheme and state:

(a) the specific steps taken to create jobs in various fields; and

(b) the extent to which these steps have borne fruit?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI VIDYA CHARAN SHUKLA) (a) The Half-a-Million Jobs Programme was taken up in the year 1973-74. A large number of schemes were drawn up by the State Governments and Union Territory Administrations under this Programme, in the light of the Guidelines of the Programme. The Programme covered the following three broad categories of schemes

(i) Productive self-generating employment schemes in the fields of agriculture, small industries, services, trade and commerce for the benefit of educated unemployed persons including engineers, scientists, technologists, etc.,

(ii) Training-cum-vocational employment schemes in the Government, Public Sector Corporations or the cooperative sector,

(iii) Employment incentive schemes for subsidised employment in private sector

(b) A statement of progress achieved in different States/Union Territories is laid on the Table of the House [Placed in Library. See No LT-9093/75]. It is to be noted that 3.34 lakhs job opportunities were created as a result of implementation of various scheme will be extended to other states and Union Territories have depended upon organisational and infrastructural factors, capacity to promote viable projects, as well as expansion

in the various sectors of the economy through Plan efforts or in the private sector.

Anti-India Elements Active in North-Eastern States

**2247. SHRI MARI KISHORE SINGH:
SHRI NAWAL KISHORE SHARMA:**

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it has come to Government's notice that anti-India elements are active in North-Eastern States of the country;

(b) the nature of activities being carried out by these elements; and

(c) the steps taken to curb these activities?

THE DEPUTY MINISTER IN THE MINISTRY OF HOME AFFAIRS (SHRI F. H. MOHSIN) (a) and (b). Underground Nagas Mizos have been indulging in insurgent activities in Nagaland and Mizoram.

(c) The Government are undertaking necessary security measures to curb such activities.

Coca Cola Export Corporation

2248 SHRI MADHU LIMAYE Will the Minister of INDUSTRY AND CIVIL SUPPLIES be pleased to refer to his answer to Unstarred Question No 7993 of 24th April, 1974 and state

(a) whether information is being collected regarding increase in remittances by Coca Cola Export Corporation due to introduction of 'Fanta'; and

(b) whether considering grant of Rs. 15.12 lacs import licence to Coca

Cola Export Corporation will in any way encourage Indian Bottlers to produce their own drinks?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND CIVIL SUPPLIES (SHRI B. P. MAURYA): (a): Messrs. Coca Cola Export Corporation are engaged in the manufacture of beverage concentrates including 'Fanta' manufacture of which is held to be an item not coming within the scope of the Industries (Development and Regulation) Act. The collection of information on remittances separately for 'Fanta' is not possible because the profits—and therefore the remittances—of Messrs Coca Cola Export Corporation are not shown separately but only from the totality of their operations.

(b) Grant of an Import Licence to the Coca Cola Export Corporation will enable the 22 Indian Bottlers of Coca Cola to sustain production by purchase of concentrates manufactured by the Coca Cola Export Corporation. The possibility of development of a wholly indigenous soft drink is being explored separately

Organisations receiving Foreign Contributions

2249 SHRI C K CHANDRAPPAN Will the Minister of HOME AFFAIRS be pleased to state

(a) the organisations in our country which are receiving foreign contributions above the value of Rs 5,000 annually;

(b) whether these organisations are furnishing accounts of their spending of this amount to the Government; and

(c) if so, what are the fields in which this money is being spent?

THE DEPUTY MINISTER IN THE MINISTRY OF HOME AFFAIRS (SHRI F. H. MOHS) : (a) to (c). At present, there are no legal restrictions on inward remittances. The Foreign Contribution (Regulation) Bill, 1973, which seeks to regulate the acceptance and utilisation of "foreign contribution" and "foreign hospitality", is under the consideration of a Joint Committee of both Houses of Parliament. The Reserve Bank of India, however, maintains purely for statistical purposes, a record of inward remittances of Rs. 10,000/- and above. No separate record of organisations receiving foreign contribution above the value of Rs. 5,000 per annum is kept. There is no obligation on the part of recipient organisations to furnish accounts about the utilisation of foreign contribution to Government.

Telecommunication Training Centre at Ghaziabad

2250. SHRI JYOTIRMOY BOSU: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether a Telecommunication Training Centre has been started at Ghaziabad;

(b) whether there is a collaboration with a widely known international U.S. multi national Corporation; and

(c) if so, whether it will be able to intercept our Air Force Communication system through modern gadgets, being close to Delhi?

THE MINISTER OF COMMUNICATIONS (DR. SHANKER DAYAL SHARMA): (a) No, Sir.

(b) No, Sir.

(c) Does not arise.

Offices of DMT, Patna and GMT, Bihar Circle

2251. SHRI RAMAVATAR SHASTRI: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether Government have decided to bring District Manager Telephones, Patna under administrative control of General Manager, Telecommunications, Bihar Circle;

(b) whether Government have decided to merge the circle seniority of Telecommunication employees of Patna Telephone District with G.M.T., Bihar Circle; and

(c) if so, what would be the fate of administrative section of D.M.T. Circle, Patna in case of merger?

THE MINISTER OF COMMUNICATIONS (DR. SHANKER DAYAL SHARMA): (a) No, Sir

(b) No such decision has been taken so far.

(c) Does not arise.

Money Paid by Truck Drivers for Lifting of Coal from Collieries of Coal Mines

2252. SHRI DAMODAR PANDEY: Will the Minister of ENERGY be pleased to state:

(a) whether illegal sum ranging upto Rs. 11 is being collected from the trucks lifting coal from various collieries of coal mines authorities in Hazaribagh area by putting up tall gates either on public property or coal mines property;

(b) whether in some of the coal-mines truck drivers have to pay Rs. 4.50 to organised gang of persons for loading trucks and these persons pay only Rs. 3 to the workmen loading trucks, thereby running illegal contract whereas the trucks are loaded by departmental workmen in some other collieries; and

(c) if so, steps the Government are contemplating to stop such illegal practices?

THE DEPUTY MINISTER IN THE MINISTRY OF ENERGY (PROF.

SIDDHESHWAR PRASAD: (a) to (c). Such reports have come to notice and have been referred to the local district authorities for appropriate action.

Sale of Tickets by C.P.W.D. Staff for Film Festival at Mavalankar Auditorium

2253. PROF. MADHU DANDAVATE: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether tickets were openly sold by Assistant Engineers and other employees of the CPWD working at CPWD Enquiry Office at Vithalbhai Patel House in the vicinity of Mavalankar Auditorium;

(b) if so, the details thereof, and

(c) the action taken against those concerned?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI DIJARAM BIR SINHA): (a) No incident of the sale of tickets by Assistant Engineers etc. of the C. P. W. D. has come to the notice of the Government. Tickets at the Mavalankar Auditorium were sold at the regular counters manned by the Film Festival Directorate.

(b) and (c). Do not arise.

Foreign News Agencies in India

2254. SHRI K. LAKKAPPA: Will the Minister of INFORMATION AND BROADCASTING be pleased to state

(a) the names of foreign news agencies operating in the country at present, and

(b) the names of Indian news agencies who have their correspondents abroad?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI DIJARAM BIR SINHA): (a) A statement show-

ing Foreign News Agencies who are operating in India is laid on the Table of the House.

(b) Press Trust of India, United News of India and Hindustan Samachar.

Statement

1. Agence France Presse (France)
2. ANSA, Italian News Agency (Italy)
3. Associated Press of America (USA)
4. Allgemeiner Deutscher Nachrichtendienst (ADN), (GDR)
5. Bangladesh Sangbad Sangstha (Bangla Desh)
6. Czechoslovak News Agency (Czechoslovakia)
7. Deutsche Presse Agenture (German Press Agency), (FRG)
8. Economic News Service (Hong Kong)
9. Iraqi News Agency, Bagdad (Iraq)
10. Kyodo News Service (Japan)
11. Polish Press Agency (Poland)
12. Reuters (U.K.)
13. Tanjug (Yugoslavia)
14. Tass (USSR)
15. United Press International (USA)
16. Novosti Press Agency (USSR)
17. World Feature Services Limited. (U.K.)
18. Romanian News Agency (Romania).

Setting up of New Rural Electrification Projects at Orissa by REC

2255. SHRI ANADI CHARAN DAS: Will the Minister of ENERGY be pleased to state:

(a) the steps taken by Rural Electrification Corporation to set up new rural electrification projects in Orissa; and

(b) the total number of such projects with their names to be set up there?

THE DEPUTY MINISTER IN THE MINISTRY OF ENERGY (PROF. SIDDHESHWAR PRASAD): (a) The programme of rural electrification is drawn up by the State Governments and implemented through the State Electricity Boards. Additional loan assistance is provided by the Rural Electrification Corporation Limited for the schemes submitted by the State Electricity Boards. The Corporation does not execute any project itself.

(b) The Corporation has so far sanctioned 61 rural electrification projects in Orissa for a total loan assistance of Rs. 24.65 crores. The details are given in the statement laid on the Table of the House. [Placed in Library. See No. LT-9094/75.]

Allocations for Minimum Needs Programme in Orissa

2256. SHRI CHINTAMANI PANIGRAHI: Will the Minister of PLANNING be pleased to state:

(a) whether any allocation was made for Orissa in the Plan outlay for 1974-75 and 1975-76 for executing minimum needs programme in the State in these two years; and

(b) if so, the amount allocated respectively?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI VIDYA CHARAN SHUKLA): (a) and (b). A provision of Rs. 12.21 crores has been made for Minimum Needs Programme in Orissa's Annual Plan 1974-75 approved by the Planning Commission at Rs. 71.24 crores. As regards 1975-76, a decision on the State Annual Plan size which would

also include provision for Minimum Needs Programme, will be taken shortly in the light of the recent discussions held in the Planning Commission.

Power Cut Imposed on Industries and Agriculture during November, 1974 to January, 1975

2257. SHRI DINESH JOARDER: Will the Minister of ENERGY be pleased to state:

(a) the percentage of power cut imposed on industries and agriculture in various States during the period between November 1974—January 1975; and

(b) the loss in production incurred due to this?

THE DEPUTY MINISTER IN THE MINISTRY OF ENERGY (PROF. SIDDHESHWAR PRASAD): (a) A statement giving the requisite information is laid on the Table of the House. [Placed in Library. See No. LT-9095/75.]

(b) It is not possible to assess the extent of loss in production solely due to power shortage as a number of other factors are also involved.

Persons Arrested under MISA

2258. SHRI SHYAM SUNDER MOHAPATRA:
SHRI P. VENKATA-SUBBAIAH:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) the number of persons arrested under MISA and now under detention, State-wise;

(b) whether any proceedings have been initiated against them; and

(c) if so, the number of cases settled so far?

THE DEPUTY MINISTER IN THE MINISTRY OF HOME AFFAIRS

(SHRI F. H. MOHSIN): (a) 4784 persons were held in detention under the MISA as on 31-12-74. The State-wise figures are given in the statement attached.

(b) and (c). The Maintenance of Internal Security Act provides for preventive detention of persons for specified purposes and lays down the procedure therefor. It does not envisage initiation of any separate proceedings against such detenus.

Statement

Name of State/UT.	Number of Persons in detention
1. Andhra Pradesh	24
2. Assam	11
3. Bihar	53
4. Gujarat	2
5. Haryana	—
6. Himachal Pradesh	—
7. Jammu & Kashmir	109
8. Karnataka	2
9. Kerala	8
10. Madhya Pradesh	24
11. Maharashtra	76
12. Manipur	—
13. Meghalaya	3
14. Nagaland	—
15. Orissa	10
16. Punjab	117
17. Rajasthan	8
18. Tamil Nadu	26
19. Tripura	21
20. Uttar Pradesh	11
21. West Bengal	4265
22. Andaman & Nicobar	—
23. Arunachal Pradesh	—
24. Chandigarh	—
25. D. I. & Nagar Haveli	—

26. Delhi	7
27. Goa, Daman & Diu	1
28. Lakshadweep	—
29. Mizoram	6
30. Pondicherry	—
Total	4784

सार्वजनिक छह की सीमा बढ़ाने के लिए मध्य प्रदेश सरकार का अनुरोध

2259. डा० लक्ष्मी नारायण पांडेय : क्या योजना मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या मध्य प्रदेश सरकार ने सार्वजनिक छह की सीमा 30 करोड़ रुपए तक बढ़ाने के लिए योजना आयोग से अनुरोध किया है, और

(ख) यदि हा०, तो आयोग द्वारा उसपर क्या निर्णय किया गया है?

योजना मंत्रालय में राज्य मंत्री (श्री विद्या छबड़ा) : (क) वर्ष 1975-76 के लिए राज्य के सासाधनों का विश्लेषण करते समय, राज्य सरकार ने उक्त वर्ष शुद्ध सार्वजनिक छह के लिए 31,01 करोड़ रुपए आवंटित करने का मुझाव दिया था।

(ख) राज्य सरकार के अनुरोध को स्वीकार करना सम्भव नहीं पाया गया, क्योंकि नीति के रूप में 1975-76 में राज्यों के सकल सार्वजनिक छहों को मोटे तीर पर, इन छहों की उन्हीं स्तरों पर बनाया रखा गया है जोकि 1973-74 में था। इसमें 1963-64 के केन्द्रीय बाजार उधार के

सम्बन्ध में उनके द्वारा केन्द्र को दी जाने वाली अदायगियों की राशियां शामिल नहीं हैं।

Thermal Power Plants for Bihar in Fifth Plan

2260. SHRI ISHAQUE SAMBHALLI: Will the Minister of ENERGY be pleased to state the particulars of thermal power plants approved for Bihar under the Fifth Plan?

THE DEPUTY MINISTER IN THE MINISTRY OF ENERGY (PROF. SIDDHESHWAR PRASAD): The following Power Plants have been approved for Bihar for benefits during the Fifth Plan:—

- (i) Kosi Hydro Electric Scheme 5 MW.
- (ii) Subernarekha Hydro Electric Scheme. 130 MW
- (iii) Patratu Thermal Station Extension I. 220 MW
- (iv) Barauni Thermal Station Extension I. 110 MW
- (v) Patratu Thermal Station Extension III 220 MW
- (vi) Barauni Thermal Station Extension. 110 MW
- (vii) Tenughat Termal Stations 200 MW

छात्र आन्दोलन के संबंध में बिहार में आन्तरिक सुरक्षा कानून के अन्तर्गत गिरफतारियां तुम्हारी

2261. श्री जानेश्वर प्रसाद यादव: क्या यह मन्त्री यह बताने की कृपा करेंगे कि :

(क) बिहार में छात्र आन्दोलन के सिलिसिले में आन्तरिक सुरक्षा कानून के अन्तर्गत आब तक कितने छात्र और राजनीतिक पार्टियों के कार्यकर्ताओं को गिरफतार किया गया है और कितने व्यक्तियों को उच्च न्यायालय द्वारा छोड़ दिया गया है;

(ख) क्या बिहार सरकार ने आंतरिक सुरक्षा कानून का दुरुपयोग किया है; और

(ग) यदि हां, तो इसके क्या कारण हैं?

गृह मंत्रालय में उप मंत्री (श्री एच० एच० मोहन्ति) : (क) सूचना एकत्रित की जा रही है और सभा पट्ट पर रख दी जायगी।

(ख) नहीं, अमान्।

(ग) प्रश्न नहीं उठता।

Meetings of Hindi Advisory Committees

2262. SHRI NITIRAJ SINGH CHAUDHARY: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Central Hindi Advisory Committee has issued directions/instructions to Central Ministries regarding holding of meetings of their Hindi Advisory Committees;

(b) if so, the facts thereof and also if Central Ministries have held or are holding meetings of respective Hindi Advisory Committees; and

(c) whether it is proposed to make it obligatory for Central Ministries to hold meetings of their Hindi Advisory Committees regularly?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS, DEPARTMENT OF PERSONNEL AND ADMINISTRATIVE REFORMS AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI OM MEHTA): (a) to (c). Most of the Ministries have been holding meetings of their respective Hindi Advisory Committees regularly. However, it was found that some of them had not been doing so and, therefore, in the meeting of the Central Hindi Committee held on 26th November, 1974, it was decided that the Home Ministry should write to various Ministries and Departments

requesting them to ensure that their Hindi Advisory Committees hold their periodical meetings regularly. The Minister in the Ministry of Home Affairs has since written regarding this to the Ministers concerned.

It would thus be seen that the Ministries are required to call these meetings regularly and if it is found that there has been a lapse in any Ministry, the matter is brought to the notice of the Ministry concerned by the Ministry of Home Affairs, for necessary action.

आदिवासियों के लिये स्कूल खोलना

2263. श्री चनशाह प्रधान : क्या गृह मंत्री यह बताने की कृपा करेंगे कि :

(क) उन राज्य सरकारों के नाम क्या हैं जिनसे आदिवासियों के लिए देश में आश्रम पढ़ति पर स्कूल खोले जाने के प्रस्ताव आये हैं और क्या यह पढ़ति ऐसे स्थानों के लिये है जहां स्कूल सुविधायें उपलब्ध नहीं हो पाती हैं।

(ख) क्या सरकार इसकी उपयोगिता के महत्व पर विचार करेगी; और

(ग) इसकी रूपरेखा क्या है?

गृह मंत्रालय में उपमंत्री (श्री एक० एक० मोहसिन) : (क) से (ग) आश्रम स्कूल आदिवासी क्षेत्रों के लिए राज्य योजना शैक्षणिक परियोजनाओं के अन्तर्गत अनुमोदित कार्यक्रमों में से एक है। ये संस्थान कम आबादी वाले क्षेत्रों के लिए जहां अन्य शैक्षणिक संस्थायें व्यवहार्य नहीं हैं, लाभदायक हैं। अनेक राज्यों ने आदिवासी क्षेत्रों के लिए उप-योजनाओं में आश्रम स्कूलों के कार्यक्रम सम्मिलित किए हैं। जो राज्य सरकारों के प्राप्ति से योजना आयोग के विचाराधीन हैं।

Absorption of Executive Officers on Deputation from States to Central Bureau of Investigation

2264. SHRI BHALJIBHAI PARMAR: Will the PRIME MINISTER be pleased to state:

(a) the present number of executive officers, State-wise, who are on deputation to the Central Bureau of Investigation for the last five years or more; and

(b) the action taken by Government to absorb such officers in the Central Services?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS, DEPARTMENT OF PERSONNEL AND ADMINISTRATIVE REFORMS AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI OM MEHTA): (a) and (b). The information is being collected and will be laid on the Table of the House.

Supply of Raw Materials to Manufacturers of Industrial Fasteners

2265. SHRI SURENDRA MOHANTY: Will the Minister of INDUSTRY AND CIVIL SUPPLIES be pleased to state:

(a) whether the manufacturers of industrial fasteners have appealed to Government to take appropriate measures to ensure the supply of adequate raw materials of the right type to enable the industry to utilise its capacity fully;

(b) if so, the difficulties being suffered by the manufacturers of industrial fasteners; and

(c) reaction of Government to their appeal?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND CIVIL SUPPLIES (SHRI B. P. MAURYA): (a) to (c). The units manufacturing industrial fasteners have been requesting regularly for the allocation of indigenous as well as imported raw materials as per policy.

Some of these units have reported that their production is low due to the non-availability of adequate indigenous steel raw materials as well as delay in the supply of imported canalised steel raw materials through Hindustan Steel Limited. Allocation of indigenous steel raw materials is being recommended by the D. G. T. D. on the basis of the firm's approved capacity; in regard to imported raw materials, the import applications are being recommended by the D. G. T. D. as per the import policy in force. However, actual supplies of indigenous raw materials are being made by the Steel Priority Committee taking into consideration the overall availability and the demand. Raw materials of imported category are supplied by the Hindustan Steel Limited.

Grievances of Employees Working in the Saha Institute of Nuclear Physics, Calcutta

2266. SHRI SAROJ MUKHERJEE: Will the Minister of ATOMIC ENERGY be pleased to state.

(a) whether he is aware of the longstanding grievances regarding the working conditions of the employees of Saha Institute of Nuclear Physics, Calcutta and the high-handed behaviour of the Director of the Institute;

(b) if so, what steps the Government have taken in the matter; and

(c) what are the latest decisions of the Government regarding the various demands of the employees of the Institute about promotion, overtime, use of library, new recruitment etc.?

THE PRIME MINISTER, MINISTER OF ATOMIC ENERGY, MINISTER OF ELECTRONICS, MINISTER OF SPACE, MINISTER OF PLANNING AND MINISTER OF SCIENCE AND TECHNOLOGY (SHRIMATI IINDRA GANDHI): (a) A few complaints from the employees of the Saha Institute of Nuclear Physics were brought to the notice of the Department of Atomic

Energy. These complaints were generally against the present Director and were part of an agitation launched by certain elements in the Institute against the present administration. No complaints have however been received in the recent past.

(b) and (c). The Saha Institute of Nuclear Physics is an autonomous organisation and its management vests in a Council consisting of four representatives of the Government of India, one representative of the Government of West Bengal and two representatives of the Calcutta University (including the Vice Chancellor). The Vice Chancellor of the Calcutta University is the Chairman of the Council. The Council is fully seized of the situation and has been taking suitable steps to improve the relationship between a certain section of the employees and the present management. The Council has been constantly reviewing the position in this regard and has taken such measures as are necessary to meet the legitimate grievances of the staff of the Institute.

Meeting of Eastern Zonal Chief Ministers on Law and Order in States

2267. SHRI NAWAL KISHORE SHARMA:
SARDAR SWARAN SINGH SOKHI:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether a meeting of Eastern Zone Chief Ministers was held recently at Ranchi;

(b) if so, the nature of the discussions held and the decisions taken to maintain peace, law and order in the Eastern States;

(c) whether the representatives of the Central Government had also been invited in the subsequent meetings; and

(d) if so, the proposal offered by Government to these and other States in the country to maintain peace, law and order?

THE MINISTER OF HOME AFFAIRS (SHRI K. BRAHMANANDA REDDY): (a), (b) and (d). The Eastern Zonal Council consisting of the Chief Ministers and the other two Ministers of the States of West Bengal, Bihar and Orissa held its meeting in Ranchi on 3rd February, 1975 under the Chairmanship of the Union Home Minister. The Council considered *inter alia* the item suggested by the Government of West Bengal which related to evolving a coordinated strategy for tackling the activities of the extremists in West Bengal, Bihar and Orissa. The Council decided that a committee consisting of the Chief Secretaries and the Inspectors-General of Police of the concerned States with a representative of the Home Ministry be constituted to go into these problems. Such problems concerning the other States can be considered in the appropriate Zonal Council on the suggestion of the Member-States.

(c) Under the Rules of Procedure of the Zonal Councils, the representatives of the Central Government concerned with the items of the agenda are invited to the meetings of the Councils,

Action against Hoarders, Black-Marketeers

2268. SHRI BHOGENDRA JHA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) what action have been, or are going to be taken against hoarding, black-marketing, smuggling, adulteration, usury and other offences and to what effect, State-wise; and

(b) what is the total number of persons arrested for economic offences under the various Acts and proceeded against U/S 110 Cr. P.C. (as amended), State-wise?

THE DEPUTY MINISTER IN THE MINISTRY OF HOME AFFAIRS (SHRI F. H. MOHSIN): (a) and (b). Clarification has been sought regarding the specific offences covered by the phrases 'other offences' and 'economic offences' mentioned in the question.

Revision of Foreign Air and Surface Mail Rates

2269. SHRI G. Y. KRISHNAN: SHRI D. P. JADEJA:

Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the foreign air and surface mail rates have been revised by the Government; and

(b) if so, the facts thereof?

THE MINISTER OF COMMUNICATIONS (DR. SHANKER DAYAL SHARMA) (a) Yes, Sir.

(b) The foreign rates were last revised in 1971. They have been further revised and these rates have been brought into effect from 10-2-1975. Revision had become necessary owing to the increase in expenditure on staff and expenditure costs after the last revision. The revised rates have been fixed according to the provisions contained in the Universal Postal Union Convention which regulates the fixation of postal rates for the member countries.

A copy of the postal notice containing the revised foreign postage rates is placed on the table of the house [Placed in Library. See No. LT-9096/75].

"Captive Power Plants" for Fertilizer Plants in States

2270. SHRI NARSINGH NARAIN PANDEY: Will the Minister of PLANNING be pleased to state:

(a) whether the Planning Commission has any proposal for providing "Captive Power Plants" for fertiliser plants in various States; if so, the main features thereof; and

(b) whether the requirements of the Plants have been assessed, if so, the results thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI VIDYA CHARAN SHUKLA). (a) and (b). There is no proposal for providing all the fertiliser plants in the different States with captive power plants. At times of shortage of power and over-loading of feeder lines, fertiliser factories do experience voltage and frequency fluctuations and power cuts which result in break down/damage of sensitive equipment and lower production of fertilisers. Wherever such indifferent power supply conditions exists, the case of each fertiliser factory is examined on merits and suitable provision is being made for installation of power generation equipment to meet the total requirement of power or that portion needed to protect sensitive equipment

Criticism of the International Film Festival in Western Press

2272 SHRI PRIYA RANJAN DAS MUNSI: Will the Minister of INFORMATION AND BROADCASTING be pleased to state.

(a) whether serious criticism has been made in Western Press about the improper management by the Ministry in the International Film Festival held in Delhi recently;

(b) if so, the reaction of Government thereto; and

(c) whether any Consultative Committee Meeting was held before such Film Festival to take the opinion of the Members of Parliament for the festival?

Cooks in Delhi Police

2271 SHRI HARI SINGH
SHRI CHANDRA SHEKHAR
SINGH:

Will the Minister of HOME AFFAIRS be pleased to state

(a) whether the shift duty of cooks in Delhi Police has not yet been introduced;

(b) if so, the reasons therefor, and

(c) the number of cooks working at present in Delhi Police and their sanctioned strength?

THE DEPUTY MINISTER IN THE MINISTRY OF HOME AFFAIRS (SHRI F. H MOHSIN) (a) No Sir

(b) There is no shift system in the C.R.P. and the cooks remain on duty for full day with some break between morning and evening meals. The same practice is followed in the Delhi Police.

(c) At present 362 cooks are working in the Delhi Police against the sanctioned strength of 362.

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI DHARAM BIR SINHA) (a) No such criticism has come to Government's notice

(b) Does not arise

(c) No, Sir

Supply of Wagons to Yugoslavia by Jessop Company

2273 SHRI N. E. HORO;
SHRI M. S. PURTY

Will the Minister of INDUSTRY AND CIVIL SUPPLIES be pleased to state:

(a) whether Jessop Company of Calcutta has failed to execute Yugoslavia order for supplying wagons; and

(b) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND CIVIL SUPPLIES (SHRI A. C. GEORGE) (a) No, Sir.

(b) Does not arise.

Undertrials escaped from Police Custody

**2274. SHRI SHASHI BHUSHAN:
SHRI NAWAL KISHORE
SHARMA:
SHRI SATPAL KAPUR:**

Will the Minister of HOME AFFAIRS be pleased to state:

- (a) the total number of undertrials escaped from the police custody during the year 1974-75 upto 28th February, 1975 in various parts of the country;
- (b) the number of those escaped from the police custody who were naxalites, Anand Margis, smugglers and others;
- (c) the special efforts made to re-arrest them; and
- (d) whether any arrests were made in connection with their escape and if so, the particulars thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF HOME AFFAIRS (SHRI F. H. MOHSIN) (a) to (d). The information is being collected from the States and the Union Territories and will be laid on the Table of the House on receipt.

Companies manufacturing Concentrates for Aerated waters

**2275. SHRI SHASHI BHUSHAN:
SHRI NAWAL KISHORE
SHARMA:
SHRI SATPAL KAPUR:**

Will the Minister of INDUSTRY AND CIVIL SUPPLIES be pleased to state the names of companies manufacturing concentrates for aerated waters and the foreign share holdings in each company?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND CIVIL SUPPLIES (SHRI B. P. MAURYA): The names of the main companies borne on the lists of the DGTD engaged in the manufacture of concentrates for aerated waters for

supply to bottlers on franchise basis, together with their foreign shareholdings are given below:—

Sl. No.	Name of the Firm	Foreign Shareholding
1.	M/s. Coca Cola Export Corporation New Delhi.	100%
2	M/s. Parley Beverages, Bombay	Nil.
3.	M/s. Biscuit India Ltd, Bombay	49%

Holding of International Film Festivals at Regional Film Industry Centres

2276. SHRI DIAMANKAR: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

- (a) whether Government are considering the possibility of holding international film festivals at regional film industry centres instead of New Delhi to ensure better rapport between the film industry and the film festivals;
- (b) if so, whether any decision in this regard has been taken; and
- (c) the broad outlines thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI DHARAM BIR SINHA): (a) The venue for the next International Film Festival of India has not yet been decided.

(b) and (c). Do not arise

A.I.R. Stations in Eastern Region

2277. SHRI TUNA ORAON: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

- (a) the number of All India Radio stations existing in the Eastern region States;

(b) the number of stations which will be on the air during the next five years; and

(c) the power of each such station?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI DHARAM BIR SINHA): (a) There are at present 20 Radio Stations in the Eastern Region States, (including Union Territories) of Assam, Arunachal Pradesh; Meghalaya; Mizoram; Nagaland; Manipur; Tripura; Bihar; Orissa and West Bengal.

(b) Two new Radio Stations at Itanagar (Arunachal Pradesh) and Darbhanga are expected to go on the air during the next five years, subject to availability of resources. The low-power stations at Shillong and Aizwal are being upgraded to high and medium power respectively. Similarly, power of Agartala Station is being strengthened by the addition of another medium-power transmitter unit.

(c) Out of 20 existing AIR stations, five are at present operating on low-power, ten on medium-power and five on high-power transmitters. However, as stated in reply to para (b) above, the power of three stations at Shillong, Aizwal and Agartala is being augmented. Out of the two new radio stations proposed to be set up one will have high-power and one medium power.

Reorganisation of Central Information Service

2278. SHRI TUNA ORAON: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether Government have finalised the reorganisation scheme of Central Information Service; and

(b) if so, the broad outlines thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI DHARAM BIR SINHA): (a) No, Sir.

(b) Does not arise.

Reduction in Power of Calcutta High Power Transmitter

2279. SHRI TUNA ORAON: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the power of Calcutta High Power Transmitter is proposed to be reduced; and

(b) if so, the reasons thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI DHARAM BIR SINHA): (a) No Sir

(b) Does not arise.

Ad hoc Employees in Central Information Service

2280. SHRI TUNA ORAON: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) the number of *ad hoc* employees serving in Central Information Service Grade IV at the time of interview of the candidates in the first C.I.S Grade IV Examination by UPSC;

(b) the total number of 'Departmental candidates' declared successful and absorbed in C.I.S. from amongst the above employees;

(c) the basis and conditions agreed upon with UPSC for inclusion of such Departmental candidates; and

(d) the reasons for non-inclusion in C.I.S of the left-over *ad hoc* Grade IV employees?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI DHARAM BIR SINHA): (a) 103.

(b) 101.

(c) It was decided with the concurrence of the Union Public Service Commission to treat the *ad hoc* employees as 'Departmental candidates' under Rule 2(b)(ii) of the Central Information Service Rules for the purpose for their inclusion in the Central Information Service.

(d) Two ad-hoc employees were not originally included in the Service as they were not holding duty posts on the commencement of the Service namely, 1-8-1960. They were however subsequently absorbed in Grade IV of the Service.

फिल्म समारोह में फिल्मों का विशेष प्रदर्शन

228.1 श्री सालडी भाई : क्या सूचना और प्रसारण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या हाल में हुए अन्तर्राष्ट्रीय फिल्म समारोह की फिल्मों का विशेष व्यक्तियों के लिए विभिन्न स्थानों पर अनधिकृत रूप से प्रदर्शन किया गया;

(ख) क्या इन फिल्मों का अनेक बार जगह-जगह प्रदर्शन करना अन्तर्राष्ट्रीय फिल्म समारोह के कानूनों के विरुद्ध है, और

(ग) यदि हाँ, तो क्या सरकार इस संबंध में कोई जांच कर रही है?

सूचना और प्रसारण मंत्रालय में उप-मंत्री (श्री अमंतोर सिंह) : (क) और (ख) किन्हीं भी विशेष दर्शकों के लिए, किमी भी स्थान पर, किसी भी फिल्म का अनधिकृत प्रदर्शन नहीं हुआ। तथापि, प्रेम के सदस्यों के लिए विशेष प्रदर्शन किए गए जिनमें संसद् सदस्यों को भी आमन्त्रित किया गया था।

यह फेडरेशन आफ हरनेणनल फिल्म प्रोड्यूसर्स एसोसियशन ने के विनियमों के सूचारे या तथा सभी अन्तर्राष्ट्रीय फिल्म समारोहों द्वारा इसका अनुसरण किया जाता था।

(ग) प्रश्न नहीं उठता।

जयपुर के लिये टेलीविजन कार्यक्रम

228.2 श्री सालडी भाई : क्या सूचना और प्रसारण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या जून 1975 में सेटलाइट टेलीविजन प्रारम्भ हो जाने के परिणामस्वरूप जयपुर (राजस्थान) और उसके कुछ अन्य भागों में टेलीविजन कार्यक्रम देखा जा सकेगा;

(ख) क्या सेटलाइट टेलीविजन कार्यक्रम योजना समाप्त होने के पश्चात् जयपुर में एक टेलीविजन ट्रासमीटर लगाने की योजना है जहाँ से दिल्ली में नेयार किए गए कार्यक्रमों को प्रसारित किया जायेगा; और

(ग) यदि हाँ, तो इस ममत्वमें विस्तृत व्यौरा क्या ?

सूचना और प्रसारण मंत्रालय में उप-मंत्री (श्री अमंतोर सिंह) : (क) जी, हाँ।

(ख) जी हाँ।

(ग) जयपुर में यथासमय एक टेली-विजन ट्रासमीटर स्थापित करने का प्रस्ताव विचाराधीन है। यह नगरभग 28,000 वर्ग किलोमीटर क्षेत्र और 36 लाख जन-सङ्ख्या के लिए टेलीविजन सेवा प्रदान कर मिलेगा ?

Clash among H.M.T. Workers

2283. SHRI C K CHANDRAPPAN: Will the Minister of INDUSTRY AND CIVIL SUPPLIES be pleased to state:

(a) whether Government are aware that there was recently a clash between two sections of the workers in H.M.T., Bangalore, which resulted in the arrest of AITUC workers and a lightening strike in the HMT, and

(b) if so, the steps Government propose to take for putting an end to this situation?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND CIVIL SUPPLIES (SHRI A C GEORGE)
(a) Yes Sir

(b) Government are keeping a strict watch on the industrial relations of HMT Unions and the Unit management have been requested to ensure maintenance of industrial peace

मध्य प्रदेश में कोरबा और अमरकंट के विद्युत केन्द्रों के विस्तार में विसम्बव

2284. श्री गगा चरण दीक्षित : क्या झज्जी मत्री यह बताने की कृपा वरेगे कि

(क) क्या हाई प्रेशर अलाय स्टील और कार्बन स्टोल पाइपिंग, जिनका उत्पादन देश में नहीं होता, उपलब्ध न होने के कारण मध्य प्रदेश में कोरबा और अमरकंटक विद्युत केन्द्रों के विस्तार में विसम्बव हो रहा है, और

(ख) इस बारे में सरकार क्या कार्यवाही कर रही है ?

झज्जी अंत्रालय में उप-मंत्री (प्रो० सिद्धेश्वर प्रसाद) : (क) और (ख) अमरकंटक विद्युत केन्द्र के मामले में ऐसी कोई समस्या नहीं है। कोरबा विद्युत केन्द्र के सबथ में हाई प्रेशर पाइपिंग की सप्लाई में कुछ देरी हुई है। बहरहाल, मध्य प्रदेश राज्य बिजली बोर्ड ने अमरकंटक के लिए पाइपिंग की सप्लाई का जो आडंर दिया था उसे कोरबा को देने का निर्णय लिया है, जिससे कोरबा यूनिट को भी ग्रन्तमंची के अनुसार चालू करने में सहायता मिलेगी। इस रूपय इन पाइपों का देग में निर्माण नहीं किया जा रहा है।

Study of effect of sex and violence ridden films on children

2285 SHRI S N. SINGH DEO Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether his Ministry propose to carry out a study of the effect of sex and violence ridden films on juvenile delinquency in the country; and

(b) if so, the steps taken in this regard so far?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI DHARAM BIR SINHA) (a) and (b) Under the Fifth Plan Scheme, a Directorate of Evaluation of Information and Publicity has been set up to undertake studies through professional agencies in the country to assess the reach and impact of the various media including films. It is proposed to set up a project to study the impact of crime films on youngsters

Study carried out by International Experts on investment climate in developed and developing Nations

2286 SHRI S N SINGH DEO Will the Minister of PLANNING be pleased to state

(a) whether the Government are aware of a study carried out by Mr. Frederick Hanser, Associate Professor at the College of Business and Economics, Delaware University and his team of 98 International experts who have compared the investment climate of 43 developed and developing nations and ranked India as 41st among them,

(b) whether the Planning Commission has taken note of it, and

(c) if so, its reaction thereto?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI VIDYA CHARAN SHUKLA) (a) to (c) A copy of the study carried out by Mr. Frederick Hanser is not yet available and therefore it is not possible to indicate the reaction of the Planning Commission thereto

Dubbing of language films in Hindi

2287 SHRI S N SINGH DEO Will the Minister of INFORMATION AND BROADCASTING be pleased to state

(a) whether any step has been taken to dub the language films in Hindi for All India screening, and

(b) if so, the broad outlines of the policy in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI DHARAM BIR SINHA) (a) and (b) The Board of Directors of the Film Finance Corporation have approved in principle a scheme for financing dubbing and para dubbing of films from regional languages to Hindi. National award winning films 'Nirmalyam' (Malayalam) and 'Kaadu' (Kannada) have been approved as pilot projects. Detailed scheme has not yet been worked out by the Film Finance Corporation

Demand and production of newsprint

2288 SHRI S N SINGH DEO Will the Minister of INDUSTRY AND CIVIL SUPPLIES be pleased to state

(a) the total demand for newsprint in the country;

(b) the total existing production of newsprint in the country;

(c) the newsprint project that will come up during the next five years, and

(d) whether with the coming up of the new newsprint project, the country will be self sufficient in newsprint?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND CIVIL SUPPLIES (SHRI B P MAURYA)

(a) and (b) The demand for newsprint is likely to be of the order of 270,000 tonnes during 1975-76. The indigenous production was 54,777 tonnes in the year 1974

(c) and (d) The present expansion programme of the National Newsprint and Paper Mills Ltd is expected to be completed in April, 1975 and this will raise the capacity of the mill to 75,000 tonnes per annum. Government have approved the following schemes for the establishment of additional capacity for the manufacture of newsprint —

Name of the party	Location	Capacity
1. Ballarpur Paper Mills . . .	H. P	60,000 tonnes
2. Hindustan Paper Corporation Limited . .	Kerala	80,000 tonnes
3. Surya Industrial Packing Limited . .	U. P	60,000 tonnes
4. West Coast Paper Mills . .	Maharashtra	30,000 tonnes
5. West Bengal Industrial Development Corporation . .	West Bengal	60,000 tonnes
6. Hargola & Sons . .	Punjab	30,000 tonnes
7. Runganga Paper Mills . .	U. P	30,000 tonnes

The gestation period in the newsprint industry being long, the domestic production will continue to be substantially short of the requirements for the next several years.

Future of Hindi speaking Areas of Fazilka and Abohar

2289. PROF. NARAIN CHAND PARASHAR: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether any decision has been taken regarding the future of the Hindi speaking areas of Fazilka and Abohar in Punjab since the last date for the implementation of the earlier Award on this issue has already expired;

(b) if so, the nature of the decision and the date on which it was taken; and

(c) if not, the likely date by which the decision would be taken so as to put an end to the uncertainty regarding the future of these areas?

THE MINISTER OF HOME AFFAIRS (SHRI K. BRAHMANANDA REDDY):
 (a) The decision of the Government in regard to transfer of Fazilka-Abohar area is contained in the Press Communiqué dated the 29th January, 1970. It was stated therein that the transfer of the said area will be effected simultaneously with the transfers to be decided upon on the recommendations of the Commission to be appointed to go into other claims and counter-claims for readjustment of inter-State boundaries of Punjab, Haryana and Himachal Pradesh. Consultations with the State Governments concerned on various matters arising out of the Press Communiqué, including the question of appointment of the Commission, are proceeding.

(b) and (c). Do not arise.

Transferring the P.C.O. at Naina Devi

2290. PROF. NARAIN CHAND PARASHAR: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the P & T Authorities have received a suggestion for transferring the P.C.O. at Naina Devi to Dharamsala Telegraph Engineering Division since Naina Devi is located in Himachal Pradesh; and

(b) if so, the action taken on this suggestion?

THE MINISTER OF COMMUNICATIONS (DR. SHANKER DAYAL SHARMA): (a) Yes, Sir.

(b) Naina Devi P.C.O. is located in Himachal Pradesh very close to its border with Punjab State. It is connected to the Telephone Exchange at Nangal which is in Punjab State. The lines connecting the P.C.O. to the parent exchange at Nangal also lie mostly in Punjab territory. Considering these, the P.C.O. has been retained in the jurisdiction of Patiala Engineering Division to ensure adequate maintenance and operative attention.

Opening of a P.C.O. in Ladraur, Himachal Pradesh

2291. PROF. NARAIN CHAND PARASHAR: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether a request has been made for the sanction and installation of a P.C.O. on a pair of parallel wires at Ladraur, in Jharlog Panchayat of Hamirpur District of Himachal Pradesh; and

(b) if so, the decision taken by the authorities on this request?

THE MINISTER OF COMMUNICATIONS (DR. SHANKER DAYAL SHARMA): (a) Yes, Sir.

(b) The case is under examination and the decision is yet to be taken.

Complaints of Black Marketing in Newsprint

2292. PROF. NARAIN CHAND PARASHAR: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) the names and number of Printers and Publishers of the Newspapers and Journals against whom the complaints of black-marketing in "Newsprint" have been received by Government during the past three years;

(b) whether any action has been taken against them; and

(c) if so, the nature of action and the steps taken by Government to discourage this tendency?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI DHARAM BIR SINHA): (a) to (c). A statement showing newspapers etc. against whom complaints were received for misuse of newsprint and the action taken against them is laid on the Table of the House [Placed in Library. See No LT-9097/75].

So far as the imported newsprint is concerned action is taken under the relevant section of the Import and Export (Control) Act, 1947, to deny import licences or allotment of imported material and for launching prosecution under the Act against those who are found guilty of misuse of the imported newsprint, wherever necessary.

Newspapers receiving newsprint are required to submit Chartered Accountant certificate for consumption of the newsprint for the purpose for which it is allotted in the previous year along with the application for newsprint allotment. New newspapers are required to execute bond duly guaranteed by scheduled banks for 75 per cent for the value of the quantity applied for and the bonds are released only on receipt of satisfactory evidence of consumption as certified by Chartered Accountant.

Withdrawal of Unutilised Licences and Letters of Intent

2293. SHRI ARJUN SETHI: Will the Minister of INDUSTRY AND CIVIL SUPPLIES be pleased to state:

(a) whether Government have examined that the licensed capacities in terms of men and machinery and licence and letters of intent were fully utilised; and

(b) whether Government have withdrawn some unutilised licences and letters of intent during last three years and if so, the facts thereof?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND CIVIL SUPPLIES (SHRI B. P. MAURYA):

(a) Yes, Sir. A statement showing the percentage utilisation of capacity for 1973 and 1974 in important industries looked after by the Directorate General of Technical Development is laid on the Table of the House. [Placed in Library. See No LT-9098/75] These figures are based on estimates of installed (and on occasion, on licensed) capacity as reported by firms. In industries other than continuous process industries, there arise certain problems in sharply defining achievable production capacity, especially for multi-product industries, for industries based on assembly operations, and for industries where the specifications of the product may change owing to the changing pattern of demand modifying achievable capacity in relation to the installed capacity defined in generic terms.

(b) The number of licences revoked or surrendered and cancelled during 1973 and 1974 was 21 and 10 respectively. The number of letters of intent surrendered, cancelled or lapsed during these two years was 167 and 87 respectively.

The details of licences revoked and letters of intent cancelled or lapsed are published in "Weekly Bulletin of Industrial Licences, Import Licences and Export Licences", "Indian Trade Journal", "Journal of Industry and Trade" and "Monthly list of Industrial Licences and Letters of Intent". Copies of these publications are available in the Parliament Library.

Rejection of Proposals in Backward Areas by Licensing Committee

2294. SHRI K. S. CHAVDA: Will the Minister of INDUSTRY AND CIVIL SUPPLIES be pleased to refer to the reply given to Unstarred Question No. 323 on the 19th February, 1975 regarding establishment of industries in backward areas and state:

(a) whether the attitude of the Licensing Committee in rejecting the proposals does not amount to flouting Government policy of incentives to entrepreneurs in backward districts; and

(b) if so, how do Government propose to overhaul the Licensing Committee?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND CIVIL SUPPLIES (SHRI A. P. SHARMA): (a) No. Sir.

(b) Does not arise.

Proposal for expansion of Foreign and Indian Firms

2295. SHRI K. S. CHAVDA: Will the Minister of INDUSTRY AND CIVIL SUPPLIES be pleased to state:

(a) the number of cases in which the Licensing Committee has given expansions to foreign firms with more than 26 per cent foreign equity, during the last three years; the facts about the firms and their proposals; and

(b) whether proposals from Indian firms for same or similar items were rejected; if so, the names of Indian firms, their proposals, the reasons of rejection and the outgo of foreign exchange involved in these items during the last three years?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND CIVIL SUPPLIES (SHRI B. P. MAURYA): (a) During 1972-74, 40 letters of intent and 31 industrial licences were issued to the Indian sub-

sidiaries of foreign firms with foreign equity participation of 51 per cent and above and branches of foreign companies.

The details of Letters of Intent and Industrial Licences issued by Government from time to time are being published in "Weekly Bulletin of Industrial Licences, Import Licences and Export Licences", "Indian Trade Journal", "Journal of Industry and Trade" and "Monthly List of Industrial Licences and Letters of Intent". Copies of these publications are available in the Parliament Library.

(b) Applications for industrial licences received from foreign companies are considered by Government on merits in terms of the current industrial licensing policy announced by Government on 2nd February, 1973. According to the policy, the foreign majority companies and the large industrial houses are eligible, alongwith others, to participate in certain specified industries which are of importance to the national economy or have substantial export potential. Even in these fields of industry, preference is accorded over the foreign majority companies and large houses to suitable applicants, if any, forthcoming from amongst the small and medium entrepreneurs. In general, the main grounds for rejecting applications for industrial licensing are the availability of adequate capacity or raw material constraints.

Proposals for COB Licences in Fourth Plan

2296. SHRI K. S. CHAVDA: Will the Minister of INDUSTRY AND CIVIL SUPPLIES be pleased to state:

(a) the number of proposals for COB Licences received during the Fourth Five Year Plan period; the number out of them which were not within the time-limit with their proposals, date of receipt of application and decision of the licensing committee;

(b) the reasons why no condition regarding dilution of foreign equity or exports was put while approving proposal of firms with more than 26 per cent foreign equity; and

(c) whether cases of misrepresentation of facts in applications have come to the notice of Government, action taken against the firms found guilty and the steps taken to discourage misrepresentation of facts?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND CIVIL SUPPLIES (SHRI B. P. MAURYA): (a) During the fourth plan period, 1720 applications for COB licences were received. Detailed information regarding applications received after the expiry of the prescribed time-limits has not been separately maintained. The applications received late in point of time are also considered on merits keeping in view the fact of late submission and decisions are taken depending on the merits of each case. During 1970-74, 960 COB licences were issued.

(b) A condition as to exports is stipulated subject to the feasibility of such exports and having regard to the internal demand. As a matter of policy, however, conditions as to exports are required to be stipulated only in cases in which the foreign majority companies and the companies registered or registerable under the MRTP Act (Large Houses) are allowed to enter fields of industry normally not open to them. A condition as to the dilution of foreign share holding can be stipulated in accordance with the guidelines issued, only in cases of foreign companies having direct foreign equity in excess of 51 per cent. In COB cases, having regard to the fact that the capacities in question have already been set up or effective steps to set up capacities already taken during periods of exemption from the requirement of licensing, the question of imposing pre-conditions for such licensing does not arise.

(c) COB licences are granted only after the concerned Administrative Ministries verify the correctness of the facts stated in the applications. If the facts stated in any application are in doubt, the case is either rejected or deferred for further enquiry and verification.

Decision to set up Special Courts for Economic Offences

2297. SHRI DHAMANKAR: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government have taken a decision to set up special courts to deal with economic offences effectively and expeditiously; and

(b) if so, what further action has been taken or is proposed to be taken in the matter?

THE DEPUTY MINISTER IN THE MINISTRY OF HOME AFFAIRS (SHRI F. H. MOHSIN): (a) and (b). The matter is under examination.

Loan from World Bank for Fertilizer Project at Phulpur

2298. SHRI ISHAQUE SAMBHALI: DR. H. P. SHARMA:

Will the Minister of INDUSTRY AND CIVIL SUPPLIES be pleased to state:

(a) whether the World Bank has extended a loan of \$ 109 million for the cooperative fertilizer project at Phulpur in U.P.;

(b) if so, the terms and conditions of this loan; and

(c) what are the main features of the project and when it will be ready for commercial production?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND CIVIL SUPPLIES (SHRI A C GEORGE).
(a) Yes, Sir

(b) The important terms and conditions of the loan are—

(1) the loan will carry a commitment charge of 3/4 of 1 per cent per annum on the principal amount of the loan not withdrawn from time to time, and interest at 8 per cent per annum on the amount withdrawn and outstanding from time to time.

(2) Interest and other charges shall be payable semi-annually on January 1 and July 1 each year

(3) The Government of India have guaranteed the loan and the IFFCO will pay to the Government of India a guarantee fee at 2½ per cent on the amount of the loan withdrawn and outstanding from time to time

(4) The repayment of the loan will commence from 1st January 1980 and will end on 1st July, 1990.

(c) The project contemplates production of 900 tonnes of ammonia using heavy fuel oil as feed stock, which will be converted into 1500 tonnes of urea per day. The estimated capital outlay on the project is Rs. 165.5 crores. It is proposed to be financed as under—

(Rs. in crores)

1 Rupee equivalent of foreign exchange loan from World Bank	81.75
2 Investment by Govt of India in the equity capital	36.00
3 Equity investment by co-operatives and state governments	22.00
4 Long term loan from Indian financing institutions	17.50
5 Subordinated loan from the Govt of India	8.30
	165.55

The project is expected to be completed by 31st October, 1978. Commercial production is expected shortly thereafter

Elections in States under President's Rule

2299 SHRI M. KATHAMUTHU Will the Minister of HOME AFFAIRS be pleased to state

(a) which are the States under President's rule at present and what are the dates of the expiry of the proclamations issued in respect thereof, and

(b) whether Government have taken steps to conduct Assembly elections in those States where the expiry of the term of President's rule is very near?

THE DEPUTY MINISTER IN THE MINISTRY OF HOME AFFAIRS (SHRI F H MOHSIN) (a) and (b) Gujarat The Proclamation is valid upto 10th September 1975, its continuance up to this date having been approved by Lok Sabha on 27th February 1975 and Rajya Sabha on 3rd March, 1975

Closure of Kalol and Kandla Fertilizer Plants

2300 SHRI P M MEHTA Will the Minister of INDUSTRY AND CIVIL SUPPLIES be pleased to state

(a) whether Rupees sixty four crore fertilizer complex at Kalol in Gujarat which the Prime Minister inaugurated on November 8, 1974, has been closed because of technical faults, if so, the facts thereof,

(b) the main reasons for the closure and how long it is likely to remain closed,

(c) whether due to this the ammonia plant which feeds the urea plant has been shut down.

(d) whether due to some major problems the running of IFFCO's fertiliser plant at Kandla has also been suspended; and

(e) if so, what are the main defects and the time by which they are likely to be removed?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND CIVIL SUPPLIES (SHRI A. C. GEORGE): (a) to (c). The Ammonia plant of the Kalol Fertilizer Complex started trial production of ammonia on 5th November, 1974. It was run steadily upto 20th November, 1974, when it had to be stopped because the commissioning of the Urea Plan at Kandla could not be synchronized owing to late receipt of some vital equipment from abroad. It was commissioned only in January, 1975. Urea was first produced on 31st January, 1975 and the plant was run for a limited period at 60 per cent capacity. Both plants are in the trial stage, when production is intermittent. No major faults or problems have been encountered so far in their operation. Regular production is expected from March, 1975.

(d) and (e). One out of the two streams of the Kandla plant was test-run successfully at full capacity. 15,848 tonnes of NPK fertilizers have been produced in this unit upto 28th February, 1975. Test-run of the second stream of the plant is scheduled for March, 1975, when another consignment of phosphoric acid will be received. Production is less than capacity due to shortage of phosphoric acid, which has to be imported and is not readily available in the international market. Efforts are continuing to obtain larger supplies of phosphoric acid.

Persons Accompanying Late Shri L. N. Mishra in the Adjoining Compartment of the Train

2301. PROF. MADHU DANDAVATE: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the names of the persons accompanying late Shri L. N. Mishra in

the adjoining compartments while Shri Mishra was being taken by train to Danapur Hospital; and

(b) whether they were bonafide passengers?

THE MINISTER OF HOME AFFAIRS (SHRI K. BRAHMANANDA REDDY):

(a) and (b). According to information available with the Government, no separate record was maintained of the names of persons who travelled in the special train carrying the injured late Railway Minister from Samastipur to Danapur on the 2nd January, 1975.

Smuggling of Cement from Punjab and J & K to Pakistan

2302. SHRI S. N. MISRA: Will the Minister of HOME AFFAIRS be pleased to state,

(a) whether Government have received reports that large scale smuggling of cement is going on from the border areas of Punjab and Jammu and Kashmir into Pakistan;

(b) whether this smuggled cement is being used by Pakistan to construct the bunkers in the border areas; and

(c) if so, the steps taken by Government to stop the smuggling of cement into Pakistan?

THE DEPUTY MINISTER IN THE MINISTRY OF HOME AFFAIRS (SHRI F. H. MOHSIN): (a) No, Sir.

(b) Does not arise.

(c) Government is exercising necessary vigilance in this regard.

Silk Filatures in Karnataka

2303. SHRI G. Y. KRISHNAN: Will the Minister of INDUSTRY AND CIVIL SUPPLIES be pleased to state:

(a) whether the State of Karnataka has approached the Centre for immediate release of Rs. 1.5 crores for advancing loans to sericulturists;

(b) whether the State has also been allowed by the Central Government to take over the 8 silk factories in the State to work under a Silk Industry Development Corporation; and

(c) if so, the facts thereof?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND CIVIL SUPPLIES (SHRI A. P. SHARMA): (a) and (b). No, Sir. Government have, however, received a communication from the Chief Minister of Karnataka seeking assistance for some schemes initiated for the intensive development of sericulture in that State which are being examined. These include—

- (1) Crash programme which envisages the production of 35 lakhs kilograms of raw silk per annum;
- (2) Introduction of bivoltine races and the establishment of new grainages exclusively for preparing bivoltine hybrid layings which would result in the increased production of bivoltine silk;
- (3) Scheme for the grant of loan of Rs. 2 crores to State Silk Marketing Federation for its price stabilisation operations.

(c) Does not arise.

N.C.D.C. Loan to State Governments for Cooperative Sugar Mills

2304. SHRI MOHINDER SINGH GILL: Will the Minister of INDUSTRY AND CIVIL SUPPLIES be pleased to state:

(a) whether the National Cooperative Development Corporation has given loans to State Governments to make additional contribution to the share capital of cooperative sugar mills; and

(b) if so, how much money has been advanced to the Punjab Government for the purpose?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND CIVIL SUPPLIES (SHRI A. C. GEORGE):

(a) During 1974-75, the National Co-operative Development Corporation has advanced loan assistance to State Governments, with funds provided under a Central Sector Scheme, to enable them to make additional share capital contribution to 7 new cooperative sugar mills, after considering applications received so far.

(b) No financial assistance has been sanctioned to the Punjab Government for the aforesaid purpose during the current financial year, since no proposal in this regard has been received from them by the Corporation as yet.

पुलिस के आधुनिकीकरण के लिये राज्यों को सहायता

2306. श्री हुकम सिंह कल्याणी : क्या यह मंत्री यह बताने की कृपा करेंगे कि सरकार ने गत तीन वर्षों में विभिन्न राज्यों को उन के पुलिस के आधुनिकीकरण के लिए, राज्यवार, कितनी सहायता प्रदान की ?

यह मंत्रालय में उप मंत्री (श्री एफ० एच० मोहसिन) : 1971-72 से 1973-74 तक की अवधि में विभिन्न राज्यों को उनके पुलिस के आधुनिकीकरण के लिए दी गई

केन्द्रीय वित्तीय सहायता की धनराशि का विवरण संलग्न है।

Merger of National Coal Development Corporation with Coal Mining Authority

विवरण

क्रम सं० राज्य का नाम 1971-72,
1973-74 के दौरान दी गई केन्द्रीय वित्तीय सहायता की धनराशि।

(रुपए लाख में)

1	आनंद प्रदेश	128 67
2	भस्म	119 68
3	बिहार	98.53
4	गुजरात	66 42
5	हरियाणा	60.70
6	हिमाचल प्रदेश	45 93
7	जम्मू तथा कश्मीर	91 25
8	केरल	129 50
9	मध्य प्रदेश	140 63
10	महाराष्ट्र	106 65
11	मणिपुर	11 25
12	मेघालय	13.00
13	कर्नाटक	60 76
14	नागालैंड	4 00
15	उडीसा	129 99
16	पंजाब	71 00
17	राजस्थान	151 00
18	तमिलनाडू	176.75
19	त्रिपुरा	24 25
20	उत्तर प्रदेश	141.00
21	पश्चिम बंगाल	113 14

2307. SHRI SUKHDEO PRASAD VERMA Will the Minister of ENERGY be pleased to state:

(a) whether Government are considering to merge the National Coal Development Corporation with the Coal Mining Authority;

(b) whether the views of the State Government of Bihar have been taken into consideration in the matter; and

(c) if so, the outcome thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF ENERGY (PROF SID-DHESHWAR PRASAD) (a) to (c). The matter is under consideration.

Supply of Cheaper Standard Cloth by National Textile Corporation

2308. SHRI BHAGIRATH BHAN WAR Will the Minister of INDUSTRY AND CIVIL SUPPLIES be pleased to state

(a) whether the National Textile Corporation propose to supply cheaper standard cloth in the country through a network of retail depots and

(b) if so, the salient features thereof?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND CIVIL SUPPLIES (SHRI B P MAURYA) (a) Yes, Sir.

(b) The National Textile Corporation mills already had 252 retail shops which sell controlled cloth and other varieties of cloth being manufactured by these mills. Apart from this, the Corporation is planning to open a number of retail shops for distributing the cloth produced by these mills. Three such shops have already been opened in Delhi.

**Assignment to Dr. Bhatt with
M/s. Maruti Ltd.**

2309. PROF. MADHU DANDAVATE. Will the Minister of PLANNING be pleased to state:

(a) whether Dr Bhatt of the Central Road Research Institute has been assigned some work with M/s. Maruti Limited;

(b) if so, since when and the nature of his assignment; and

(c) if not, the reasons for his frequent visits to M/s Maruti Limited?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI VIDYA CHARAN SHUKLA) (a) No, Sir.

(b) and (c) Do not arise. However, according to Shri A K Bhat, a scientist in the Central Road Research Institute, he paid a visit to M/s. Maruti Heavy Vehicles (Pvt) Ltd. only once on Sunday, the 20th of October, 1974. The visit was made by Shri Bhatt in his personal capacity at the request of a Director of the firm to watch a demonstration

Report of Committee set up for supply of Coal to Steel Plants and Consumers

2310 SHRI S R DAMANI Will the Minister of ENERGY be pleased to state:

(a) whether the Committee set up to find out why suitable coal could not be supplied to steel plants and other principal consumers has submitted its report;

(b) if so, what are its findings and recommendations; and

(c) the steps taken to implement them?

THE DEPUTY MINISTER IN THE MINISTRY OF ENERGY (PROF. SID DHESHWAR PRASAD) (a) to (c). The Committee set up to review plans

for coal supplies to steel plants during the Fifth and Sixth Five Year Plan periods has not yet submitted its report.

New Steel casting units

2311. SHRI S. A. MURUGANANTHAM: Will the Minister of INDUSTRY AND CIVIL SUPPLIES be pleased to state-

(a) whether Government have decided not to permit new steel casting units in the country, and

(b) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND CIVIL SUPPLIES (SHRI A. C. GEORGE) (a) In view of the current level of utilization, Government consider further investment at this stage in setting up capacity in general castings inadvisable

(b) Sufficient capacity has already been licensed and installed

Deductions made from Coal Miners under Compulsory Deposit Scheme

2312 SHRI N E HORO Will the Minister of ENERGY be pleased to state

(a) whether the failure of the Coal Mining Authority Limited and the Bharat Coking Coal Limited to maintain separate ledger account for crores of rupees deducted from the emoluments of the employees under the Compulsory Deposit Scheme has created great bitterness amongst the coal miners,

(b) whether at present both the companies are deducting from the emoluments of their half a million new employees 50 percent of the increases in their variable dearness allowances; and

(c) whether Government would take steps to apprise the workers in the coal mines how much was being deducted from their emoluments and deposited in their accounts?

THE DEPUTY MINISTER IN THE MINISTRY OF ENERGY (PROF. SIDDHESHWAR PRASAD): (a) to (c). The provisions of the Additional Emoluments Compulsory Deposit (Employees other than Employees of Government and Local Authorities) Scheme, 1974, including those relating to the maintenance of ledger accounts and annual statement of Accounts, which were issued by the Ministry of Finance in November, 1974, are being implemented by the Coal Mines Authority Limited and Bharat Coking Coal Limited.

नवाब और राजाओं के उत्तराधिकारियों को वैलियों दिया जाना

2313. श्री महारोपक सिंह शास्य : क्या गृह मंत्री यह बताने की कृपा करेंगे कि

(क) क्या प्रीवी पर्स समाप्ति के बाद भी अनेक नवाब और राजाओं के उत्तराधिकारियों को प्रति वर्ष वैली दी जाती है, और

(ख) यदि हा, तो ऐसे राजाओं तथा नवाबों के उत्तराधिकारियों के नाम क्या हैं तथा उनको दो गई वैलियों सम्बन्धी तथ्य क्या हैं?

गृह मंत्रालय में उप मंत्री (श्री एक० एच० मोहसिन) : (क) नहीं, श्रीमान्।

(ख) प्रश्न नहीं उठता।

Production of paper in 1974

2314 SHRI BHAGIRATH BHAN /AR Will the Minister of INDUSTRY AND CIVIL SUPPLIES be pleased to state

(a) whether a large number of paper production units did not fulfil the quota prescribed for production under the production control order;

(b) the broad trends in regard to the paper production during 1974,

(c) the steps proposed to make up the shortfall and increase the production of paper; and

(d) the recommendations suggested by the Development Council Joint Committee on the paper industry?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND CIVIL SUPPLIES (SHRI B. P. MAURYA) (a) to (d). By and large the paper mills have adhered to the pattern of production relating to white printing paper laid down under the Paper (Control of Production) Order 1974 which has come into effect from the 1st August, 1974. As against the percentage of 30 laid down under the Order, the percentage of production of white printing paper during the period from 1st August, 1974 to 31st December, 1974 was 28.6 per cent in the mills covered under the Order. This is considered to be satisfactory taking into account that certain mills have had technical limitations to adhere to the production pattern and consequently exemptions under clause 6 of the Order had to be granted. However, those mills whose production of white printing paper was much below the prescribed percentage have directed to show cause as to why action under the Order may not be taken against them. Other mills which fell short of the prescribed percentage marginally have been directed to make good the shortfall in the future. In the meeting of the Development Council for paper held on the 5th February, 1975, the need to increase the production of white paper, particularly upto the prescribed percentage under the Production Control Order, was re-emphasised and this was endorsed by the Council.

Industrial projects in Orissa

2316. SHRI ARJUN SETHI Will the Minister of INDUSTRY AND CIVIL SUPPLIES be pleased to refer to the reply given to Unstarred Question No. 2209 on the 27th November,

1974 regarding applications from Orissa for industrial licences and state:

(a) the specific items of Industrial Projects in Orissa for which licences have been issued by the Centre during 1974 and upto date district-wise;

(b) whether any guideline has been issued to the individual units concerned to set up the projects; and

(c) if so, the facts thereof?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND CIVIL SUPPLIES (SHRI B. P. MAURYA): (a) During the year 1974, 12 industrial licences were issued for location of projects in Orissa. These were granted for locations in the districts of Mayurbhanji, Koraput, Cuttack, Ganjam, Dhanakola and Keonjhar. The licences relate to industries such as Food Processing Industry, Textiles, Chemicals, Non-edible Oil and Paper & Pulp including Paper Products.

(b) and (c). The licence holders are given a period of 2 years from the date of issue of the industrial licence for the completion of the projects and the commencement of production. During this period of 2 years or such extended time as may be allowed by Government in specific cases the entrepreneur is required to take effective steps as defined in the Registration and Licensing of Industrial Undertaking Rules, to set up the project and to start commercial production and also to fulfil such other conditions as may be laid down in the licence.

Sending of Scheduled Castes and Scheduled Tribes students abroad for higher studies

2317. SHRI ARJUN SETHI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government propose to send Scheduled Castes and Scheduled Tribes students abroad for higher studies; and

(b) if so, the procedure prescribed for this purpose?

THE DEPUTY MINISTER IN THE MINISTRY OF HOME AFFAIRS (SHRI F. H. MOHSIN): (a) Under the Scheme of National Overseas scholarships to Scheduled Castes, Scheduled Tribes, Denotified, Nomadic and Semi-nomadic Tribes and Other Economically Backward Classes the Government of India have been awarding scholarships each year to 21 scholars belonging to these categories for higher studies abroad. The question of continuance of the Scheme during 1975-76 and onwards is under consideration.

(b) The applications for award of scholarships are invited through advertisement in leading Newspapers in India and copies of the advertisement are also sent to the Associations working for the Welfare of these Classes, State Governments/Union Administrations for giving wide publicity. Selection is made with the help of Selection Committee constituted for the purpose every year.

Rural Employment Guarantee Scheme

2318. SHRI NIMBALKAR: Will the Minister of PLANNING be pleased to state:

(a) whether Government propose to recommend to other States the Rural Employment Guarantee Scheme as visualized by the Maharashtra Government;

(b) whether Government are satisfied as to the feasibility of the scheme; and

(c) the salient points of this scheme?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI VIDYA CHARAN SHUKLA): (a) No. Sir. Planning Commission is not visualising recommending to the other States the introduction of the Employment Guarantee Scheme, which is a State scheme, included in the State Plan of Maharashtra.

(b) and (c). The Employment Guarantee Scheme of the Maharashtra Government aims at creating such employment opportunities as will result in the creation of productive assets. In this sense, the Planning Commission has accepted the basic framework of this scheme of Maharashtra.

सुपर बाजार, दिल्ली को हुआ थाटा

2319. श्री मूलकान्त डामा : क्या उद्योग और नागरिक पूर्ति मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या दिल्ली में सुपर बाजार को 30 जनवरी, 1970 तक 66,41,000 रुपए का थाटा हो चुका था और उसके कारण 44,35,000 रुपए की राशि शेयर पूँजी समाप्त हो चुकी थी,

(ख) क्या सुपर बाजार को ऋण पंजी के अतिक्रम सरकार से 16 लाख रुपए की और राज सहायता प्राप्त हुई थी और यदि हाँ, तो उसका तिथि-बार व्यौरा क्या है ; और

(ग) सुपर बाजार की बर्तमान आर्थिक स्थिति क्या है और 1970 के पश्चात् क्या इसने कोई लाभ कमाया है और यदि नहीं, तो उसके क्या कारण हैं ?

उद्योग और नागरिक पूर्ति मंत्रालय में राज्य मंत्री (श्री ए० सी० जार्ड) : (क) 30 जून, 1970 को समाप्त होने वाले सहकारी वर्ष के अंत में वर्ष 1966-67 से 1969-70 तक की अवधि में कोशापरेटिव स्टोर लि० (सुपर बाजार), नई दिल्ली को हुई सक्रिय हानि 66.67 लाख रुपए थी, जबकि इसकी कुल प्रांशपूँजी 44.38 लाख रुपए थी।

(ख) वर्ष 1966-67 से 1973-74 तक की अवधि में सुपर बाजार की इसकी अपनी विभिन्न योजनाओं के लिए 8.22

लाख रुपए का उपदान मिला। अलग-अलग और नीचे दिया गया है :—

लाख रुपए
1966-67 . . 3 59
1967-68 . . 1. 66
1968-69 . . 0 60
1971-72 . . 1 19
1972-73 . . 0 18
1973-74 . . 1 00

(ग) महकारी वर्ष 1972-73 में सुपर बाजार ने पहली बार लगभग 51,000 रुपए का शुद्ध लाभ कमाया। महकारी वर्ष 1973-74 के बारे में अनन्तिम लाभ तथा हानि लेखा के आधार पर लगभग 10 लाख रुपए का शुद्ध लाभ होने का अनुमान है। नायापि, वर्ष 1973-74 में कमाये शुद्ध लाभ की सही राशि का पता लेखा परीक्षा होने के बाद लगेगा।

पांचवर्षीय पंचवर्षीय योजना के ग्रीष्मोंगिक लक्ष्य

2320. श्री हुकम चन्द कक्षायाय : क्या उद्योग और नागरिक पूर्ति मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या वर्ष 1974 के अन्त तक विद्युत उत्पादन की गति को देखते हुए पांचवी योजना में ग्रीष्मोंगिक लक्ष्य प्राप्त किए जाने की कोई सम्भावना है, और

(ख) यदि नहीं, तो लक्ष्यों को प्राप्ति के लिए क्या उपाय किए जा रहे हैं अथवा किए गए हैं ?

उद्योग और नागरिक पूर्ति मंत्रालय में राज्य मंत्री (श्री बी० शी० जार्ड) : (क) और (ख) विज्ञानी की उपसंधि के अन्वावा

कच्चे माल की उपलब्धि अभिक सम्बन्ध, परिवहन सुविधाएं आदि ऐसे अनेकों तत्व हैं जिन पर औद्योगिक उत्पादन की वृद्धि निर्भर करती है। पाचवीं योजना के औद्योगिक लक्ष्यों की प्राप्ति से सम्बन्धित यथार्थ अनुमान अभी लगाना बहुत शीघ्र होगा। कृषि और औद्योगिक उत्पादन में वृद्धि करने के साथ साथ विजली पैदा करने का उच्च प्राथमिकता दी जा रही है।

World Bank Loan for Fertilizer Plants

2322. SHRI R. V. SWAMINATHAN:

SHRI P. M. MEHTA:

SHRI VAYALAR RAVI:

Will the Minister of INDUSTRY AND CIVIL SUPPLIES be pleased to state:

(a) whether Government have been assured of 109 million loan from the World Bank to increase the fertilizer production in India;

(b) if so, the plants for which this loan will be utilised; and

(c) the number of fertilizer plants in Gujarat that will be assisted with it?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND CIVIL SUPPLIES (SHRI A. C. GEORGE): (a) Yes, Sir.

(b) For the fertilizer plant to be set up at Phulpur, near Allahabad in Uttar Pradesh.

(c) None.

Issue of Industrial Licences

2323. SHRI K. S. CHAVDA: Will the Minister of INDUSTRY AND CIVIL SUPPLIES be pleased to state:

(a) the number of industrial licences approved since 1st November, 1973 i.e. after Secretariat for Industrial Approvals was established; the firms, their proposals and capacities;

(b) the number of industrial licences rejected during this period, the firms, their proposals and reasons for rejection;

(c) whether Government have received suggestions that Indian firms be allowed to plead their cases before the Licensing Committee in its meetings, to explain the pros and cons of their proposals and to avoid procedural delays; and

(d) the reaction of Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND CIVIL SUPPLIES (SHRI B. P. MAURYA): (a) and (b). During November 1973—December, 1974, 1246 industrial licences have been issued and 10 industrial licences have been revoked or surrendered and cancelled. The details of the industrial licences issued and revoked are published in the 'Weekly Bulletin of Industrial Licences, Import Licences & Export Licences' and "Monthly List of Industrial Licences/Letters of Intent". Copies of these publications are available in the Parliament Library. An industrial licence is liable to be revoked if the licence holder either fails to establish or take effective steps to establish the industrial undertaking in respect of which the licence has been issued, without reasonable cause and within the time specified therefor.

(c) and (d). Government have received suggestions in the past including the suggestion for associating the applicants with the deliberations of the Licensing Committee. However, having regard to the confidential nature of the discussions held at the meetings of the Licensing Committee, it has not been found feasible directly to associate the applicants at the Committee stage. Nevertheless, opportunity to explain the pros and cons of their proposals is afforded to the applicants by the Administrative Ministries and technical authorities handling the cases.

Setting up of a Thermal Plant at Rayagadha (Orissa) by J. K. Group of Mills

2324. SHRI ARJUN SETHI: Will the Minister of ENERGY be pleased to state:

(a) whether J. K. Group of Mills have applied for the establishment of a captive thermal plant at Rayagadha (Orissa) in the private sector and the State Government have recommended to the Centre to this effect; and

(b) if so, the reaction of Government thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF ENERGY (PROF. SIDDHESHWAR PRASAD): (a) Yes, Sir.

(b) The proposal is under examination

Opening of a PCO and a Telegraph Office at Rohini

2325. SHRI SHARAD YADAV: Will the Minister of COMMUNICATIONS be pleased to state.

(a) whether Government have any plan to start a public call office and a telegraph office at Rohini in the backward district of Santhal Pargana, Bihar; and

(b) if so, the facts thereof?

THE MINISTER OF COMMUNICATIONS (DR. SHANKER DAYAL SHARMA) (a) & (b). The proposal for opening a public call office and telegraph office at Rohini has already been examined by this Department. The proposal is showing a loss which cannot be condoned even under the liberalised policy being followed in the matter. The facilities can, however, be provided on rent and guarantee basis.

Relation of output of trained personnel in various disciplines with growth of Economy

2326. SHRI SHARAD YADAV: Will the Minister of PLANNING be pleased to state:

(a) whether the Planning Commission had made any effort during the first 4 Five Year Plans to relate the output of trained personnel in the various engineering, scientific and technical faculties of universities and institutes of technology in the country with the growth of the economy; and

(b) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI VIDYA CHARAN SHUKLA) (a) Yes, Sir.

(b) Question does not arise

Shortage of power in States

2327. SIIRI SHANKERRAO SAVANT Will the Minister of ENERGY be pleased to state

(a) the extent of shortage of power in various States at present;

(b) the reasons of this shortage; and

(c) the steps proposed to be taken to meet this shortage?

THE DEPUTY MINISTER IN THE MINISTRY OF ENERGY (PROF. SIDHESHWAR PRASAD) (a) A statement giving the requisite information is attached.

(b) The main reason for power shortage in the country is the shortfall in additions to the generating capacity to meet the growing load demands. The failure of monsoons in various parts of the country has further aggravated the position.

(c) The following steps are being taken to meet the power shortage--

- (i) Maximising of generation from existing thermal stations,
- (ii) Expediting the commissioning of projects under construction
- (iii) Arranging relief from adjoining States/systems

(iv) Introduction of a system of rational distribution of available energy on the basis of graded priority and curbing the use of electricity for ostentatious purposes so that power so saved could be diverted for increasing agricultural and industrial production

Statement

(All figures in GWh/day)

Region/State	Requirement	Availability	Deficit
NORTHERN REGION			
Hariana	7.50	4.60	2.90
Himachal Pradesh	1.06	0.82	0.24
Jammu & Kashmir	1.30	0.74	0.56
Punjab	8.05	4.65	3.40
Rajasthan	7.40	6.84	0.56
Uttar Pradesh	26.00	22.26	3.74
Delhi	5.00	4.60	0.40
Chandigarh	0.60	0.40	0.20
EASTERN REGION			
West Bengal	12.50	11.00	1.50
Orissa	5.50	4.60	0.90
WESTERN REGION			
Madhya Pradesh	10.60	10.15	0.45
Maharashtra	33.50	27.50	6.00
Goa	0.66	0.44	0.22
SOUTHERN REGION			
Andhra Pradesh	13.25	10.04	3.21
Karnataka	18.27	14.13	4.14
Tamil Nadu	24.18	18.20	5.98
NORTH-EASTERN REGION			
	1.90	1.75	0.15

Rate of growth of population in the country

2328. SHRI SHANKERRAO SAVANT: Will the Minister of PLANNING be pleased to state:

(a) the rate of growth of population in the country in 1965 and 1974;

(b) the rate of growth of per capita Gross National Product (GNP) in India during the same period; and

(c) the indication of these statistics on the question of elimination of poverty in India?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI VIDYA CHARAN SHUKLA) (a) The population growth rate in 1965 and 1974 is estimated at 2.2 per cent and 2.07 per cent respectively. The annual growth rate of population during the period—1965 to 1974 is estimated at 2.18 per cent.

(b) The rate of growth in the per capita Gross National Product (GNP) during the period 1965-66 to 1973-74 is estimated at 1.2 per cent per annum. The estimate of increase in the GNP in 1974-75 is not yet available.

(c) No definite conclusion is indicated from these statistics on the question of the elimination of poverty in India.

Annual Plan for Delhi for 1975-76

2329 SHRI H. K. L. BHAGAT Will the Minister of PLANNING be pleased to refer to the reply given to Unstarred Question No 258 on the 19th February, 1975 regarding annual plan outlay for States and Union territories and state the main features of the Annual Plan for Delhi for 1975-76?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI VIDYA CHARAN SHUKLA): A statement indicating the salient features of the Annual Plan 1975-76 of Delhi as furnished by Delhi Administrations

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is laid on the Table of the House. [Placed in Library. See No. LT-8099, 75].

Complaints regarding International Film Festival

2330. SHRI H. K. L. BHAGAT: Will the Minister of INFORMATION AND BROADCASTING be pleased to state.

(a) whether any complaints were received regarding International Film Festival;

(b) if so, the nature of the complaints; and

(c) the action taken by Government thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI DHARAM BIR SINHA) (a) to (c) Some criticism was brought to the notice of Government regarding black marketing in sale of cinema tickets for festival films shows etc. But Government does not share the criticism made

Escort cars for Shri Jayaprakash Narayan

2331 SHRI VARKEY GEORGE SHRI M. M. JOSEPH

Will the Minister of HOME AFFAIRS be pleased to state

(a) whether according to an English newspaper report dated the 7th February, 1975 the Bihar Police has done away with the practice of sending escort cars with Shri Jayaprakash Naraya for security reasons;

(b) whether it has been done on the instructions of the Centre; and

(c) if so, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF HOME AFFAIRS (SHRI F. H. MOHSIN): (a) to (c). The information is being collected and will be laid on the Table of the House when received?

**Special Employment Promotion
Programme for unemployed
Engineers**

2332 SHRI VARKEY GEORGE: Will the Minister of PLANNING be pleased to state

(a) whether the Planning Commission proposes to initiate any special employment promotion programme to help unemployed engineers during the Fifth Plan;

(b) whether the Commission has suggested certain guidelines to the State Governments in this regard; and

(c) if so, what are these guidelines and the main features of this programme?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI VIDYA CHARAN SHUKLA) (a) The bulk of employment opportunities during the Fifth Five Year Plan is proposed to be generated through the implementation of various Plan programmes in different sectors. A special programme viz., the Employment Promotion Programme 1974-75 was also taken up with a view to providing self-employment opportunities to the educated job seekers, including engineers.

(b) Yes, Sir.

(c) A copy of the guidelines of Employment Promotion Programme is laid on the Table of the House, [Placed in Library. See No. LT-9100 75]. The main features of this Programme are described in detail in guidelines enclosed.

Permission to freelance producers to make T.V. Films

2334 SHRI S A. MURUGANAN-THAM: Will the Minister of INFORMATION AND BROADCASTING be pleased to state

(a) whether there is any facility allowing freelance independent Pro-

ducers to make T.V. films for being shown from T. V. Stations; and

(b) if so, the reasons why this is not being implemented more actively so that the T V Programmes may improve in quality and content?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI DHARAM BIR SINHA) (a) and (b), Yes, Sir. Outside Producers are being commissioned by AIR, to produce TV films for TV Stations as well as for the Satellite Instructional Television Experiment depending on specific requirements and subject to adherence to professional standards

Techno-economic study for development of Western Ghats

2335 SHRI S A MURUGANAN-THAM: Will the Minister of PLANNING be pleased to state

(a) whether the techno-economic study for development of western ghat region has been completed; and

(b) if so, the main findings thereof and the action taken on these findings?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI VIDYA CHARAN SHUKLA) (a) No, Sir.

(b) Does not arise

Investigation into viability of Britannia Engineering Company, Titagarh (West Bengal)

2336 SHRI ROBIN SEN: Will the Minister of INDUSTRY AND CIVIL SUPPLIES be pleased to state:

(a) whether Government have conducted any investigation into the viability of the Britannia Engineering Company Unit at Titagarh (West Bengal);

(b) if so, salient points of the report of investigation; and

(c) the decision of Government thereeto?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND CIVIL SUPPLIES (SHRI A. C. GEORGE):

(a) Yes, Sir.

(b) The report of the Investigation Committee revealed that:—

(i) the production of the undertaking is not critical to the country's requirements and

(ii) restarting of the unit would need induction of fresh finance without any prospect of commensurate return.

(c) On the basis of the recommendations of the Investigation Committee, Government of India decided not to takeover the management of Titagarh Unit of M/s. Britannia Engineering Company Ltd.

Performance of Public Sector Units under Ministry of Industry and Civil Supplies

2337. SHRI S. R. DAMANI: Will the Minister of INDUSTRY AND CIVIL SUPPLIES be pleased to state:

(a) the unit-wise performance of the public sector units under his Ministry in the current year and how it compares with that of the previous year;

(b) whether there is improvement or deterioration in capacity utilization together with reasons; and

(c) whether working of the units has been streamlined to give better results; and if so, the facts thereof?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND CIVIL SUPPLIES (SHRI A. C. GEORGE): (a) A statement is laid on the Table of House. [Placed in Library. See No. LT?9101/75].

(b) Yes, Sir: As will be seen from the attached statement, there has been general improvement in the production performance of all the units except Tungabhadra Steel Products Ltd., and

the Sambhar Salt Ltd. Since Tungabhadra Steel Products Ltd., is operating near full capacity, further increase in production levels has not been possible. Performance-wise, however, this unit is doing reasonably well. In the case of Sambhar Salt Ltd., the manufacture of salt is seasonal and the output depends on the quantum of rainfall and certain other factors. The undertaking, therefore, do not have any installed capacity.

(c) The working of the public sector undertakings under the Ministry is kept under constant review. A number of measures have been taken to further improve their performance. These include re-organisation and professionalisation of the management, standardisation and diversification of the product mix, strengthening of design capability, better control of inventory levels enabling inter-plant transfer of scarce raw materials for optimum utilisation, and greater emphasis on preventive maintenance in the plant. Detailed studies are also taken at the plant level to identify production bottlenecks. In the Department of Heavy Industry, an information system has been set up to enable quick decisions being taken in regard to (i) allocation of resources, (ii) operational plans and schedules (iii) monitoring of progress on new projects and continuing schemes (iv) analysis of information (v) evaluation and feed back to exercise the functions of (a) control and (b) planning, through analysis of monthly and quarterly reports.

Dual price structure for Coal

2338. SHRI P. M. MEHTA: SHRI GAJADHAR MAJHI: Will the Minister of ENERGY be pleased to state:

(a) whether Government are considering a plan to enforce a dual price structure for coal in the country;

(b) if so, the main features thereof; and

(c) the time by which the final decision is likely to be taken?

THE DEPUTY MINISTER IN THE MINISTRY OF ENERGY (PROF. SID-DHESHWAR PRASAD): (a) to (c). The policy regarding coal price is under consideration by the Government and a decision will be taken shortly.

National Merit Test by U.P.S.C.

2339. **SHRI P. M. MEHTA:**
SHRI V. MAYAVAN:

Will the PRIME MINISTER be pleased to refer to the reply given to Unstarred Question No. 5108 on the 18th December, 1974 regarding request by State Public Service Commission for holding National Merit Test by Union Public Service Commission and state:

(a) whether the scheme has been considered and finalised by Union Public Service Commission.

(b) if so, the salient features thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS DEPARTMENT OF PERSONNEL AND ADMINISTRATIVE REFORMS AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI OM MEHTA): (a) and (b). The Union Public Service Commission have formulated certain broad proposals for holding National Merit Examinations in various disciplines at different levels of education which are being examined. No scheme have been finalised yet.

Restoration of cut on newsprint distribution

2340. **SHRI LHAMANKAR:**
SHRI BISHWANATH ROY:
DR. H. P. SHARMA:

Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) the reasons for the cautious approach in not restoring the cut when the newsprint pile-up with the State Trading Corporation is stated to be worth about Rs. 6 crores and when the newspapers all over the country had been clamouring for more newsprint;

(b) the newsprint requirements for 1975; and

(c) whether adequate steps have been taken to meet the demand in full, by indigenous production as well as through imports?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI DHARAM BIR SINGH): (a) While there is improvement in the supply situation of the newsprint at present, it cannot be held that the situation including the international market of newsprint has eased entirely. The position is constantly under review. Keeping in view the improved position, during the latter part of 1974-75, the cut of 40 per cent was reduced to 30 per cent. Recently it was decided that the entitlement of daily newspapers to the extent of 7 per cent which was to be given to them as printing paper will now be given in newsprint. Provision has also been made for the allotment of NEPA odd size newsprint to newspapers over and above the entitlement for 1974-75 but within their entitlement for 1972-73. The State Trading Corporation keeps some stock in reserve as buffer to meet future releases promptly.

(b) On the basis of consumption in 1972-73 when there was no cut, the demand would be 230 lakh tonnes. If a growth rate of 5 per cent is allowed over the consumption in 1972-73 and provision is made for new newspapers, the demand would be of the order of 2.67 lakh tonnes. There are, however, factors like decrease in the number of pages and drop in circulation because of the increased cost of newsprint, which could depress the demand.

(c) The requirements of newspapers are kept in mind in negotiating contracts for the import of newsprint. There has been some increase in indigenous production.

"Sons of the Soil" Policy

2341. SHRI THAMANKAR:
SHRI S. N. MISHRA:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government are working on the synthesis of the 'Sons of the Soil' policy and fundamental right to equal job opportunities to all citizens throughout the country;

(b) if so, what is the line of thinking on the 'Sons of the Soil' policy;

(c) whether Government have issued guide lines to the State Governments on the matter; and

(d) if so, the main points thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS, DEPARTMENT OF PERSONNEL AND ADMINISTRATIVE REFORMS AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI OM MEHTA): (a) to (c). The matter is under the consideration of Government.

Waiting list for Telephone connections in Delhi

2342. SHRI MUKHTIAR SINGH MALIK: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether a large number of applications for telephone connections are pending in Delhi; at present;

(b) if so, the number of applications, category-wise, on the waiting list for new telephone connections in Delhi is on 1st January, 1975; and

(c) the additional steps Government propose to take to provide telephone connections more speedily?

THE MINISTER OF COMMUNICATIONS (DR. SHANKER DAYAL SHARMA): (a) Yes, Sir.

(b) The number of applications category-wise on the waiting list is as follows:

OYT	25,708
General	61,332
Special	15,638

(c) With the limited available resources of equipment and materials, every effort is being made to expand telephone systems and provide more telephone connections as early as possible. It is proposed to provide about 50,000 additional telephone connections in Delhi by the end of the Fifth Five Year Plan.

Reduction of consumption of fuel oil by substitution of coal by Thermal Power Stations

2343. SHRI SUKHDEV PRASAD VERMA: Will the Minister of ENERGY be pleased to state to what extent the purpose has been achieved to reduce the consumption of fuel oil by substitution of coal for oil by the thermal power stations of the country?

THE DEPUTY MINISTER IN THE MINISTRY OF ENERGY (PROF. SIDHESHWAR PRASAD): During the year 1974 about 95,000 tonnes of fuel oil was saved, as a result of conversion of some of the units from oil firing to coal firing. This amounts to 33 per cent of the normal consumption in power boilers.

Setting up of Thermal Plants of Small Units

2344. SHRI SUKHDEO PRASAD VERMA: Will the Minister of ENERGY be pleased to state:

(a) whether Government are aware of the problems that are likely to arise due to the setting up of thermal plants of vastly larger unit rating; and

(b) if so, whether in view of this, Government would consider to set up larger number of plants with smaller units?

THE DEPUTY MINISTER IN THE MINISTRY OF ENERGY (PROF. SID-DHESHWAR PRASAD): (a) and (b). The installation of larger unit size of generating equipment has several advantages, like lower unit cost of installed capacity, saving in materials, speedier erection, reduction in the number of skilled operators etc. On the other hand, the size of unit is governed by the absorptive capacity of the system, the higher levels of skills required for operation and maintenance and the question of availability of the unit, taking into account the quality of coal and other operating conditions. Government are aware of these factors, and decisions on the size of the units are taken, from time to time, after proper evaluation of the advantages and disadvantages.

Power generating target for Northern Region for 1974-75

2345. SHRI SUKHDEO PRASAD VERMA: Will the Minister of ENERGY be pleased to state:

(a) whether power generating target fixed for the year 1974-75 in the northern region of the country is not likely to be achieved; and

(b) if so, the reasons thereof and the positive steps Government propose to take in this direction?

THE DEPUTY MINISTER IN THE MINISTRY OF ENERGY (PROF. SID-DHESHWAR PRASAD): (a) and (b). Vigorous efforts are being made to commission the projects in the Northern Region targetted for 1974-75.

Conference on energy organised by Chambers of Commerce and Industry

2346. SHRI SHRIKISHAN MODI: SHRI RAGHUNANDAN LAL BHATIA: SHRI D. D. DESAI: SHRI BHAGIRATH BHANWAR:

Will the Minister of ENERGY be pleased to state:

(a) whether his attention has been drawn to a recent conference on energy arranged by the Federation of Chambers of Commerce and Industry;

(b) whether re-alignment of coal prices was the consensus therein; and

(c) if so, the reaction of Government thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF ENERGY (PROF. SID-DHESHWAR PRASAD): (a) to (c). During the course of discussions in the conference arranged by the Federation of Chambers of Commerce and Industry, a suggestion was made that coal prices should be re-aligned. The question of revision of price of coal is under consideration.

Complaints regarding accumulation of Coal at pitheads by Bharat Coking Coal Ltd.

2347. SHRI SHRIKISHAN MODI: SHRI RAGHUNANDAN LAL BHATIA: SHRI D. D. DESAI: SHRI ANADI CHARAN DAS:

Will the Minister of ENERGY be pleased to state:

(a) whether any complaint has been made by the Bharat Coking Coal Ltd. regarding accumulation of coal at pitheads;

(b) if so, the reasons therefor; and

(c) the steps taken to improve off-take of coking coal?

THE DEPUTY MINISTER IN THE MINISTRY OF ENERGY (PROF. SID-DHESHWAR PRASAD): (a) to (c). There has been an increase in the pit-head stocks of coal in Bharat Coking Coal in January, 1975 due to increase in production in excess of available rail transport. Coordinated efforts with the Railways are being made to increase despatches.

Tyres factory near Mysore City

2348. SHRI K. MALLANNA:
SHRI D. B. CHANDRA
GOWDA:

Will the Minister of INDUSTRY AND CIVIL SUPPLIES be pleased to state:

(a) whether Government have decided to start private sector plant for the manufacture of scooter, motor-cycle and moped tyres near Mysore city; and

(b) if so, its cost and when it is likely to start its production?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND CIVIL SUPPLIES (SHRI B. P. MAURYA). (a) M/s Falcon Tyres Ltd., a unit in the private sector has been registered with DGTD for the setting up of a new unit near Mysore for the manufacture of scooter, motor cycle and moped tyres and tubes and industrial V. belts.

(b) The estimated cost of the project is Rs 7100 lakhs. The unit is likely to commence production by the end of 1975

Development of Hydro Potential for Power Generation

2349 SARDAR SWARAN SINGH SOKHI: Will the Minister of ENERGY be pleased to state:

(a) whether the power position of the country still remains critical

(b) whether due to the failure of the proper maintenance of the plants the power generation is cut by fifty per cent of the capacity, hitting the industrial production of the country;

(c) if so, the reasons thereof; and

(d) whether Government propose to consider to develop hydro potential for power generation, available in abundance, in Bihar, Himachal Pradesh, and Jammu and Kashmir and step up the power supply of other form of energy?

THE DEPUTY MINISTER IN THE MINISTRY OF ENERGY (PROF. SID-DHESHWAR PRASAD) (a) There are power shortages in various States the worst affected being Haryana, Punjab and Uttar Pradesh in Northern Region and Tamil Nadu, Andhra Pradesh and Karnafaka in the Southern Region.

(b) and (c). Although poor performance of some of the thermal stations has aggravated the situation, the main reasons for the present shortage are slippages in additions to generating capacity, increasing load demands and failure of monsoons resulting in reduced generation from hydro-electric projects.

(d) Considerable importance is being given to the exploitation of the hydro potential available in various parts of the country. Efforts are also being made to explore the possibilities of developing other forms of energy like geo-thermal, solar, tidal etc.

N.T.C.C.L.I and Textile Commission under one Ministry

2350 SHRI C. JANARDHANAN: Will the Minister of INDUSTRY AND CIVIL SUPPLIES be pleased to state:

(a) whether Government have a proposal under consideration to bring the National Textile Corporation, Cotton Corporation of India and the Textile Commissioner under one Ministry; and

(b) if so, the outlines of the proposal?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND CIVIL SUPPLIES (SHRI B. P. MAURYA). (a) There is no such proposal under consideration at present.

(b) Does not arise.

Earning of Heavy Engineering Industries

2351. SHRI P R SHENOY: Will the Minister of INDUSTRY AND CIVIL SUPPLIES be pleased to state the total earnings of those units which are en-

gaged in Heavy engineering industries during 1972-73, 1973-74 and 1974-75, industry-wise?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND CIVIL SUPPLIES (SHRI A. C. GEORGE): Government do not maintain statistic relating to earnings of private sector units engaged in heavy engineering industries. However, the following table indicates both the realizations and profit/loss of the Heavy Engineering Units under the administrative control of the Department of Heavy Industry during 1972-73 and 1973-74. Since the accounts relating to 1974-75 for these units are still not yet finalized this information for 1974-75 is not available.

(Rs in crores

UNIT	Sales Realisation		(+/-) Profit/ (-/-) Loss (Net)	
	1972-73	1973-74	1972-73	1973-74
1. Bharat Heavy Electricals Limited	141.40	230.33	(+) 13.25	(+) 27.39
2. Heavy Engineering Corp.	47.30	48.82	(-) 16.57	(-) 7.30
3. Bharat Heavy Plates & Vessels	5.45	8.56	(-) 0.86	(-) 0.33
4. Mining & Allied Machinery Corporation	15.46	20.19	(+) 0.12	(+) 0.25
5. Triveni Structural Limited	3.76	4.94	(-) 0.52	(-) 0.32
6. Bharat Pumps & Compressors Limited	Not in prodn.	0.48	(-) 0.01	(-) 0.34
7. Jessop & Company	32.10*	28.49	(-) 5.43*	(-) 4.46
8. Braithwaite & Co.	9.27	11.69	(-) 3.57	(-) 4.92
9. Richardson & Cruddas**		7.36		(-) 0.10
10. Gresham & Craven	1.02	1.07	(-) 0.17	(-) 0.21
11. Machine Tool Corp. of India Limited	1.36	2.03	(-) 0.29	(-) 0.35
12. Hindustan Machine Tools	36.99	45.07	(+) 0.78	(+) 1.96
13. ISW-Burn	12.15	14.24	(-) 3.99	(-) 7.88
14. Scooters (India) Ltd.			Not in production.	
15. Tungabhadra Steel Products	2.24	2.48	(+) 0.05	(+) 0.07

*Pertains to 17 months period ending March 1973.

**Figures for 1972-73 not available as Richardson & Cruddas became Government of India Undertaking only from 1st April, 1973.

Criteria for determining Central Assistance to States for development of backward areas

2352. SHRI P. R. SHENOY: Will the Minister of PLANNING be pleased to state:

(a) the principles governing the allocation of Central assistance to States for the development of backward areas, during the Fifth Plan period; and

(b) the assistance given to different States for the development of backward areas during 1974-75 (up to date) State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI VIDYA CHARAN SHUKLA): (a) The principles governing the allocation of Central assistance to States for the Fifth Five Year Plan are yet to be decided by the National Development Council.

(b) In continuation to the procedure followed in the Fourth Five Year Plan, the Central assistance in 1974-75 has been allocated to the States in the form of block loans and block grants and does not correspond to any specific schemes/programmes. Central assistance and States' own resources pooled together constitute aggregate resources for the Plan out of which the sectoral allocations of outlays are made including the programmes for the development of backward areas. However, in 1974-75 for the sub-plans for selected hill and tribal areas additional Central assistance has also been allocated to the States to supplement their resources for the development of these areas out of their normal Plan. The actual releases of Central assistance made by the Ministry of Finance, according to the procedures in this regard, as on 28th February 1975 are as under:—

Amount of Central Assistance released to States in 1974-75 (as on 28-2-1975)

(Rs. in lakhs)

States	Central Assistance for the normal plan	Central Assistance for the Hill Areas	Central Assistance for Tribal Sub-Plans	Central Assistance released in 1974-75 (Cols. 2 + 3 + 4)	Total Central Assistance in 1974-75 (Col. 5)
					1	2	3	4	5
1. Andhra Pradesh	3983.00	..	17.00	4000.00	
2. Assam	3214.00	..	12.00	3226.00	
3. Bihar	5412.00	..	35.00	5447.00	
4. Gujarat	2948.00	..	22.00	2970.00	
5. Haryana	1349.00	..	—	1349.00	
6. Himachal Pradesh	1839.00	..	..	1839.00	
7. Jammu & Kashmir	2596.00	..	..	2596.00	
8. Karnataka	2934.00	..	1.25	2935.25	
9. Kerala	3280.00	..	1.25	3281.25	

10. Madhya Pradesh	.	.	.	.	4708.00	..	57.00	4765.00
11. Maharashtra	.	.	.	.	4160.00	..	12.00	4172.00
12. Manipur	.	.	.	.	622.00	..	..	622.00
13. Meghalaya	.	.	.	.	698.00	..	..	698.00
14. Nagaland	.	.	.	.	583.00	..	..	583.00
15. Orissa	.	.	.	.	2489.00	..	38.00	2527.00
16. Punjab	.	.	.	.	1768.00	..	..	1768.00
17. Rajasthan	.	.	.	.	3475.00	..	16.00	3491.00
18. Tamil Nadu	.	.	.	.	3430.00	..	1.25	3431.25
19. Tripura	.	.	.	.	595.00	..	5.00	600.00
20. Uttar Pradesh	.	.	.	.	9916.00	400.00	0.50	10316.50
21. West Bengal	.	.	.	.	3544.00	100.00	10.00	3654.00
Total.	.	.	.	.	63543.00	500.00	228.25	64271.25

Besides, under the Six Point Formula, an amount of Rs. 13.50 crores has so far been released to the Government of Andhra Pradesh for the accelerated development of the backward areas

Coir Industry in Nicobar Islands

2353. SHRI P. R. SHENOY: Will the Minister of INDUSTRY AND CIVIL SUPPLIES be pleased to state:

(a) whether Coir is being wasted in Nicobar Islands in large quantities without putting it to any use;

(b) whether Government propose to develop coir industry in these islands; and

(c) if so, the time by which the coir industry will be developed in these islands?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND CIVIL SUPPLIES (SHRI A. P. SHARMA): (a) to (c). Coconut husk available in

Nicobars is not being utilised for making coir at present. In order to develop Coir Industry in these islands, two schemes namely (i) Pilot Project Scheme for Coconut husk utilisation and (ii) Demonstration Centre in Coir Works, entailing a tentative outlay of Rs. 2 lakhs, have been included in the Village and Small Industries Sector of the draft Fifth Five Year Plan of the Andaman and Nicobar Administration. These schemes are being implemented by the Administration in consultation with the Coir Board.

Issue of Postal Stamps

2354. SHRI P. R. SHENOY: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the principles governing the issue of postal stamps in honour of men of repute; and

(b) whether representation from people and their representative bodies is one of the guiding principles?

THE MINISTER OF COMMUNICATIONS (DR. SHANKAR DAYAL SHARMA) (a) and (b) Stamps on personalities are normally issued on their Birth or Death Centenary or on the 1st or 10th Death Anniversary. Stamps are issued on the recommendations of the Philatelic Advisory Committee. The proposals for the issue of stamps sent by the people and their representative bodies are given due consideration.

भारतीय चलचित्र वित्त निगम द्वारा दिये गये ऋण

2355. श्री शंकर दयाल सिंह : क्या सूचना और प्रसारण मन्त्री यह बताने की हुपा वर्तें कि

(क) भारतीय चलचित्र वित्त निगम न चलचित्र बनाने के लिये अब तक कितनी राशि के ऋण दिये हैं और ये ऋण कितने चलचित्रों के लिये दिये गये, और

(ख) अब तक ऋण का कितनी धनराशि वसूल की गई है और कितनी राशि अभी वसूल की जानी है।

सूचना और प्रसारण भवालय में उपमंत्री (श्री अम्बेंद्र सिंह) (क) अंगर (ख) 31 दिसंबर, 1974 की स्थिति के अनुसार फिल्म वित्त निगम ने 114 फिल्में बनाने के लिये 2 करोड़ 34 लाख 62 हजार रुपये की राशि के ऋण दिये। एक करोड़ 16 लाख 5 हजार रुपये की राशि के ऋण वसूल कर लिय गये हैं जबकि 89 लाख 31 हजार रुपये की राशि के ऋण अभी वसूल किये जाने हैं।

फिल्मों का निर्माण और फिल्म वित्त निगम द्वारा दिये गये ऋण

2356. श्री शंकर दयाल सिंह : क्या सूचना और प्रसारण मन्त्री यह बताने की हुपा करें कि :

(क) विगत एक वर्ष में देश में कुल कितनी फिल्में किन किन भाषाओं में बना और

(ख) इन फिल्मों में कितनी ऐसी फिल्में थीं, जिनके लिये फिल्म वित्त निगम से ऋण दिये गये थे ?

सूचना और प्रसारण भवालय में उपमंत्री (श्री अम्बेंद्र सिंह) : (क) और (ख) 1974 के दौरान केन्द्रीय फिल्म सेवा बोर्ड द्वारा 435 भारतीय फिल्में प्रमाणिकृत की गई (इनका भाषा वार विवरण सलग है) उनमें से 5 फिल्मों का फिल्म वित्त निगम द्वारा ऋण प्रदान किये गये।

विवरण

भाषा	फिल्मों की संख्या
1 हिन्दी	135
2 तुलू	2
3 मराठी	11
4 गुजराती	7
5 पंजाबी	4
6 बंगला	36
7 असमिया	3
8 उडिया	1
9 तमिल	79
10. तेलुगु	69
11 कन्नड़	30
12 मलयालम	54
13. अंग्रेजी	1
14 हरियाणवी	1
15 मणिपुरी	2
कुल	435

Filling up of vacancies of Members of Planning Commission

2357. SHRI B. V. NAIK:

SHRI R. N. BARMAN:

Will the PRIME MINISTER be pleased to state:

(a) the names of the members of the Planning Commission at present; and

(b) when the vacancies in the Commission will be filled up?

THE PRIME MINISTER, MINISTER OF ATOMIC ENERGY, MINISTER OF ELECTRONICS, MINISTER OF SPACE, MINISTER OF PLANNING AND MINISTER OF SCIENCE AND TECHNOLOGY (SHRIMATI INDIRA GANDHI): (a) The names of the Members of the Planning Commission at present are:

1. Deputy Chairman—Shri P. N. Haksar.
2. Member—Prof. S. Chakravarty.
3. Member—Shri B. Sivaraman.

(b) As of today, it is not possible to indicate the date by which the vacancies in the Commission will be filled up. However, the entire question of filling up vacancies and possible changes in certain aspects of the structure of the Commission are under active consideration.

Arrest of Pakistani and other Foreign Spies

2358. SHRI M. V. KRISHNAPPA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the names and number of Pakistani and other foreign spies arrested in the country during the last three years, year-wise;

(b) the action taken against them; and

(c) the steps Government propose to take to check espionage activities in the country?

THE DEPUTY MINISTER IN THE MINISTRY OF HOME AFFAIRS (SHRI F. H. MOHSIN): (a) and (b). According to information received from Andhra Pradesh, Bihar, Gujarat, Haryana, Himachal Pradesh, Madhya Pradesh, Maharashtra, Manipur, Karnataka, Tamil Nadu, Tripura and Uttar Pradesh and all the Union territories the number of foreign spies (including Pakistanis) arrested during the years 1972, 1973 and 1974 were 3, 3 and 2 respectively. Of them 5 were convicted, 2 were detained under the provisions of Maintenance of Internal Security Act and the case of 1 is under trial. The Government do not consider it appropriate, in the interest of security, to furnish the names of these persons. Information in respect of the remaining States will be laid on the Table of the House as soon as it is received.

(c) Utmost vigilance is being maintained.

Setting up of an International News Agency

2359. SHRI M. S. PURTY: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the scheme for setting up an international news agency has been kept in abeyance; and

(b) if so, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI DHARAM BIR SINHA): (a) and (b). Government consider it desirable to strive for greater flow of information between countries specially among the developing countries. Accordingly Government are striving to enlarge the operation of the National News Agencies.

Development of Tribal Areas of Rajasthan

2360. DR. H. P. SHARMA: Will the Minister of PLANNING be pleased to state:

(a) whether any schemes for the coordinated development of tribal

areas in Rajasthan has been prepared and submitted by Rajasthan State Government for implementation under the Fifth Five Year Plan;

- (b) if so, the broad features thereof; and
- (c) the Central Government's decision thereon?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI VIDYA CHARAN SHUKLA): (a)

Yes Sir.

(b) In the sub-plan prepared by the Rajasthan Government for tribal areas considerable attention is proposed to be given to the elimination of exploitation of the tribal people. Measures would be taken to check land alienation, indebtedness and bonded labour. In development programmes priority would be given to the irrigation facilities, roads and rural electrification. Agriculture programme would be oriented so as to provide increased income to cultivators. Efforts would be made to induce a change in their traditional way of agriculture. Programming for imparting training in agriculture and forest based industries would be taken up. Programme of general education, medical health, nutrition and drinking water supply would also be included. The Rajasthan Tribal Development Finance Corporation Ltd., will play a key role in this respect and help in bringing about a new relationship between the tribal and the market economy through an integrated credit cum-marketing service. The most backward groups among the tribal communities will be identified and special attention will be given to their development. Administrative organisation in tribal areas would be strengthened.

(c) The sub-plan is yet to be finalised.

Indo-U.K. Collaboration for Space Research

2361. SHRI SHAKTI KUMAR SARKAR: Will the Minister of SPACE be pleased to state:

- (a) whether a British rocket will be launched from Indian Space Station, Thumba;
- (b) if so, whether there is any proposal of collaboration with U.K. in the sphere of space research; and
- (c) if so, the main features thereof?

THE PRIME MINISTER, MINISTER OF ATOMIC ENERGY, MINISTER OF ELECTRONICS, MINISTER OF SPACE, MINISTER OF PLANNING AND MINISTER OF SCIENCE AND TECHNOLOGY (SHRIMATI INDIRA GANDHI): (a) and (b) Yes, Sir. Under a Memorandum of understanding between the Science Research Council of U.K. and the Indian Space Research Organisation, British and Indian made sounding rockets have been launched for co-ordinated scientific investigation of the upper atmosphere.

(c) Campaigns for launching rockets both British made Petrel rockets and Indian made Centaure rockets were planned for February and March 1975. Eight British Petrel rockets and three Indian Centaures were launched on 9th and 19th February, 1975. The rockets carried payloads for the study of the equatorial atmosphere and particle precipitation. The second batch of rockets will be launched during March, 1975. The results obtained from the launchings will be available for analysis to both Indian and British scientists.

Recommendations of a Committee of Science and Technology on Energy Resources

2362. SHRI SHAKTI KUMAR SARKAR: Will the Minister of PLANNING be pleased to state:

(a) whether a Committee of Science and Technology was constituted for study of energy resources of the country;

(b) whether the Committee has submitted its report; and

(c) if so, the main recommendations of the Committee?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI VIDYA CHARAN SHUKLA): (a) to (c) No, Sir. The National Committee on Science and Technology has restricted its studies to energy R&D only, in light of the given energy resources and forecasted demands. The study of energy resources has been carried out by the Fuel Policy Committee constituted by the former Ministry of Steel and Mines, and the "Summary & Conclusion" of the Report was placed on the Table of the House on the 20th November, 1974 by the Minister of Energy.

Production of Helium Gas

2363. **SHRI SHAKTI KUMAR SARKAR:** Will the Minister of ATOMIC ENERGY be pleased to state:

(a) whether research has been made for the indigenous production of Helium Gas in the country;

(b) if so, the progress made in this regard; and

(c) whether Helium gas is imported; if so, the amount so imported?

THE PRIME MINISTER, MINISTER OF ATOMIC ENERGY, MINISTER OF ELECTRONICS, MINISTER OF SPACE, MINISTER OF PLANNING AND MINISTER OF SCIENCE AND TECHNOLOGY (SHRIMATI INDIRA GANDHI): (a) and (b) Studies have been undertaken on the feasibility of recovering helium from the following three sources and their progress is as follows:

1. **Monazite:** Since laboratory scale studies have shown the presence of helium in monazite, a pilot plant is now being set up to look into the feasibility of recovering helium commercially.

2. **Natural Gas:** Samples of natural gas analysed so far have not shown helium content in the recoverable range.

3. **Thermal springs:** Exploratory work on determining the helium content from thermal springs at Bakreswar, West Bengal and other springs and on the possibility of increasing the gas flow is in progress.

(c) Yes, Sir. The annual import of helium is about 8000 to 10,000 cu. meters.

Setback to U.D F Government efforts for reconciliation with Nagas

2364. **SHRI D. B. CHANDRA GOWDA:** Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the efforts of the United Democratic Front Government in Nagaland to establish contact with the underground Nagas leadership and bring about reconciliation have obviously suffered a setback with the resumption of China-traffic by the hardcore of the hostiles;

(b) whether some documents have also been captured in this regard; and

(c) if so, the facts thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF HOME AFFAIRS (SHRI F. H. MOHSIN): (a) Government of India have no information in this regard. Government consistent stand has however, been that no purposeful dialogue can be held so long as the underground Nagas persist in their unlawful violent activities.

(b) No, Sir.
(c) Does not arise.

(क) जी, नहीं।
(ख) प्रश्न ही नहीं उठता।

Definition of Small Scale Industry

2365. SHRI D. P. JADEJA:
SHRI ARVIND M. PATEL:
SHRI RAMAVATAR
SHASTRI:

Will the Minister of INDUSTRY AND CIVIL SUPPLIES be pleased to state:

(a) whether Government have put any special qualification to define small scale industry; and

(b) if so, the outlines of qualification prescribed?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND CIVIL SUPPLIES (SHRI A. P. SHARMA): (a) and (b). The present definition of small scale industries is as follows:—

Small Scale Industries will include all industrial units with a capital investment of not more than Rs. 7.50 lakhs irrespective of the number of persons employed. Capital investment for this purpose will mean investment in plant and machinery only.

अखदारी कागज मिलों को हानि

2366. श्री महादेवपंथ मिह शास्त्र: ब्रा
उद्योग और नागरिक पूर्ति मंत्री यह बनाने
की हुपा करेंगे कि :

(क) क्या अखदारी कागज बनाने
वाली सभी मिलें बाटे में चल रही हैं; और

(ख) यदि हाँ, तो इसके मुख्य कारण
क्या हैं और इस बाटे को रोकने के लिये
सरकार क्या कदम उठा रही है?

उद्योग और नागरिक पूर्ति मंत्रालय में
राज्य मंत्री (श्री श्री० श० मौर्य):

**Setting up of X-Ray Films producing
Project in Public Sector**

2367. SHRI CHANDRA SHEKHAR
SINGH: Will the Minister of INDUSTRY AND CIVIL SUPPLIES be pleased to state:

(a) whether Government have a proposal to set up a new X-ray films producing project in the public sector; and

(b) if so, the outlines of the project and the steps being taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND CIVIL SUPPLIES (SHRI B. P. MAURYA): (a) No, Sir.

(b) Does not arise.

**Scheme to provide finance to Sugar
Mills under Cooperative Sector**

2368 SHRI M. KATHAMUTHU,
SHRI D. K. PANDA:

Will the Minister of INDUSTRY AND CIVIL SUPPLIES be pleased to state:

(a) whether Government have formulated a scheme to provide finance to the sugar mills under cooperative sector; and

(b) if so, the main features thereof;

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND CIVIL SUPPLIES (SHRI A. C. GEORGE): (a) and (b). A Central Sector Scheme, with a total outlay of Rs. 20 crores during the Fifth Plan, has been formulated, for providing loan assistance to State Governments, to enable them to make additional contribution to the share capital of

cooperative sugar factories and cooperative spinning mills organised by growers. The scheme will be implemented through the National Cooperative Development Corporation, which will release loan assistance to the State Governments on the basis of technically sound and economically viable projects, to be assessed by a Screening Committee consisting of experts.

Criteria for Opening Branch Post Offices

2369. SHRI RAJDEO SINGH: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the criteria for opening a branch post office in rural area differs from Plan to Plan; and

(b) if so, the criteria for the Fifth Plan?

THE MINISTER OF COMMUNICATIONS (DR SHANKER DAYAL SHARMA): (a) No, Sir. However, the policy is reviewed from time to time.

(b) Priority is being given to backward, hilly and tribal areas in order to provide better postal facilities in these areas and for removal of regional disparities.

Starvation Deaths

2370. SHRI RAJDEO SINGH: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether some starvation deaths have occurred in any part of the country during the last two months;

(b) if not, whether Government propose to take legal actions against

those vernacular newspapers who splash such alarming news; and

(c) the action taken during the last two years against such newspapers?

THE DEPUTY MINISTER IN THE MINISTRY OF HOME AFFAIRS (SHRI F. H. MOHSIN): (a) to (c). The information is being collected and will be laid on the Table of the House.

Publicity Cells

2371. SHRI RAJDEO SINGH: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether his Ministry has organised so many cells to prepare effective handbills, pamphlets and handouts on different policies adopted by Government to educate the people of this country from time to time;

(b) whether All India Radio allots sufficient time for announcement of information bulletins on the same; and

(c) if so, the number of publications brought out on Foodgrains Trade takeover and total time allotted to the subject on AM India Radio?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI DHARAM BHAI SINHA): (a) and (b) No special Cell has been set up in the Ministry. Government policies and programmes are publicised by its various Media Units. Programmes on All India Radio also reflect on Government policies and Programmes.

(c) Eleven items of printed material, including posters and pamphlets, were brought out on the Foodgrains Trade takeover. The total duration of broadcasts from All India Radio Stations on the subject was more than 140 hours.

News Report Regarding 'Plan Over-targeted for Political Reasons'

2372. SHRI M. RAM GOPAL REDDY:

SHRI R. S. PANDEY:

Will the Minister of PLANNING be pleased to state:

(a) whether Government's attention has been drawn to the news item in an English daily dated the 6th January, 1975 'Plan over targeted for political reasons'; and

(b) if so, the reaction of the Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI VIDYA CHARAN SHUKLA):

(a) and (b). Government's attention has been drawn to the news item. The Plan targets are not set for political reasons but are determined through well established planning procedures in relation to the objectives set out in the draft Fifth Plan, viz., removal of poverty and attainment of self-reliance. Government therefore, do not agree with the argument set out in the news item.

Paper presented to 62nd Session of Indian Science Congress

2373. SHRI M. RAM GOPAL REDDY. Will the Minister of PLANNING be pleased to state:

(a) whether Government's attention has been drawn to the paper presented in the 62nd session of the Indian Science Congress which showed Indians 'more cruel, dishonest and corrupt' than they were before independence; and

(b) if so, the reaction of the Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI VIDYA CHARAN SHUKLA):

(a) and (b). A large number of papers on various subjects were presented at

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the 62nd Session of the Indian Science Congress. One of the papers in the Psychology section related to "the changing pattern of Indian character as measured by the semantic differential technique". Since the papers are presented at the Science Congress for discussion and debate among scientists participating in the Congress, the question of Government's reaction does not arise.

Breakdown of Electricity in Delhi due to difference between Bhakra Management Board and DESU

2374 SHRI R. N. BARMAN: Will the Minister of ENERGY be pleased to state:

(a) whether the difference between Bhakra Management Board and Delhi Electric Supply Undertaking are the main reasons of frequent break down of electricity in the capital;

(b) whether contrary to the wishes of the Delhi Electric Supply Undertaking, the Bhakra Management Board is pressing to renew the agreement on new terms and conditions;

(c) if so, terms and conditions put forward by Bhakra Management Board, and

(d) the steps taken by Government to resolve the differences between the Delhi Electric Supply Undertaking and Bhakra Management?

THE DEPUTY MINISTER IN THE MINISTRY OF ENERGY (PROF. SIDDHESHWAR PRASAD): (a) There have not been frequent breakdowns of electricity in the Capital during the last year.

(b) to (d). The Bhakra Management Board had been supplying power to Delhi under an agreement devised in 1960. The Bhakra Management Board now wishes to terminate this arrangement with effect from 13th April, 1975. The matter is being looked into.

Study Report on crisis in Pulp and Paper production

2375. SHRI BIRENDER SINGH RAO Will the Minister OF INDUSTRY AND CIVIL SUPPLIES be pleased to state:

(a) whether Government have seen the study conducted by Shri R. L. Bhargava for the F.A.O. and the U N D.P. about impending crisis in pulp and paper production;

(b) if so, the facts regarding newsprint, writing paper and paper for books and magazines in the country; and

(c) the steps taken to mitigate the situation?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND CIVIL SUPPLIES (SHRI B. P. MAURYA) (a) and (b) Yes, Sir The Report, however, does not specifically deal with the newsprint or paper industry of this country, but it relates to the first phase of the programme of planning and promoting the pulp and paper industry in the developing regions of the world. The broad conclusions of the Report are that the current shortages of newsprint in the world will progressively grow and that there would be substantial gaps between the anticipated world consumption and production of paper and paper board.

(c) In this country, efforts are being made to accelerate the growth of newsprint/paper industry both in the public and private sectors, and also to maximise the use of secondary raw materials like agricultural waste products for the manufacture of paper.

Directive issued to Rajasthan for supply of Power to Northern States

2376. SHRI M. C. DAGA:
SHRI RAM PRAKASH:

Will the Minister of ENERGY be pleased to state:

(a) whether the Central Government have decided to connect Bhakra, Chambal and RAPP Systems into a single grid;

(b) whether the Central Government have issued a directive to Rajasthan Government to supply 15 lakh units per day of power from there to Northern States viz. Punjab, Haryana, Delhi and Uttar Pradesh;

(c) whether the Rajasthan Government made a strong protest against this; and

(d) whether the Central Government propose to take back this directive?

THE DEPUTY MINISTER IN THE MINISTRY OF ENERGY (PROF. SIDDHESHWAR PRASAD): (a) The systems have been paralleled on the 27th January, 1975.

(b) to (d) After considering the power availability and requirements in Rajasthan, Punjab and Haryana and taking into account the views expressed by the Government of Rajasthan on this subject, it has been decided to allot 35 per cent of the generation from Rajasthan Atomic Power Project to Punjab and Haryana subject to the condition that Rajasthan shall receive a minimum of 2.5 million units a day from the Atomic Station. This arrangement has been devised for the period ending 31st March, 1976.

साम राजोला में शाकधर

2377. श्री भूत बन्द डाला : क्या संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या पाली जिले की तहसील सोजत के राजोला ग्राम में कोई शाकधर है ; और

(ख) यदि नहीं, तो क्या इसके लिए कोई प्रस्ताव है ?

संचार मंत्री (श्री शंकर दयाल शर्मा) :

(क) जी नहीं ।

(ख) इस प्रस्ताव की जांच हो रही है ।

Resources for Developing New Coal Mines

2378 SHRI BIRENDER SINGH RAO: Will the Minister of ENERGY be pleased to state:

(a) whether the Fuel Policy Committee has submitted its estimates recently to Government for developing new coal mines, building infrastructure for transporting coal and in pushing up the installed capacity of power projects during the 5th Plan period;

(b) if so, the estimated amount so desired by the Committee for the purpose; and

(c) whether Government have found out the resources for the purpose and if so, the main features thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF ENERGY (PROF. SIDDHESHWAR PRASAD): (a) No, Sir. The report of the Committee only indicates the likely demand for coal, power etc. during the next 15 years.

(b) and (c) Do not arise.

Setting up of Projects in Kerala to remove Unemployment

2379. SHRIMATI BHARGAVI THANKAPPAN: Will the Minister of INDUSTRY AND CIVIL SUPPLIES be pleased to state:

(a) whether the Government of Kerala has requested the Central Government for setting up projects by the Centre in that State to meet the problem of unemployment; and

(b) if so, the reaction of the Central Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND CIVIL SUPPLIES (SHRI A. P. SHARMA): (a) We have no information

(b) Does not arise.

Opening of Post and Telegraph Offices in Kerala during 1975-76

2380. SHRIMATI BHARGAVI THANKAPPAN: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of Posts and Telegraph offices proposed to be opened in the State of Kerala during the year 1975-76 together with the names of the places, and

(b) the number of places in Kerala where the State Government have requested for opening Post and Telegraph Offices?

THE MINISTER OF COMMUNICATIONS (DR SHANKER DAYAL SHARMA): (a) Post Offices.—The programme is yet to be finalised.

Telegraph Offices.—The number of Telegraph Offices approved for opening in Kerala State and remaining yet to be opened is 59. The list of their names is given in the attached statement. Subject to availability of stores Kerala Circle has been advised

to open as many of these as possible during 1975-76.

(b) **Post Offices.**—One at Illithode in Alwaye Postel Division.

Telegraph Offices.—No request for opening Telegraph Offices in this State has been received from the State Government.

Statement

The names of Telegraph Offices yet to be opened in Kerala State

1. Puliyoor.
2. Vennikulam.
3. Kuttoor.
4. Chithirapuram.
5. Marangattupally.
6. Madathuvilagam
7. Fort, Trivandrum.
8. Perumkadavila.
9. Kanjaveli.
10. Mukundapuram.
11. Pattažhi.
12. Valakom.
13. Kottathur.
14. Vellicode.
15. Arakulam.
16. Ramamangalam.
17. Shertallai Cutcherry.
18. Thodupuzha East.
19. Thaikattusserry.
20. Manjapra.
21. Pandikad.
22. Makaraparamba.
23. Edakkara.
24. Thekkumuri.
25. Pullikkal.
26. Chengathara.
27. Kakkodi.
28. Thiruvambadi.
29. Vellamunda.
30. Kayyanna.
31. Erdingal.
32. Kunnamangalam.
33. Kurumpathur.
34. Ananthavoor.
35. Naduvattom.
36. Thanalur.
37. Ozhur.
38. Athavanad.
39. Erumappatty.
40. Kuzhoor.
41. Annamanada.
42. Kumbalam.

43. Thaikkattukara.
44. Kumbalangi.
45. Angamali South.
46. HMT Colony, Kalamasserry.
47. Mattancherry LSG SO.
48. Udma Kannad.
49. Kakkanisseri.
50. Iringam.
51. Chemperi.
52. Mudalur.
53. Thalayad.
54. Vityanagar.
55. Chengala & Muliyar.
56. Ramanthali.
57. Edacheri.
58. Ponmeri.
59. Peringathur.

Scheme to bring back Indian Scientists, Technicians and Doctors working abroad

2381. SHRI MADHU LIMAYE: Will the Minister of PLANNING be pleased to state:

(a) whether the Government have made an estimate of the Indian Scientists, technicians and medical doctors working abroad;

(b) if so, the figures, category-wise; and

(c) the steps taken by the Government to bring them back?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI VIDYA CHARAN SHUKLA): (a) and (b) According to a study conducted by the CSIR in 1971, the estimated number of Indian Scientists and Technical personnel abroad in early 1971 was about 30,000. Of them 6,000 were Scientists, 15,000 Engineers and 9,000 medical personnel. No recent study has been made. However, according to "Indians Abroad" section of the National Register maintained by the CSIR, in which registration is voluntary, about 18,828 scientific and technical personnel were enrolled upto 1st January, 1975. About 50 per cent of those enrolled have since returned to India.

The country-wise and category-wise distribution of the registrants is as under:—

Country	Scientists	Engineers	Tech.	Doctors	Total
U.S.A.	3224	2616	364	884	7088
Canada	618	327	34	157	1136
U.K.	1066	2581	417	2591	6655
Germany	377	1092	207	49	1725
Other European countries	630	493	84	88	1295
Australia	115	69	30	26	240
New Zealand					
Other countries	300	277	52	60	689
Total	6330	7455	1188	3855	18828

In addition 374 social Scientists and 622 persons qualified in Business Administration and Accountancy also enrolled in this Section.

(c) Government of India have been taking various measures from time to time to facilitate the return of Indian Scientific and Technical Personnel from abroad. A statement showing measures taken is attached.

Statement

(i) Maintenance of a Special Section of the National Register of Scientific and Technical Personnel for enrolment of Indian scientists and technologists abroad and for the circulation of their names to all Ministries, Departments of the Government of India, State Governments, Union and State Public Service Commissions, Universities, Public Sector Industries and large private sector establishments. The names of such personnel are published in the monthly Technical Manpower Bulletin (CSIR) which is distributed free to about 3000 organisations all over India.

(ii) The Union Public Service Commission and most of the State Public Service Commissions have agreed to treat Indian scientists and technologists whose particulars appear in National Register as 'Personal Contact' candidates for all posts advertised by them. The Union Public Service Commission have also made arrangements for interviewing Indian scientists and technologists abroad for posts in India

(iii) Provision has been made for payment of travel grant to scientists and their families who, on their selection for appointment in research institutions in India may give undertaking to serve those institution for a minimum period of three years.

(iv) A package scheme has been approved to attract Indian scientists, Technologists and Engineers working in Production Units abroad to come back and start their own industries in this country, particularly in spheres where they may have acquired skills in production technology.

(v) Creation of Scientists' Pool to provide for temporary placement of well-qualified Indian scientists and technologists returning from abroad.

(vi) Creation of supernumerary posts in approved scientific institutions to which temporary appointments can be made quickly from among the scientists working and studying abroad.

Operation of Prime Minister's Relief Funds

2382. SHRI MADHU LIMAYE: Will the PRIME MINISTER be pleased to state:

(a) whether it is a fact that the Prime Minister has been operating relief funds for the last several years;

(b) the total amounts received in each of these relief funds after the coming into force of the Constitution;

(c) the total amounts paid out or spent from each of these relief funds during this period;

(d) whether these amounts were deposited in the Public Account of India as required by Article 284 of the Constitution; and

(e) if not, the reason for not complying with this mandatory provision of the Constitution?

THE PRIME MINISTER, MINISTER OF ATOMIC ENERGY, MINISTER OF ELECTRONICS, MINISTER OF SPACE, MINISTER OF PLANNING AND MINISTER OF SCIENCE AND TECHNOLOGY (SHRIMATI IINDRA GANDHI): (a) to (c). Details of the three relief funds administered by non-official Boards of Trustees of which the Prime Minister is Chairman are given in the statement attached.

(d) and (e). Contributions to the first two funds are being received from private donors on voluntary basis. In the third fund made up by voluntary private donations, no contributions have been received since 1966. The moneys of these funds are to be utilised in accordance with the decisions of Boards of Trustees of a non-official character. The moneys have, therefore, not been deposited into the Public Account of India but have been banked with nationalised banks and the accounts are audited by auditors approved by the Ministry of Finance.

Statement

(a), (b) & (c)

Name of the Fund	Date from which the Fund came into being	Total amount received in the Fund from 26-1-50 to 31-1-75	Total amount spent from the Fund from 26-1-50 to 31-1-75
Prime Minister's National Relief Fund . . .	3rd November 1947	Rs. 6,76,17,064.80	Rs. 5,89,02,657.48
Prime Minister's Drought Relief Fund . . .	18th November, 1966	Rs. 2,01,32,850.38	Rs. 1,90,77,778.96
Prime Minister's Aid to Students Fund . . .	20th June, 1952	Rs. 3,67,028.07	Rs. 1,11,547.70

Recycling Waste

2383: SHRI P. GANGADEB:
SHRI ANADI CHARAN
DAS:

Will the Minister of PLANNING be pleased to state:

(a) whether any working group has been set up by the Government to go into all aspects of recycling waste;

(b) if so, the terms of reference of the working group; and

(c) the benefits likely to accrue from such recycling?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI VIDYA CHARAN SHUKLA): (a) and (b). No, Sir. However, the draft Science and Technology Plan (Volume I & II) 1974-79 which, inter-alia, includes Sector on "Utilisation & Recycling of Wastes" was placed on the Table of the House on 26-3-1974. The Terms of Reference of NCST Panels on waste utilisation was to define Research, Development and Extension requirements for Fifth Plan period in each sector by associating research workers, laboratories, academic institutions, producers of wastes and potential user organisations. The NCST Panel on Waste Utilisation includes Planning Group on:-

- (i) Agricultural and Animal Wastes/By-products;
- (ii) Industrial Wastes;
- (iii) Community Wastes; and
- (iv) Building Material from wastes.

The Government of India has also set up the following Committees to study the various aspects of wastes:-

- (i) Government of India Committee on Urban Wastes (Ministry of Works and Housing—1972).
- (ii) Planning Commission and ICAR Committee on Rural Wastes.

One of the recommendations of the NCST Panel is setting up of a Council for Waste Utilization to go into all aspects of wastes reclamation and management. This is being examined by the Government.

(c) The Recycling of Waste is necessary in order to conserve scarce natural resources, reduce imports, increase all round production and prevent environment hazards due to accumulation of waste. Wastes can be valuable resource for organic fertilizer, energy, industrial chemicals and construction materials.

Resource mobilisation by States for 1975-76 Plan

2384. SHRI P. GANGADEB:
SHRI PURUSHOTTAM
KAKODKAR:

Will the Minister of PLANNING be pleased to state:

(a) whether the 1975-76 annual plan outlays of some of the States so far finalised by the Planning Commission show an overall increase of Rs. 370 crore over the approved outlays for the previous year;

(b) if so, whether these States would have to allocate the extra resources for the plan out of their budgets through measures for additional resource mobilisation; and

(c) whether larger increases have been agreed to by the Commission in the case of some States; if so, the broad features thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI VIDYA CHARAN SHUKLA): (a) to (c) The discussion on the Annual Plans 1975-76 of States have since concluded, both at official and ministerial levels. On the basis of these discussions, the Annual Plan size of each State is in the process of being finalised.

Incentives sought by Foreign Distributors of Films

2385. SHRI VASANT SATHE: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the Secretary of the British Independent Film Distributors Association has approached the Government for incentives to foreign distributors to bring their films to India and submitted a proposal in this regard; and

(b) if so, the incentives sought and the reaction of Government thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI DHARAM BIR SINHA): (a). No, Sir.

(b). Does not arise.

Grant of Pension to Freedom Fighters from various Districts of Maharashtra

2386. SHRI VASANT SATHE: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the number of cases processed (district-wise) in respect of pension cases of freedom fighters in Akola, Nagpur, Buldana and Amraoti districts in Maharashtra State since November 1974 (Uptodate);

(b) the number of cases rejected, sanctioned and referred back (district wise) since November 1974; and

(c) the list of the freedom fighters (with their names and villages) who have been sanctioned pension since November 1974 (uptodate), district-wise?

THE DEPUTY MINISTER IN THE MINISTRY OF HOME AFFAIRS (SHRI F. H. MOHSIN): (a) to (c). Two statements (Annexure I and II) giving the information are laid on the Table of the House. [Placed in Library. See No. LT-9102/75].

Allocation of Special Financial Assistance to Karnataka for Development of Western Ghats Region

2387. SHRI D. B. CHANDRA GOWDA: Will the Minister of PLANNING be pleased to state.

(a) whether Central Government have allocated any special financial assistance to the Government of Karnataka for the accelerated development of the Western Ghats Region during 1974-75; and

(b) if so, the main features of the scheme?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI VIDYA CHARAN SHUKLA): (a). Yes, Sir.

(b). The schemes for special financial assistance pertain to the animal husbandry, horticulture, agriculture, irrigation, forestry, small scale industries and tourism sectors. These schemes have been formulated in such a way that they make a direct impact on the living standards of the local people.

Licences to Small Units in Haryana and U.P. for Raw Materials

2388. SHRI BIRENDRA SINGH RAO: Will the Minister of INDUSTRY AND CIVIL SUPPLIES be pleased to state:

(a) whether the All India Manufacturers Organisation have found number of bogus small scale units in the country, who obtained licences for raw material and sold them in the black market;

(b) if so, the number of licences so obtained in Haryana and U.P., and the value thereof, till the end of December, 1974; and

(c) the action Government have taken against these bogus units?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND CIVIL SUPPLIES (SHRI A. P. SHARMA): (a) and (b). We have no information.

(c). The State Governments have been requested to deregister the small scale units which are found to be not in existence.

Difficulties in implementation of Science and Technology Plan

2389. SHRI P GANGADEB:
SHRI ANADI CHARAN DAS:
SHRI SURENDRA
MOHANTY:

Will the Minister of PLANNING be pleased to state

(a) whether the implementation of the Science and Technology plan is not running smoothly;

(b) if so, whether there is resistance to its acceptance even from the agencies which themselves formulated the Science and Technology projects for the plan; and

(c) if so, the reasons therefor and the steps being taken to overcome the difficulties being faced in its implementation?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI VIDYA CHARAN SHUKLA): (a). No Sir. Budgetary allocations for S & T programmes to Ministries/ Departments were however subject to financial constraints.

(b) and (c). Question does not arise.

Non-availability of Wheel Sets in Wagon Industry

2390. SHRI P. GANGADEB:
SHRI ANADI CHARAN DAS:
SHRI D. D. DESAI:
SHRI RAGHUNANDAN LAL BHATIA:

Will the Minister of INDUSTRY AND CIVIL SUPPLIES be pleased to state:

(a) whether due to non-availability of wheel sets, wagon building industry is facing a crisis;

(b) if so, the reasons therefor; and

(c) whether any imports of wheel sets are being arranged by government?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND CIVIL SUPPLIES (SHRI A. C. GEORGE): (a). Yes, Sir.

(b) and (c). There has been tremendous shortage of wheelsets due to delay in import receipts. Therefore, the wagon builders had to depend entirely on M/s. HSL, whose supplies are far below the requirement.

12.00 hrs.

RE BUSINESS OF THE HOUSE

MR SPEAKER: Now, Papers to be laid.

SHRI N. K. P. SALVE (Betul): On a point of order, Sir: Before you enter into the list of business, I have to draw your attention to Rule 199.

MR SPEAKER: I have seen it.

SHRDI N. K. P. SALVE: Rule 199 lays down that the statement by an ex-Minister shall be made after the questions and before the list of business for the day is entered upon.

MR. SPEAKER: I have examined it. I know what point of order you are raising.

SHRI N. K. P. SALVE: We have been violating the rules right, left and centre.

THE PRIME MINISTER, MINISTER OF ATOMIC ENERGY, MINISTER OF ELECTRONICS, MINISTER OF SPACE, MINISTER OF PLANNING AND MINISTER OF SCIENCE AND TECHNOLOGY (SHRIMATI IINDIRA GANDHI): Now it is on the order paper.

SHRI N. K. P. SALVE: Such a statement shall be made after the questions and before the list of busi-

[Shri N. K. P. Salve]

ness is entered upon. It is my duty to point out the rule and now it is upto you to do whatever you consider proper.

SHRI SAMAR GUHA (Contd): I am very glad that you have allowed his point of order. This should be applied uniformly....(Interruptions).

SHRI PILOO MODY (Godhra): I congratulate him.

SHRI MADHU LIMAYE (Banka): I thank you for re-establishing our right.

MR. SPEAKER: That is not the question. There seems to be a contradiction in that. This is not about questions. This is about the next item.

SHRI SAMAR GUHA: Exactly the same thing I raised yesterday.

MR. SPEAKER: You raise wonderful points of order sometimes.

There seems to be a contradiction. Under the Rules such a statement is to be made immediately after the Question-Hour. In the Order of Business as it is set under the Direction and according to which we go daily, this comes after Call Attention and all that.

SHRI N. K. P. SALVE: Directions cannot over-ride the rules.

SHRI JYOTIRMOY BOSU (Diamond Harbour): I am glad you raised it.

SHRI VASANT SATHE (Akola): The rule prevails over the Direction.

श्री मधु लिमये : ग्रामकांश महोदय, मैं आप की थोड़ी मदद करना चाहता हूँ। अभी जो नियम पढ़ा गय हैं, उस तरह के कई नियम हैं कि ग्रमकांश विषय को इम्भी-डिएट्ली आक्टर दि क्वेस्चन प्रावर लिया

जायेगा। कबल यह मामला नहीं है ; कालिंग स्टेटेशन और विविध आदि कई इस तरह के मामले हैं। इस लिए वायव्यकान्त उन का प्रिसिडेंस तय किया गया है।

ग्रामकांश महोदय : इसी तरह कभी कभी आप हमें सुनाते रहे।

MR. SPEAKER: There is no point of order. The order of business, as you know, is set as per Direction No. 2 and we are following that.

SHRI SEZHIYAN (Kumbakonam): The statement shall be made after the Question-Hour and before you go to the business of the day. It does not mean immediately after the questions.

MR. SPEAKER: This has been settled by your Committee that this order of business should be followed and we have been following that.

SHRI SEZHIYAN: After the Question-Hour and before the regular business, so many items come. Therefore, you take it up after the questions but before the normal business. There, priority is given to so many other items.

MR. SPEAKER: I have nothing to say. If it is immediately after the questions, it may be. There is no bar to that. I have no objection to that but the Direction seems to be a little in contradiction of this Rule.

SHRI SEZHIYAN: The rule says 'after the question-hour but before the business of the day is taken'. That is before the legislative business is taken. Therefore, it is not immediately after the questions.

12.05 hrs.

PAPERS LAID ON THE TABLE

REVIEW & ANNUAL REPORT OF URANIUM CORPORATION OF INDIA FOR 1973-74

THE MINISTER OF ENERGY (SHRI K. C. PANT): I beg to lay on the Table a copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619A of the Companies Act, 1956:—

- (1) Review by the Government on the working of the Uranium Corporation of India Limited, Jaduguda, for the year 1973-74.
- (2) Annual Report of the Uranium Corporation of India Limited, Jaduguda, for the year 1973-74 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon

[Placed in Library See No LT-9083/75]

NOTIFICATION UNDER INDUSTRIES (DEVELOPMENT AND REGULATION) ACT, 1951

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND CIVIL SUPPLIES (SHRI A C GEORGE): I beg to lay on the Table a copy of Notification No. S.O. 107(E) (Hindi and English versions) published in Gazette of India dated the 21st February, 1975, rescinding the Commercial Vehicles (Restriction on Resale) Order, 1974 issued under section 18G of the Industries (Development and Regulation) Act, 1951. [Placed in Library. See No. LT-9084/75].

STATEMENT RE. DELAY IN LAYING NOTIFICATION

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND

CIVIL SUPPLIES (SHRI A. P. SHARMA): On behalf of Shri B. P. Meurya, I beg to lay on the Table a statement (Hindi and English versions) giving reasons for delay in laying Notification No. S.O. 273(E) published in Gazette of India dated the 29th April, 1974. [Placed in Library See No LT-9085/75].

NOTIFICATIONS UNDER ALL INDIA SERVICES ACT, 1951

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS, DEPARTMENT OF PERSONNEL AND ADMINISTRATIVE REFORMS AND DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI OM MEHTA): I beg to lay on the Table a copy each of the following Notifications (Hindi and English versions) under sub-section (2) of section 3 of the All India Services Act, 1951:—

- (1) The Indian Police Service (Fixation of Cadre Strength) Second Amendment Regulations, 1975, published in Notification No. G.S.R. 223 in Gazette of India dated the 22nd February, 1975
- (2) The Indian Police Service (Pay) Second Amendment Rules, 1975, published in Notification No. G.S.R. 224 in Gazette of India dated the 22nd February, 1975
- (3) The All India Services (Leave Travel Concession) Rules, 1975 published in Notification No. G.S.R. 225 in Gazette of India dated the 22nd February, 1975.
- (4) The Indian Administrative Service (Fixation of Cadre Strength) Fifth Amendment Regulations, 1975, published in Notification No. G.S.R. 226 in Gazette of India dated the 22nd February, 1975.
- (5) The Indian Administrative Service (Fixation of Cadre Strength) Sixth Amendment

Regulations, 1975, published in Notification No. G.S.R 227 in Gazette of India dated the 22nd February, 1975

(6) The Indian Administrative Service (Fixation of Cadre Strength) Eighth Amendment Regulations, 1975, published in Notification No G.S.R 228 in Gazette of India dated the 22nd February, 1975

[Placed in Library. See No LT-9086/75]

CENTRAL EXCISE (4TH AMDT, RULES 1975, NOTIFICATIONS UNDER CUSTOMS ACT, 1962 AND CENTRAL EXCISE RULES, 1944

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PRANAB KUMAR MUKHERJEE) I beg to lay on the Table—

- (1) A copy of the Central Excise (Fourth Amendment) Rules, 1975 (Hindi and English versions) published in Notification No G.S.R 67(E) in Gazette of India dated the 1st March, 1975 under section 38 of the Central Excises and Salt Act 1944
- (2) A copy each of Notification Nos G.S.R 124(E) to 136 (E) (Hindi and English versions) published in Gazette of India dated the 1st March, 1975 under section 159 of the Customs Act 1962 together with an explanatory memorandum
- (3) A copy each of Notification Nos G.S.R 65(E) 70(E) to 81(E), 83(E) to 118(E) and 121(E) (Hindi and English versions) published in Gazette of India dated the 1st March, 1975 issued under rule 8 of the Central Excise Rules, 1944 together with an explanatory memorandum

[Placed in Library. See No LT-9987/75].

NOTIFICATION UNDER DELHI SIKH GURDWARAS ACT, 1971

THE DEPUTY MINISTER IN THE MINISTRY OF HOME AFFAIRS (SHRI F. H. MOHSIN): I beg to lay on the Table a copy each of the following Notifications (Hindi and English versions) under sub-section (4) of section 39 of the Delhi Sikh Gurdwaras Act, 1971.—

- (1) The Delhi Sikh Gurdwara Management Committee (Co-option of Members) (Amendment) Rules, 1975, published in Notification No. F 18/33/74-Judl in Delhi Gazette dated the 25th February, 1975
- (2) The Delhi Sikh Gurdwaras (Election of Pro-tempore Chairman, President, Other Office Bearers and Members of the Executive Board) (Amendment) Rules, 1975, published in Notification No F 18(29)/73 Judl (ii) in Delhi Gazette dated the 25th February, 1975

[Placed in Library. See No LT-9088/75]

12.06 hrs

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

REPORTED WAGON BREAKING RACKET IN KODERMA

SHRI B. V. NAIK (Kanara) Sir, I call the attention of the Minister of Railways to the following matter of urgent public importance and I request that he may make a statement thereon—

'The reported wagon breaking racket in Koderma involving politicians and RPF personnel swindling railways to the extent of Rupees Five crores.'

THE MINISTER OF STATE IN (SHRI MOHD SHAJI QURESHI): Sir, a scrutiny of the crime reports received from the Eastern Railway as

Also other source information had indicated that the incidence of crime against booked consignments in the Grand Chord Section of Dhanbad Division of the Eastern Railway was frequent. A team from the Central Crime Bureau of the Railway Board was deputed to make confidential enquiries into the matter and they also sought help from the Bihar CID and other State Police authorities. The information was developed further and on February 28, 1975, searches were conducted at seven places in the railway quarters at Railway Station Koderma and in Jhumri Talaiya Town of Bihar under the supervision of Superintendent of Police, District Hazaribagh, and an Assistant Security Officer from the Railway Board.

The main party of the Central Crime Bureau, Railway Board, who had made preliminary enquiries and organised the raid is still working in the field on this case and full details of the developments thereof are not yet known. However, on the basis of information so far received in the Railway Board, the facts are as under:—

As a result of these searches, some property suspected to have been stolen from the Railway, cash amounting to about Rs 1,05,000/- and some papers were recovered and as a consequence thereof, three Rakshaks of the Railway Protection Force and one other railway employee were arrested. One more railway employee wanted in the case is absconding.

Government Railway Police, Gomoh (Bihar) have registered four cases under Section 414 IPC and Section 5(2) of Prevention of Corruption Act and are investigating the same. A case under Section 3 of the Railway Property (Unlawful Possession) Act has also been started at R.P.F. Post, Gomoh, and is under enquiry.

Since the whole matter is under investigation by the Bihar State Police authorities and the papers etc. seized will require a detailed examination, it would be premature to say anything

at this stage about the alleged links of the wagon breakers.

Separate statistics of losses incurred at Koderma Railway Station are not readily available. However, during the period from January to October 1974, 1219 cases involving a loss of Rs. 16,37,098/- were reported from the entire Dhanbad Division.

SHRI B. V. NAIK: Sir, what we have listened to in the reply and the most operative part as usual in respect of almost all replies to the Calling Attention Motions is that it would be premature to say anything at this stage about the alleged link of the wagon breakers. Whatever has been seized, will need a further detailed examination. Before I go to the subject proper, I feel that the very utility of the Parliamentary Institution is in order to expose these rackets and give them as wide a publicity as possible so that culprits are afraid of the due process of law; in due course of time, under Sec. 414 of IPC we can book them. After they book the culprits, if the magistracy accepts the contention of the prosecution, there is a maximum of three year's punishment and some fine. Since it is in the interests of both the Government and the Railways not to say the least about the opposition, that the Parliamentary Institution is at least not made inarticulate, I would perhaps request not only the Minister for Railways but all the ministries concerned to come out with a frank clarification involving all the facts at their command. After all, the proceedings here are protected. By making these general observations, I would also like to submit to you that, according to the Railway Convention Committee Report for the year 1971, thefts that took place in 1968-69 were of the order of Rs. 35 lakhs; in 1969-70 they were of the value of Rs. 39 lakhs; in 1970-71, they were of the value of Rs. 110 lakhs but, in 1971-72, the value was of the order of Rs. 127 lakhs. I do not have the figures for the year 1972-73. But, at the time of presentation of Railway Budget, the Indian Railways Report

(Shri B. V. Naik.)

was also submitted which showed how much of thefts had occurred in the Railways in the consignments booked. In the year 1973-74, the thefts involved an amount of Rs. 2.39 crores nearly Rs. 2.40.

This is only in regard to the thefts which have been classified as thefts. Over and above that, during the year 1973-74, out of the railways gross earnings of about a thousand and odd crores as much as one percent of its total gross revenue goes to pay the compensation claims, most of which will be accountable on the basis of thefts, pilferages and wastages on transit. In 1973-74, the railways settled the claims worth Rs. 6,62,513/- The compensation that was paid to the people who had booked their consignments and the loss on railway property as well as the loss on revenue earnings on consignments amounted to Rs. 13.50 crores.

We can now see the dimensions of the amount of the goods lost in transit, goods missing in transit, railway property stolen and the pilferage that took place. All these could be understood. The worst part of this racket seems to be by the so called guardians of law; the Railway Protection Force, the constables, who are expected to protect the railway property have shown themselves as the criminals—I do not want to use any other word—involved in thefts. If the guardian of the law is risen to such a level, what punishment are you going to provide? Section 414 provides for three years' imprisonment. But, if the magistracy is in a generous mood, it may be two years or even two months, unless they are going to be honourably acquitted. Under the circumstances, it is a shame on the part of the Railway Protection Force and for the Railway Administration to entrust the investigation to some of its own personnel who have been taken on loan from the Home Ministry as trial authorities for investigation of the railway protection

forces involved in this case. Why is it that we cannot commission the CBI? There is one more reason why the highest authorities in the CBI have to go and investigate because it is not only the guardians of law but it is also the politicians—the guardians of democracy—who have been involved in this. This is the most shameful chapter. I would like to know whether one of the Members belonging to one of the parties in this country and I do not think I would be erring on the wrong side if I say Mr. Chander Shekhar Singh belonging to the Communist Party of India has been suspended by his own party. I compliment the party. Under the circumstances, let the country know where the crooks are hiding and let action be taken against them. I would like that in future in rackets of this kind the Railways should come out with more facts. You have inherited bureaucracy. I suggest instrumental revolution and changes in our system.

I hope the Railway Minister would accede to my request for intervention of CBI at the highest level to probe it in details because as the Paper says the racket is not of one lakhs but worth Rs 5 crores.

SHRI MOHD SHAFI QURESHI— Sir, judging from the information which we received from various railways, we noticed an upward trend of pilferages and thefts more especially on Gaya Gomoh Section. So, the whole job was entrusted to the Central Crime Bureau of Indian railways. It was done in November and in February when raids were conducted it was found that railway property was recovered from some railway rakshaks. We have also seized certain documents but it is rather premature for me to say whether we can establish any link between the persons whose letters have been seized and rakshaks who have been held responsible for stealing railway property. The rakshaks involved are one Mukti Nath Singh from whose house cash worth Rs. 89,257/-, two bags of wheat, one bag

of rice and one tarpaulin bearing railway marking all suspected to have been stolen from railway wagons were recovered. Another is Shiv Kumar Tiwari from whose house cash worth Rs. 1900/- and jewellery roughly of the value of Rs. 5,000/- and registration documents and ignition keys of one Ambassador car No. BRH 275 were recovered. The car registered as taxi in the name of C. S. Singh has been seized by the police as it was parked outside the railway quarter of Rakshak. The registration of the car is in the name of one Shri C. S. Singh. Another Rakshak, Ram Lakkhan Sharma. From his house, cash worth about Rs. 3404 was recovered. Then, a cabin man. From his house, some empty packing materials bearing railway marks were recovered suspected of having been stolen from the goods shed, Koderma. Shunting porter, Parmanand Tiwary. From his house, railway hand signal lamps suspected to have been stolen from the railway premises have been recovered. The RPF

SHRI B. V. NAIK. What is the full name of Shri C. S. Singh?

SHRI MOHD SHAFI QURESHI: I have given the information. In the registration document which the Police have seized, the name which has been entered is C. S. Singh.

Sir, as the work has already been taken up, not now, but in November, by our own investigation bureau, we do not think it necessary to bring in CBI at this stage because the State Police and the State CID are also helping the RPF in tracing these culprits.

Sir, then, certain documents have been found. There is one letter which was addressed to Mr. Chandra Shekhar Singh by the Minister of Railways. I do not know the contents of the letter but that letter has also been recovered from the house of the Rakshak. These are the facts of the case. We have nothing to conceal. These facts are there. Whatever further documents

are needed by the investigating authorities, those will be made available to them. At this stage, I would again repeat that there is no question of involving CBI in this case.

श्री जनेश्वर भिष्म (इलाहाबाद)
अध्यक्ष महोदय, सब से पहले यह जवाब जो रेल मंत्रालय की तरफ से आया है—मेरा लिखा है यह मामला गृह मंत्रालय का भी है, क्योंकि इस जवाब के आखरी पैरे में लिखा है—

“चूंकि सारे मामले पर बिहार राज्य के पुलिस अधिकारियों द्वारा जाच पड़ता ल की जा रही है और अभी कागजों पर भी की विस्तृत जाच की जानी है, इस निं डिन्हे तोड़ने वालों के तथाकथितमन्वन्द के बारे में अभी से कुछ कहन आसामियक होगा ।”

इस बात से लगता है कि पुलिस महकमा भी इस मैदान में है। कायदे में तो यहा ब्राह्मणन्द रेही साहब को भी बैठना चाहिये था, लेकिन वे नहीं आये।

अध्यक्ष महोदय, रेल के बैगनों की चोरी या बगनों को तोड़ने का यह रोग देशव्यापे रोग है। माननीय कमलापति त्रिपाठी जी यहाँ बैठे हैं, ये नये नये रेल मर्ती बने हैं कोडरमा की तो बात ही छोड़िये, मरा क्याल है कि ये मुगलसराय की चोरी के भी नहीं बचा सकते, जो इन के नाक के नीचे रोज़ हो रही रहती है और कुरेशी साहब ने कई बार अपने मंत्रालय के अधिकारियों को लताड़ लगाई है गी कि इस तरह की चोरी क्यों होती है। लेकिन वह चोरी अभी तक लक नहीं सकी है।

इस से भी एक बड़ी बात यह है कि जब यह काल-एटेन्शन अखबार में लिपा और उस में लिखा गया कि इस से राजनितज्ञों का कुछ रिस्ता है, तो जब हमने का एटेन्शन दिया था, उस समय हमारे मन में यह डर था कि कहीं हम लोगों की पार्टी तो इस में शामिल नहीं

[श्री जनेश्वर मिश्र]

है। लेकिन आज जब मैंने मदरलैंड अखबार में देखा कि कम्युनिस्ट पार्टी ने अपनी बिहार शाखा के एक संसद सदस्य, जो इसी लोक सभा के सदस्य है, श्री चन्द्र शेखर सिंह उन पर यह आरोप लगाया कि इन वैगनों को तोड़ कर चोरी करवाने में उन का बहुत बड़ा हाथ रहा है, इस लिये उन को पार्टी से मुद्रित कर रहे हैं—तब जाकर हम लोगों को तसल्ली हुई कि चलो, इस चोरी में हम लोग नहीं हैं, बरना हम लोगों को बहुत डर लग रहा था।

अब मैं कुछ सवाल पूछता हूँ . . .

श्री भूल चन्द्र डागा (पाली) : आप को ऐसा शक क्यों हुआ?

श्री जनेश्वर मिश्र: इस लिये कि मैं लिखा हुआ था कि इस में पोलिटीकन लिंक है, उसमें मुझे आप पर भी शक था, सब पर शक था, ऐसा न समझिये कि केवल विरोधी लोगों पर ही शक था।

अब, अध्यक्ष महोदय, जैसे चोरियां हुआ करती हैं, चोरी अगर 10 लाख की होती है, तो थानेवाले उस को घटा कर 10 हजार कर दिया करते हैं, इस लिये कि उन की एट्री खराब न होने पाये। इस लिये पाच करोड़ की चोरी अगर बतलाई जाती है तो मद्री जी अपने जबाब में लाखों पर आ कर रुक जाते हैं, अपने जबाब में सही तस्वीर बतलाने से क्यों भाग रहे हैं?

दूसरा प्रश्न —मूल जबाब में रेल मंत्रालय ने कम्यूनिस्ट पार्टी का नाम क्यों नहीं लिया—यह सवाल आज है। हमारे यहां एक कहावत है चोर-चोर मौसेरे भाई। अब हमें शक होने लगा है—क्या यह आपसी रिश्तेदारी है? माननीय चन्द्र शेखर सिंह, संसद सदस्य, लोक सभा के इस सदन के पिछले 7-8 साल से मेम्बर हैं . . .

श्री भूलेन्द्र ज्ञा (बिहार) : हम इस तरह से उन को सख्त करेंगे—यह इन के दिमाग के बाहर की बात है, क्योंकि इन में भी सब के सब इस से ज्यादा काइम करने वाले मौजूद हैं . . . (व्यवधान) . . . [ये सभी चोर हैं, इस लिये ऐसा एकान नहीं ले सकते हैं . . . (व्यवधान) . . . अध्यक्ष महोदय, इन्होंने मेरी पूरी पार्टी के बारे में कहा है, इस लिये मुझे पीजीशन को एकसर्लैन्क करने की इजाजत दीजिये . . . (व्यवधान) . . .

श्री जनेश्वर मिश्र : क्या मि इने 8 सालों से ये पुलिस के सिपाही, ये जो आर० पी० एफ० के रक्षक कोडरमा स्टेशन पर थे, इन के ट्रास्फर के लिये कई बार कोशिश की गई और इस देश की एक राजनीतिक पार्टी, जिस पार्टी के मंसद मदस्य आज मोश्रित किये गये हैं—ये बारबार माननीय भूतपूर्व रेल मंत्री जी, जो अब स्वर्गीय हो गये हैं, उन के यहा पैरवी करने जाने थे कि इन का ट्रास्फर न किया जाये और स्वर्गीय ललित नारायण मिश्र बारबार उन की पैरवी पर उन के ट्रास्फर को रोक दिया करते थे? तो यह केवल राजनीतिक लिंक नहीं है—वैगन तोड़ने में, बल्कि इस समय देश में दून लोगों का जो लिंक बना हुआ है, वह लिंक अपनी जगह काम कर रहा है।

क्या मन्त्रालय को यह मालम है कि वैगन तोड़नेवाले इन आर० पी० एफ० के जवानों ने यह कुसूर आज ही नहीं किया है—21 जनवरी, 1974 को जब महाराष्ट्र के सवाल पर कोडरमा में वहां के लोगों ने रेलवे क्रासिंग पर धरना दिया था तो एक अधिकारी था—जो मैजिस्ट्रेट की हेसियत से आया था उस ने गोली चलाने के लिये आईर नहीं दिया, तब आर० पी० एफ० के इन जवानों ने कहा था—अगर गोली चलाने की इजाजत नहीं देंगे तो हम तुम को गोली मार देंगे। इस पर वहां गोली चली और उस में दो लोग मारे गये। श्री विश्व नाथ मोदी, जो वहां के विधेयक है,

उन के साथ 60 लोगों को जेल भेजा गया। इस तरह से भार० पी० एफ० के लोगों का मन बढ़ गया था—क्या इस की जानकारी आप को है? . . . (वशवधान) . . . वे एन्टी मैलेरिया विभाग के ग्राफिसर थे—जैन, जो वहाँ मैजिस्ट्रेट की डिप्टी कर रहे थे, वे वहाँ मैजिस्ट्रेट इन्चार्ज बनाये गये थे, बिहार में ऐसा सब कुछ होता है।

क्या इन आर० पी० एफ० के जवानों ने भूतपूर्व रेल मक्की, मैं उन का नाम अब नहीं लेना चाहता हूँ, क्योंकि अब उन पर आरोप लगाने का कोई मतलब नहीं होता—अभी हाल में उन के भा० जे की शादी में एक एम्बेसेडर गाड़ी उपाहार स्वरूप दी है? क्या इस की जा कारी आप को है, यदि नहीं है तो क्या आप इस के जांच करायेंगे? . . . (वशवधान) . . . इन आर० पी० एफ० के जवानों ने दी थी, जो कोडरमा में काम कर रहे थे। आज ही श्री विश्व नाथ मोदी ने, जो हम लोगों के प्रदर्शन के सिलसिले में यहाँ आये हुए है, मन्त्रे बताया कि अभी हाल में वह शादी हुई है और उस में एम्बेसेडर गाड़ी दी गई है। क्या इस की जानकारी आप के मन्त्रालय को है? देखिये—कहाँ तक भ्रष्टाचार चला है, केवल चन्द्र शेखर सिंह ही नहीं, दक्षिण आप के एक बरिष्ठ मंत्री—कुरेशी साहब, आप वह नहीं हैं—इस में हैं। क्या आप इस की जांच करायेंगे यह रिक्ता कहाँ तक चलता है? क्या जो पोलिटीकल लिंक इस में बना; आ है, उस के बारे में भी सफाई देंगे।

अब मैं एक बात और कहना चाहता हूँ—अभी कम्प्यूनिस्ट पार्टी के भोजनद्वारा जी एतराज कर रहे थे—लेकिन मैं पूरी ताकत के साथ, पूरी जानकारी के साथ कहना चाहता हूँ—बिहार के दरभंगा, मधुबनी और सरस्तीपुर में जितने जरायम पेशे लोग इस समय हैं, उन को कम्प्यूनिस्ट पार्टी ने अपनी पार्टी में भरती किया है और जो जेल में थे उन को

वहाँ जा कर सुविधायें दिलाया करते हैं। चाहे रेल का बैगन तोड़ने वाले हाँ या जराया करने वाले हाँ। सरकार उन के बिलाफ़ क्या कार्य-वाही करायेगी या क्या इसी तरह से दोस्ती का हाथ मिलता रहेगा और चन्द्र शेखर मिह, जिन को निकाला, है, वे बिरोधी हैं—मैं कहूँगा कि आप तो राजस्थान में दलवदनुओं को अपनी पार्टी में भेजे हो, दिल्ली की नगर पानिका में दो लोगों को ले दिया है और चन्द्र-शेखर सिंह को भी अपनी पार्टी में ले लो, इम में आप को क्या तकलीफ़ है।

श्री मुहम्मद शर्फ़ कुरेशी : स्पीकर माहब यह सही बात है कि कोई भी बान छिपायी नहीं गई है, जो वाक्यान और मूचना—मैं इस बक्त तक मिली है वह हम ने सदन को दी है। लेकिन यह हकीकत है कि यह रक्षक कोडरमा में तबदील किये गये थे और अपनी तबदीली को रोकनेके लिये इन्होंने कुछ खत्रत हमारे मिनिस्टर साहब को भेजे थे, जिस में एक खत श्री चन्द्र शेखर सिंह जी ने ललित बाबू को भेजा था 20-3-74 को 3 अगस्त तक ललित बाबू ने इस पर कोई कार्यवाही नहीं की क्यों कि वह नहीं चाहते थे कि इन लोगों को वहाँ से तबदील कर दिया जाय। और 3 मार्च के बाद दो भारा चन्द्र शेखर सिंह जी ने खत लिखा जिस में लिखा आप ने कोई कार्यवाही नहीं की। यह जो रक्षक है इन के बिलाफ़ केसेज़ किये गये हैं, उन के बच्चे भी स्कूल में पढ़ते हैं तो कुछ असें के लिये ट्रासफर रोक दिया जाय। क्यों कि इन को कोडरमा से गजटी तबदील किया गया, जैसा माननीय सदस्य को मालूम है गुरपा और गुजड़ी के बीच कोडरमा है। तो कोडरमा में जो आःट पोस्ट रेलवे प्रोटेक्शन फोर्म का था वह खत्म कर दिया गया था इसलिये लोगों को कोडरमा से बाहर जाना पड़ा।

उस पर ललित बाबू ने इन को 3-8-74 को खत लिखा :

[Shri Mohd. Shafi Qureshi]

"Please refer to your letter dated 20th March 1974 regarding the retention of Rakshak Shri Sheepukar Tiwari, Ram Lakan Sharma and Muktinath Singh at Koderma. I had the matter looked into and find that according to the reorganisation scheme which came into force with effect from 1st November 1973 no staff is to be posted at Koderma. The RPF staff at Gujandi is however detailed for duties on rotation basis at roadside stations including Koderma. Though the above named rashaks are attached to Gujandi outpost, they are provided with quarters at Koderma and as such there should be no difficulty in the education of their children. The counter court cases can be pursued by them while remaining at Gujandi which is not far from Koderma."

This clearly shows that the Minister did not agree to his request to transfer them back to Koderma but he said that they could get the education of their children at Gujandi and other facilities they have asked for can be provided. Subsequently when the representation was pressed by Mr. Singh and the plea was taken that the employees' children were studying, orders were issued that their transfer should be stayed in view of their children's studies upto March 1975 or the cases were finished, whichever was earlier. There is no favour shown to any person.

I have said that the hon. Member who had been pressing the case of these employees happens to belong to a particular party; it is not to say that the whole party is bad. I am not saying so.

SHRI PILOO MODY (Godhra): You also come to the same conclusion.

SHRI MOHD. SHAFI QURESHI: I say that it is rather premature at this stage to establish a link between Mr. Singh and those rakshaks. The revo-

veries have been made; the documents are there; nothing has been concealed.

श्री जनेश मिश्र : ऐस्वैसेडर गाड़ी का क्या है

श्री मुहम्मद शफी कुरेशी : उम के मतालिक हमें कोई डल्ला नहीं है।

श्री मनु लिम्बे (बांका) अध्यक्ष महोदय, आज सबैर "स्टेटमेंट" में मैंने काशीग्र अध्यक्ष श्री बस्ता का व्याप पढ़ा और उस में उन्होंने कहा है कि उन्मेट और इमेण्जन में पार्क करना चाहिए। उन्होंने कहा कि डिसेट तो ठीक है लेकिन डिसेण्जन खगव चीज़ है। लेकिन भ्राट आचरण किम श्रेणी में आना है इस के ऊपर उन्होंने कोई प्रकाश नहीं ढाला है। अध्यक्ष महोदय, अभी मरी महोदय ने कहा कि जिन के ऊपर छापा मारा गया और जिन को गिरफ्तार किया गया उन के पाग एक लाख रुपये से अधिक बढ़ मिला। आगे ग्राप ने कहा है कि जनवरी में वकर अक्तूबर तक तकरीबन इस इलाके में 16 लाख रुपये की चोरी हुई है। तो एक लाख रुपया मिला। चोरी हुई है 16 लाख 37 हज़ र रुपये की। तो तकरीबन 15 लाख रुपये की चोरी यह पकड़ नहीं पाये। मैं मत्री महोदय से जाना चाहता हूँ कि क्या जब यह छापा पढ़ा तो उस के कुछ घटा पहले गया के पुलिस अफसरों के जरिये इन सज्जनों को जानकारी दी गई थी कि छापा पड़ने वाला है। और इसलिये बहुत सरा माल जो इन लोगों के पास था वह जंगलों में या दूर दूर जा कर फेक दिया गया। और क्या जले हुए या अध जले नोटों के बंडल इस छापे में पकड़े गये

क्या यह बात की सही है, उन्होंने स्वयं कहा है कि कामजात और दस्तावेज़ पकड़ गये हैं, तो चन्द्रशेखर सिंह का नाम तो आप

ने ले लिया इस में कौन सी नई जानकारी दी । आज स्वयं कम्पनिस्ट पार्टी ने जो बयान दिया है उस में मुख्यत्वी के दो कारण बताये । एक यह बताया कि समद सदस्यों को मोटर गाड़ी खरीदने के लिये जा परमिट दिया जाता है और जिस पर प्रायरेटी वेसिपि, पर मोटर गाड़िया खरीदते हैं वह उन्होंने बेगन ब्रैंकर्स को दी और उस का इन्स्ट्रमेंटर इन्स्ट्रमेंटर गाड़ी उन्होंने खरीदी और उन वा दे दी । यह इन्होंने स्वयं आराप लगाया । उस में मर्डी महोदय ने बात मी नई जानकारी दी ।

हमरी बात स्वयं कम्पनिस्ट पार्टी ने कहा है कि चन्द्रशेखर मिह ने उन रक्षणों र द्रासफर रक्षावान के लिये प्रयाप किया । तो आप वाई नई जानकारी नहीं द रहे हैं । लेकिन जो यह बागज पर दे गय पुलिम नियमा वे अनुसार बया पचनामा नहीं किया जाना चाहिए । वे दोष्यर नाम भ जद है आग क्या एक एक आइटम वा बारे में मारी तफसील दिना जरूरी नहीं होता है ? तो ना । यह बागज पर । गद वहा धक्कीय पुलिम अपमरा वे दबाव भ जा टीम आप का गई थी आप ने खुद उन्हें बिया है रेड करने के लिये क्या उम ना यह नहीं बहा गया कि एक एक बागज, एक एक आइटम का तफसीलवार पचनामा मत करो ?

तो मैं सीधा सवाल मत्री महोदय से पूछना चाहता हूँ कि क्या इन कागजात मे ऐसे भी कागज थे जिन मे बिहार ने दो कागेसी ससद सदस्यों का सीधा उत्तरेख था । कम्पनिस्ट पार्टी ने तो कम से कम चन्द्रशेखर मिह को निवाल दिया लेकिन आप लोगों : बारे में मुझे बड़ा आश्चर्य हो रहा है कि उन दो ससद सदस्यों को आप ने अभी तक सस्पेंड नहीं किया है । दो बिहारी समद सदस्य इस मे इनवालड है । कम्पनिस्ट पार्टी ने बाल अटेशन एडमिट होते ही, चन्द्रशेखर सिंह को सम्पेड कर दिया । तो क्या इन दो कागेसी सदस्यों का इन कागजों मे नाम है ?

और अध्यक्ष महोदय, क्या उस में एक बिहार के गफूर मात्रिमडल के सदस्य का भी नाम है ? और क्या बिहार के और एक नेता का भी नाम है ? मैं नाम नहीं ले रहा हूँ उन मे से लिमी वा । मैं कांग्रेस अ रक्षा ग जम्हर पूछता कि अगर यह तरी जान, उ कम्पनिस्ट पार्टी वा मिल यसनी है त कागेस पार्टी का भी मल मरनी थी

श्री डॉ राम बहु (ग्रामड हावर)
नाम वहा नई जाना ।

श्री मधु लिमये । नाम नहीं बताउगा समय पर नाम आ जाएगा । चाग वा नाप है ।

श्री र्यो-र्मन बम अन्ध्राप्रद वा बता दीजिए ।

श्री मधु लिमये : नहीं । दो समद सदस्य एक गफूर मत्री मटल वा सदस्य और एक बिहार के नेता वा नाम है आग उक्षालन बन्धा न अभी तक उन वे बिलाक एक्शन नहीं लिया । उन वा तो विना है श्री माहन धारिया की । ठीक है । यह इन वा अन्दरनी मामला है, भ्रष्टाचारी को पदोन्नति दे दो और मोहन धारिया जी जैम लोगों का निवाल दो । ठीक बात है ।

अब जिस निवारी का आप ने उल्लेख किया, उस निवारी के पास से एक अत्युर्ण पत्र उन के अधर मे पकड़ा गया । इकम्पलीट लेटर रिटाइ बाई निवारी । (व्यवधान) वह इन्वम्पलीट था । उन के पास आधा लिखा हुआ पत्र पाया गया, जिस मे उन्होंने बहा था कि जिनना पैमा खर्च करना पड़े, मैं बरने को तैयार हूँ लेकिन यह जो मेरा तीसरी बाल द्रासफर हो रहा है, उस को मेरहबानी बर के लकवादए । मैं जाना चाहता हूँ कि क्या दो बार इन निवारी का द्रासफर कुछ ससद सदस्यों के दबाव के

[श्री मधु लिम्बे]

कारण, केवल श्री चन्द्र : २ सिंह ही नहीं
कुछ ससद सदस्यों के न्टर्न के कारण नहीं
खुलाया गया और यह कारण दिया, अध्यक्ष
महोदय, कि वह पहलवान है और इमलिए
वंगन-ब्रक्स को ठीक करने में लिए उन का
वहां रहना बहुत जरूरी है जबकि
खुद ये रेसलर माहब, ये पहलवान जो उस में
पूरी तरह से फसे हुए थे ।

दूसरी बात यह है, अध्यक्ष महोदय, कि
उस इलाके का एक पुनिस अधिकारी, वह
सब-इन्सपेक्टर है या इन्सपेक्टर है मुझ पता
नहीं है जिन का बड़ा रिजना एक समसद सदस्य
से है । वह काग्रेस पार्टी का मंस्वर है ।
अगर स्पीकर साहब आदेश देंगे, तो उन का
नाम भी मैं रख सकता हूँ लेकिन मेरा छ्याल
है अभी वे मुझे इस की इजाजत नहीं देंगे ।
अध्यक्ष महोदय, दूसरे एक डी० आई० जी०
साहब भी है । वे भी इस में फसे हुए हैं ।

अध्यक्ष शहीदय मंगी तरफ से इजाजत
है । रूल के मुताबिक एडवान्स इन्कार्मेशन
पहले दो ताकि मैं उन को पहले बना दूँ और
वे हाजिर हों यहां ।

श्री मधु लिम्बे : मैं मवाल पूछ रहा हूँ
कि क्या यह जानकारी मही है

Questions are asked to elucidate a
matter under discussion.

मैं इन्स्पेक्शन चाहता हूँ आप से कि क्या
उन के अन्डरग्राउन्ड पैमेंज बगेरह में मोटर
साइकिल या दूसरा सामान भी मिला है और
दो एम्बेसेडर गाड़िया केवल श्री चन्द्रशेखर
सिंह को जो दी गई व नहीं, एक और भी
एम्बेसेडर गाड़ी की बात है जो कि वडे पुलिस
आफिसर को दी गई है । मैं चाहूँगा कि मत्री
महोदय इन सभी चीजों के बारे में जानकारी
दे और आप से अन्तिम प्रार्थना है कि मेरा

जो प्रिविलेज का सवाल है, इस के बाद आप
उस को भी ले ले ।

अध्यक्ष शहीदय : अभी वह रह गया ?

श्री मुहम्मद शफी कुरेशी : सेन्ट्रल काइम
ब्यॉरो, जैसा कि मैंने पहले भी कहा है, रेलवे
महकमे में काफी असें पहले से हम बात की
जाच में लगा हुआ है कि कुछ खास एरियाज
में जो चोरी बढ़नी जा रही है, जिस में कोडरमा
का स्टेशन भी आता है, उसका पता लगाए ।
गोमो में ले कर गया, तक जिस में गुरपा
आता है, जिस में गुजरानी आता है और जिस
में कोडरमा का स्टेशन भी है, इस में एक चीज
नोटिस की है कि 1973-74 में यहां पर
10 लाख रुपये की चोरी हुई और एक माल
के प्रन्दर बढ़ कर यह चोरी 16 लाख रुपये
की हो गई और इस में एक बड़ी अधीब सी
बात यह दीखती है कि हड्डाल के दिनों में,
जितना हड्डाल का पीरियड है, उस में यह
बढ़नी गई । इस में मवाल यह है कि स्टाइकमं
जो में वे वर्गी तन्त्रज्ञाह के किन री देर तक चलते
रहे, कहा से उन्हे पै ना मिलना रहा और क्या
यह पैना वही था, इस में म नहीं जाना
चाहता ।

श्री जनेश्वर मिश्र : उसकी जाच
कीजिए ।

श्री मुहम्मद शफी कुरेशी : मैं जबाब
दे रहा हूँ, आप संहिते भन । . . (अध्यधार)

श्री राम रत्न शर्मा (बादा) : डस्ट
तरह के आरोप अगर लगाये जाये, तो आप
इनकी जाच करवाइयें ।

श्री मुहम्मद शफी कुरेशी हम ने जाच
शुरू की है और कुछ डाकमेंट्स जब्त किये हैं ।
हमारा जो क्राइम ब्योरो है, उसने और
बिहार सी०आई०डी० और बिहार पुलिस
से कुछ डाकमेंट्स जब्त किये हैं ।

अब सवाल यह था कि यह कालिंग एटेंशन हमें कल मिला। उसमें यह था कि किसी पालीटिशन का लिक तो इसके साथ नहीं है और उसमें हम ने यह देखा कि किसी एम० पी० साहब ने कोई खत किसी मिनिस्टर को तो नहीं लिखा है और हम ने देखा कि तीन खत हैं और श्री चन्द्रशेखर सिंह जी का खत हमारे पास इन आरिजनल बीजूद है, जिसका जवाब दिया हुआ है, हमारे मंत्री जी की तरफ से, ललित बाबू की तरफ से। वह वहां पर रिकवर हुआ है। बाकी तफसील कब्ल-प्रज-वक्त होने के भेरे पास नहीं है और यह कहना कि बाकी जो डाकूमेंट्स हैं . . .

श्री भगवान्न सिंहदेव : भेरे प्रश्न का उत्तर नहीं दे रहे हैं। कम्युनिस्ट पार्टी के सदस्य के बारे में जानकारी है लेकिन कांग्रेस के सदस्यों के बारे में कहते हैं कि इनके पास जानकारी नहीं है। इसमें गफूर मतिमंडल के एक मिनिस्टर भी हैं।

श्री मुहम्मद शफी कुरेशी : अब आपको हमदर्दी कम्युनिस्ट पार्टी से है।

श्री भगवान्न सिंहदेव : मुझ को बिल्कुल नहीं है, आप गलतफहमी में हैं। हम को हमदर्दी नहीं है न आपके ऊपर और न इनके ऊपर।

प्रध्यक्ष बहोदय : आप बीच में गुफ्तगू करने लगते हैं और न इधर होता है और न उधर। जो निकलेगा, निकल जाएगा। चलने दो, कहीं छिपी रह सकती हैं ऐसी बातें।

श्री मुहम्मद शफी कुरेशी : जो डाकूमेंट्स जब किये गये हैं, उनकी तफसील बाकायदा कासिल कर के हाउस के सामने रख दें। मैं तो यह समझता था कि यह कालिंग एटेंशन इस गर्ज से उठाया गया है कि रेलवेज में जो चोरी होती हैं, उनको कम किया जाये और उनको कैसे रोका जाये, इसको देखें।

लेकिन ऐसा लगता है कि आपको इनमें दिलचस्पी कम है और गन्द उछालने में ज्यादा दिलचस्पी है।

श्री भगवान्न सिंहदेव : मेरा प्वाइंट आफ आडंडर है। मेरे जो प्रश्न थे, उनका उत्तर नहीं दिया और मेरे ऊपर अभियोग लगाया गया है। यह बेशर्मी की हड है। आप के ससद् सदस्य उसमें फसे हुए हैं और आप बेशर्म हो कर मेरे ऊपर अभियोग लगाते हैं?

SHRI B. R. BHAGAT (Shahabad): Sir, I rise on a point of order.

MR. SPEAKER: No point of order on a Calling Attention.

श्री जनेश्वर मिश्र : उन का भी प्वाइंट आफ आडंडर सुन लीजिए।

SHRI B. R. BHAGAT: It is not on the Calling Attention. I say that the House is being conducted against the rules. That is my basic point of order. You have to listen to this.

MR. SPEAKER: How is it that the House is conducted against the rules?

SHRI B. R. BHAGAT: How can I explain it unless you give me an opportunity? As you know, I am not in the habit of getting up and raising point of order every now and then. So, I am sorry, you said "No". Rule 197, which deals with Calling Attention, says in sub-rule (2):

"There shall be no debate on such statement at the time it is made."

A member can only ask a question.

SHRI JYOTIRMOY BOSU: Sir, are you allowing this point of order?

In the past, we have many instances where brief speeches were made... (Interruptions)

MR. SPEAKER: He is already on a point of order. I am not calling you.

SHRI B. R. BHAGAT: The rule clearly says that a member can only ask a question with the permission of the Speaker. According to me, my hon. friend, Shri Madhu Limaye, did not ask a question. He made allegations against the whole party, the Congress party....

SHRI MADHU LIMAYE: Not against the whole party.

SHRI B. R. BHAGAT: He said, there are two Congress Members, one Member from Bihar and one leader... (Interruptions) He was asked to give the names. He said, "I will not give the names." He was making allegations against the entire Congress party and, particularly, the Congress Members from Bihar... (Interruptions).

My point of order is that in the garb of a question, an allegation is made. I am sorry to say that the Minister also ignores that. He does not answer whether it is a fact or not. So, a doubt has been cast on all the Congress Members of Bihar. You, Sir, as the Speaker also, keep silent about it. It is the duty of the Speaker to see that the honour and the conduct of Members is protected. Either this question must be cleared or Mr. Limaye should withdraw the allegations.

SHRI JYOTIRMOY BOSU: Sir, to my utter distrust, I notice that a right which you have perpetually denied to Opposition spokesmen without exception almost, you have allowed that to a Congress Member. Not only that. In the name of a point of order, you have allowed him to make a speech. Let it go on record. I only want this to go on record, to my utter distrust, that in this House, no uniform standard is being practised by the Chair.

MR. SPEAKER: Any other points against the Chair? You are welcome to do.

श्री भगवत सा आजाद (भगवत्पुर) : जो वे ईमान होता है उसको दानधा बैर्डमान नजर आनी है। (Interruptions).

MR. SPEAKER: Shri Bhagirath Bhanwar.

SHRI B. R. BHAGAT: What about my point of order?

MR. SPEAKER: I do not treat it as a point of order. We follow the practice.

SHRI B. R. BHAGAT: Can any hon. Member make any allegation by way of putting a question?

MR. SPEAKER: Nobody can make an allegation. He did not mention anybody's name. I asked him if he could give the names to me with any advance information. He keeps it for future. If he had mentioned anybody's name, that was different. I do not think he mentioned the party as a whole.

SHRI B. R. BHAGAT: He mentioned Congress Members from Bihar. There are many Congress Members from Bihar. (Interruptions).

अध्यक्ष महोदय : जब उन्होंने कहा कि दो मेस्वर हैं तो कहा गया है कि उनके नाम दें।

He said that he would submit later on. There was nothing wrong about it.

अब खामखाह क्यों आप शोर करते हैं। अबल तो आपकी दाढ़ी नहीं है और जिसकी दाढ़ी में तिनका है वह बता दे।

श्री दरबारा सिंह (होशियारपुर) : वर्ग दाढ़ी वालों के शहीद हो सकता है।

श्री सतपाल कपूर (पटियाला) : क्या यह हक दाढ़ी वालों का है?

अध्यक्ष भाष्यक : मुझे तो किसी में नजर नहीं आ रहा है। अगर है तो आप ही बता दें।

श्री भागरथ अंबर (आदुआ) : विहार बहुत बदनाम हो रहा है। श्री चन्द्रशेखर मिह की बात आई। कुछ और लोगों के नाम भी आए। रेलों को पहले से बहुत घाटा हो रहा है। समय समय पर रेलवे सलाहकार समिति में भी रेल मंत्री जी का व्यान इन चोरियों की ओर खोचा जाता रहा है। यह केवल कोडरमा की बात नहीं है। देश के और हिस्सों में भी रेलों में इस प्रकार की चोरियां होती हैं जिन की चर्चा कभी कभी तो यहां हो जाती है और कई बार नहीं होती है। ये जो चोरियां हो रही हैं इसके सम्बन्ध में जो कुछ भी जांच हुई है या की जा रही है उस में क्या केवल रेलों के आर को का हाथ है या रेलवे सुरक्षा दल के कुछ अधिकारियों का भी इन में हाथ है? इस सम्बन्ध में जो जानकारी मंत्री जी को मिली वह भी उन्होंने सदन को नहीं दी। लिमये जी ने कहा कि कुछ राजनीतिक नेताओं का, संसद सदस्यों का भी इस में हाथ है। उसकी भी जानकारी मंत्री जी को मिल गई है। लेकिन वह उसको देने के लिए तैयार नहीं है। मैं जानना चाहता हूँ कि क्यों वह सदन से इन बातों को छिपाना चाहते हैं और क्यों नहीं जो चीज देश के तथा रेलों के हित में है वह सदन को देना चाहते हैं? क्या वह अब भी पूरी जानकारी देंगे?

चोरियों की रोकथाम करने के लिए रेलों में सुरक्षा दल होता है। सब जगह चोरियां होती हैं, छूटपुट चोरियां तो हर जगह होती हैं। चूंकि सुरक्षा दल इन को रोकने में असफल मिल हो रहा है इस बास्ते में जानना चाहता हूँ कि क्या आप कुछ और व्यवस्था इनके सम्बन्ध में करने जा रहे हैं, क्या रेलवे सुरक्षा दल के माथ आप प्रान्तीय दल को नत्यी करेंगे या कोई और व्यवस्था करेंगे ताकि इन चोरियों को रोका जा सके?

विहार में हालत बड़ी खराब है। वहां आदोलन चल रहा है। जे० पी० को बदनाम किया जा रहा है। अब जबकि हालत बहुत खराब हो गई है क्या सरकार सोचेगी कि बिहार की सरकार को हटा दिया जाए और कोई दूसरी व्यवस्था वहां की जाए?

13.00 hrs.

इसके साथ साथ में यह जानना चाहूँगा कि मंत्री जी जो भी जांच कर रहे हैं, उसके बाद अगर कोई ऐसे नाम प्राप्त हों जो कि राजनीतिक पार्टी के लोग हों तो उनके नाम क्या सदन को बतायेंगे। और कब तक बतायेंगे?

श्री मुहम्मद शफी कुरेशी : जैसा मैंने पहले कहा—पुलिस की तहकीकात में जो कागजात जब्त किए गए हैं या जो मालूमात उनको मिलेगी उसकी तमाम इतिला हाउस को दी जाएगी। इसमें पर्दा करने की, छिपाने की कोई जरूरत नहीं है। लेकिन हमें अफसोस इस बात का है कि हर मामले को उल्टाकर पोलिटिकल रंग देकर असल मामले को भुला दिया जाता है। अगर आप चाहते हैं कि इस मामले में हमारी मदद करें तो माननीय सदस्य के पास जो इतिला है वह हमें दे दे और हमारी मदद करें।

जहां तक रेलवे में चोरी का सवाल है, इसमें रेलवे के कर्मचारी भी जरूर हैं, बाहर के लोग भी हैं और वे भी हैं जो चोरी के माल का इस्तेमाल करने हैं। इस चोरी क. रोकथाम के लिए इस किस्म की कार्यवाही की गई है। मुझे यकीन है कि माननीय सदस्य इसमें हमारा हाथ बांटायेंगे और जो इतिला उनके पास है, उसे हमें देंगे ताकि हमें इस काम में महायता मिले।

SHRI VASANT SATHE (Akola): I will not go into the question of these allegations and counter allegations of a political nature that were injected into the question by my friend...

SHRI MADHU LIMAYE: Please read the Call Attention for a change.

SHRI VASANT SATHE: Some political parties or persons may be involved or linked. It has been stated in the question itself, But to make allegations against members of a particular party ..

AN HON. MEMBER: Wild allegations.

SHRI N K P. SALVE (Betul): In violation of rules

SHRI VASANT SATHE:...without naming them is not fair. He particularly said that members of the ruling party and who are members of Parliament and from Bihar are involved but he does not name them. But I am thankful to you that you have reduced the question only to those having beards. That at least reduces the area. But I do not know how many persons from Bihar have beards

SARDAR SWARAN SINGH SOKHI (Jamshedpur): rose—

SHRI DARBARA SINGH: His beard cannot hide even a small thimka.

MR SPEAKER: I think the gentleman at your back has offered his beard to be searched

SHRI VASANT SATHE: Therefore, I am also surprised when Shri Limaye named a big leader of Bihar who does not belong to any political party. Now, I do not know which big leader he was referring to because he only said a 'Bada Neta' ...

SHRI MADHU LIMAYE: Why are you misquoting me? I never said 'A Nirdaleeya Neta'

श्री वसन्त साठे : आप नाम लेने नहीं हैं कि कौन बडा नेता है, हम यह क्या समझे। मध्य लिमये साहब की जो आदत है कि नाम न लेते हुए दोषादेश करते जाना और हवा में छोड़ देना, और कहें। भी जावर बैठ जायें, यह उनकी

आदत बुरी है और बहुत पुरानी है। इस आदत से ये बाज नहीं आयेंगे, यह हमें मालूम है।

लेकिन मैं मिनिस्टर साबह से यह कहूँगा की सबल दूसरा है। यहा इतने बडे पैमाने पर चोरी हुई, आपने जो इशारा किया कि बह स्ट्राइक के दरम्यान, तो कुछ दादा लोग, मुड़े लोग जो आर० पी० एफ० में भी हैं और ये, अभी उन्होंने कहा पहलवान, तो ऐसे गुड़े मिल-कर कहीं स्ट्राइक को मदद करने के लिए चोरी तो नहीं कर रहे थे? इसकी भी जरा जांच कीजिए।

स्ट्राइक के महान नेता कौन थे—जांच फर्नांडीज। वह किन पार्टी के थे इसी से यह सारा सिलसिला लग जाएगा। इसलिए इसका भी पता लगाना चूर्णी है कौनसी पार्टी के लोग और किस नेता के अनुयायी रेलवे कर्मचारियों के साथ इस चोरी में मिले हुए थे?

मैं यह भी जानना चाहूँगा कि सारे देश में ट्राइक के दरम्यान कितनी चोरी हुई, कहा-कहा हुई और कौन-कौन लोग उसमें इन्वाल्ड थे? इसका भी क्या आप पता लगा कि हमें जानकारी देंगे?

श्री मुहम्मद शफी कुरेशी : दोनों बातें जो इन्हाने कहीं कि जो माल चोरी हुआ और इस माल से जो रूपया बसूल हुआ वह किस तरीके से इसेमाल किया गया इसकी भी जांच हो सकती है इसमें रुकावट नहीं है। जो टोटल चोरी रेलवे में होती है वह आपको मालूम है कि करीब 20 कर.ड रुपए की चोरी हर साल होती है। लेकिन कुछ संक्षेप में है जहा चारी बढ़ती गई और चोरी के माल के खरीदार भी बढ़ते गए और गुड़े भी बढ़ते गये हैं। हम इसकी पूरी जांच कर रहे हैं और इसके खिलाफ जो कार्यवाही करनी है, वह कर रहा है।

13.05 hrs.

PUBLIC ACCOUNTS COMMITTEE
HUNDRED AND THIRTY-SEVENTH REPORT

SHRI JYOTIRMOY BOSU (Diamond Harbour): Sir, I beg to present the Hundred and thirty-seventh Report of the Public Accounts Committee on paragraph 43 of the Report of the Comptroller and Auditor-General of India for the year 1972-73, Union Government (Civil) relating to the Department of Supply regarding Purchase of Blankets.

श्री भोगन्न धर्मा (जयनगर) : कालिंग घटेशन में जो मैटर उठाया गया, उसमें जो नाम निया गया है और पार्टी के बारे में जो बात कही गई है, मैं चाहूँगा कि उम का जवाब है।

MR. SPEAKER: I have passed on to the next item

13.07 hrs.

STATEMENT BY SHRI MOHAN DHARIA ON HIS RESIGNATION FROM THE COUNCIL OF MINISTERS

MR. SPEAKER: Mr. Mohan Dharia, earlier I received the gist and points of your speech, but I received this statement while sitting here and I have not been able to see the statement, but you can read that.

SHRI JYOTIRMOY BOSU (Diamond Harbour): I request that the same may be circulated to Members.

MR. SPEAKER: It came to me while I was sitting here.

Mr. Mohan Dharia.

SHRI MOHAN DHARIA (Poona): Mr. Speaker, I rise to discharge a painful parliamentary duty which is

cast upon me. It cannot be a pleasure to make this personal statement to explain the situation in which I resigned from the Central Council of Ministers. I am on my legs with full sense of responsibility and accountability towards this august House and to the people of the country.

Sir, to make my statement explicit to the Hon'ble Members of this House, I reproduce from the Prime Minister's letter of March 1, 1975 received by me at 1.15 PM on March 2:

'I have been astonished to read newspaper reports of some of your speeches and also your reply to the letter of the Maharashtra Pradesh Congress Committee. It is obvious that your views on this issue are not in conformity with the thinking of the Congress Party.'

If you had any doubts was it not your duty to convey them to me? In the circumstances it is not proper for you to continue in the Council of Ministers. I am informing the President accordingly.'

After the receipt of this letter, I immediately sent my letter of resignation to Rashtrapati which is as follows:

'I have just received a letter from the Prime Minister, copy of which is attached herewith. Had the Prime Minister shown the courtesy of indicating me her intention, either directly or indirectly, I would have immediately and willingly tendered my resignation. This letter of mine may kindly be treated as my resignation from the Council of Ministers of the Government of India. I will offer my comments in this matter either through a statement to be made in Lok Sabha or through a press conference.'

[Shri Mohan Dharia]

Sir, broadly I will dwell on the points raised in the Prime Minister's letter with other related circumstances.

Sir, we are living through critical times. This nation is facing unprecedented problems; the economic, social and political situation is in a state of ferment. I am fully convinced that I have to respond to this situation in a restrained manner. I was astonished and pained to read from the letter of the Prime Minister that I have not conveyed my differences of views to her. It has also been said that I do not share the policies of the Congress Party. I have not been able to understand the basis of these conclusions. Just to put the record straight I want to state that I have used the party forums and other avenues to make my views known to the Prime Minister and other dignitaries of the party to which I have the honour to belong. As early as November 19, 1974 I had sent a letter to the Prime Minister along with my note and requested her to take up the matter at the Narora Camp with a view to evolving a time-bound programme of action. I had suggested that integrated battle on social, economic and political fronts will have to be fought if we are to succeed against the reactionary forces in the country. I have expressed these views in my statements, speeches and public utterances. My letter of February 28, 1975 to the Prime Minister further elaborates my views. I wrote this letter after I endeavoured to get an appointment since 11th February, which could not materialise. I have made all possible efforts to keep her posted with my thinking. Even on most delicate and complicated issues I have ventured to express my opinion frankly to the Prime Minister. On October 7, 1974 I personally conveyed my feeling that the continuance of persons with dubious reputation in the Ministry would erode the credibility of the Government. I had no misgiving about the effect of my suggestions and requests but in a democratic set-

up I thought it my duty as a colleague to suggest the way out. It is unfortunate that very often these suggestions were not given any consideration and were ignored. On the contrary it resulted in growing misunderstanding. Any democratic or other system, where corruption is protected and honesty is penalised cannot endure for long.

Sir, to me democracy does not mean a mere tool to acquire political power and to hold it. It is a system meant to involve people in determining and running the course of country's administration with a view to achieving the objectives of the Constitution and the struggle for freedom in which the whole nation joined. The administration is expected to absorb certain ethical norms and should be responsive to the people's urges and their grievances. It is essential for the survival of this system. In any slowing down of these basic values, the democratic system loses not only its vigour but also its face. To adopt a callous attitude towards rising doubts in the public mind is easy but to ignore them is very dangerous. With this understanding I had no other option but to raise my voice at times even at the risk of being misunderstood. It may be easy to suppress the dissenting voice but surely it does not help the democratic functioning. In democracy we derive our strength and authority from the people. If this very source dries up, its decay is inevitable. The strength of this system is directly linked with the people's confidence in the honesty and integrity of those who are at the helm of affairs and also with their spontaneous conviction in the purposefulness of the functioning of the system. If this faith dwindles there will be nothing left except frustration and despair which ultimately leads to chaos and anarchy.

After 1967 we witnessed such a spectacle when in many places uncertain situations occurred. The conclusion in the Congress Party in 1969 was the result of this situation. As a humble worker of the party, I also

contributed my mite to restore the faith of the people in the Congress and also in the very structure of parliamentary democracy. Under the able leadership of Shrimati Indira Gandhi the faith was restored and people extended their unflinching support which was reflected in the Lok Sabha election results of 1971 and Assembly elections of 1972. The period between 1969 and 1971 was one of making promises and giving assurances to the people in the new situation. In my view the period starting from the year 1971 should have been marked by the determination of the Congress and the administration to enter upon an era of performance, not only convincing to us, but to the people. The Congress election manifestoes of 1971 and 1972 and the resolutions of the party and the utterances of the Prime Minister are the charter of action on issues like poverty, unemployment, rising prices, non-availability of essential articles of mass consumption and the need for massive distribution system, elimination of social and economic disparities, curbing of growing monopolistic trends, removal of regional and other imbalances by paying special attention to economically backward areas and weaker sections of our population, eradication of black money and corruption, implementation of land reforms, changes in educational system, the overhauling of the administrative apparatus and the urgent task of electoral reforms. These programmes were projected to get the willing co-operation of the people to tackle these problems. These commitments to the people were made with the full knowledge of the hurdles that were bound to come in the way of implementing these programmes. Sir, if these very programmes are taken up by other political forces or individuals, how can we go back on our own assertions and reject a meaningful dialogue for the implementation of these policies and programmes? In my view such a dialogue is the essence of parliamentary democracy.

Parliamentary democracy hinges on very delicate balance. If we have

to run this system, we have not only to give opportunity to the opposition to criticise and attack us but we will have to instil a feeling in them to be co-partners in the nation-building activities. To-day we are too much engrossed with the problems of a small section of our people. The elitist politics of today is more concerned with the niceties of political manoeuvres and the whole energy is being frittered away in gaining a point over adversaries. We must remember that we are the representatives of a poor nation. Seventy per cent of our people are illiterate. The number of illiterates has steadily gone up during the last 27 years of our freedom.

About two thirds of our people are living below the poverty line. Out of 120 million people, who live in urban areas, nearly 30 millions have filthy slums or foot-paths and hume pipes as their dwelling places. Lakhs of our younger people, both educated and uneducated, are deprived of any opportunity to participate in the production processes and are denied to earn a dignified living. They have at present neither a feeling of participation in nation-building activities nor can they look forward with hope for a fuller and richer life for tomorrow. This situation has caused enormous social tensions and strains. Even before the present movement led by Shri Jayaprakash Narayan, there were sporadic acts of violence and unrest at many places. If these problems remain, agitations are bound to grow. It is nothing but an expression of the surging albeit suppressed feelings of young men. If we have to remedy the situation, our emphasis should be on solving the problems. Over-politicalisation of the issues will further complicate them. Instead of having a solution, if we get involved in acrimonious debates, we may be driven away from the objective. It is for this reason that I ventured to suggest a policy of national dialogue and consensus on burning problems. I fail to understand how this approach goes

[Shri Mohan Dharia]

against the accepted policies of the Government, the Party or the basic tenets of parliamentary democracy.

Sir, the Prime Minister in her letter has made a reference to my reply to the President of the Maharashtra Pradesh Congress Committee. I shall not like to go into the political considerations of the letter and the reply thereto. But it will not be out of place if I quote from the letter which is relevant to this point.

"It calls for a very serious dialogue. This view of mine is also consistent with the philosophy of our party. While addressing the Congress Parliamentary Party meeting on February 15, 1975 (the very day you released the letter to Press) our Prime Minister advised the party members to have a dialogue with opposition Members with a view to avoiding acrimonious debate and confrontations. In the Presidential Address delivered by Rashtrapati ji only day before yesterday, i.e., on 17th he said:

I appeal to all sections of the people to ponder seriously over these fundamental issues, offer positive and constructive suggestions and criticisms and co-operate with the Government in working out national solutions. This is the democratic way. Any other way will lead only to chaos and disillusionment."

The policy enunciated by Rashtrapati ji is the well considered policy of the Central Government and the Congress Party and I have committed no offence in making that demand in the Congress Camps and even outside. I would like to reiterate that whatever I have said is absolutely in the interests of the country, democracy, our Party and the Prime Minister. If it is a crime, I openly confess that I have com-

mitted the crime and in the interests of the country and democracy, whenever necessary, at any cost or sacrifice, I shall fearlessly and repeatedly commit the same."

If a suggestion is made by the President and the same view is expressed by the Prime Minister I have every right to feel that my plea for a national dialogue with opposition parties including persons of the stature of Shri Jayaprakash Narayan is neither against the accepted policies of the Party nor aimed against parliamentary democracy. It is all the more necessary in meeting the present situation which is facing the nation. In a period of growing distrust and discord, it is the duty of parliamentary institutions to be the radiating points to generate mutual co-operation and goodwill in the minds of the people. To have conciliation and compromise for implementing national objectives is not a crime. In my speeches or in my stand on public issues I have not given any quarter to the reactionary and obscurantist forces nor have I ever pleaded for any clemency to those who stand in the way of achieving our national objectives. I have been of the view that the co-operation of all such parties and people should be sought who are willing to contribute in the implementation of the policies in the interest of the common man. I did try to lift these issues and objectives from the narrow confines of political labels, debasingly used to control the levers of power.

I am constrained to mention that some friends who claim to help us in accelerating the process of implementation of policies have thought it proper to use it for their own political ends. When they find my views inconvenient, they do not hesitate to indulge in the worst type of personal vilification. It will be in their own interest if my friends in the CPI realise, even at this stage, that any attempt to trade in the difficulties of the Congress Party and to aspire to

share power through political machinations will prove disastrous. It is a sad spectacle that the CPI can conveniently ignore policy deviations but has developed a tendency to make a big issue of certain trivial matters, which really do not count in the larger perspective in achieving our goal.

SHRI BHOGENDRA JHA (Jainagar): Mr. Speaker, Sir ...

SOME HON. MEMBERS: No, no
 (Interruptions)

MR. SPEAKER: Do not interrupt him. He is not yielding.

आप राजवट न कारा ।

SHRI MOHAN DHARIA: I am not yielding.

SHRI BHOGENDRA JHA: If he is accusing the Communist Party, you must allow us to explain the position

SHRI SHYAMNANDAN MISHRA (Begusarai): I agree with him that there should be a discussion of his statement.

PROF. MADHU DANDAVATE (Rajapur): When the Prime Minister does not get provoked, why is the CPI getting provoked?

MR. SPEAKER: No interruptions please.

आप शांति से सुनिए ।

After all, all others are listening. This is very wrong. Listen to him. Let him finish.

आप भी सुनिए, वह भी तुम रहे हैं कायेम वाले ।

SHRI BHOGENDRA JHA: He does not belong to the CPI; he belongs to the Congress.

SHRI MOHAN DHARIA: They seem to be engaged in exaggerating differences on unreal and imaginary issues and thus indulging in a sinister design to furnish the image of the Cong-

ress Party and its honest and tried workers and leaders. With all the camouflage, they cannot conceal their real face from the people. It is bound to be exposed and in the process they will lose all that they think they have acquired by taking unprincipled positions.

Sir, ever since I joined the Council of Ministers, I have sincerely tried to fulfil the task entrusted to me. There is no denying the fact that on many occasions I differed with my leaders and with my senior colleagues as happens in democratic system. However, I may assure this August House that I have never deviated from my commitments to the country and to the people, whom I have the honour to represent. Here I am making a mention of my own constituency the Poona City Parliamentary Constituency I presented my views and suggestions in writing to the Prime Minister at the time of the mid-term appraisal of the Fourth Five Year Plan. Soon after 1972 General Elections I submitted a note on time-bound action programme for the Central and State Governments and the Congress Party with a view to fulfilling the commitments made to the people. I also submitted a note on the involvement of the people in the process of planning. In September, 1972, I submitted a paper "Rising prices, essential articles and commodities of mass consumption and their distribution." I insisted on serious discussions and decision. I felt that the Government has a moral responsibility to make available the essential articles and commodities at reasonable prices to the common man which is all represented in my report on this subject. I submitted by Report in December, 1973. I am not aware of what has happened to my own report which is considered to be one of the important reports.

SHRI NOORUL HUDA (Cachar): We raised this matter on the floor of the House.

SHRI MOHAN DHARIA: At the Bidhan Nagar (Calcutta) plenary session of the AIICC, a categorical assurance was given to the educated youth that a programme to generate half-a-million additional jobs for the educated unemployed will be taken up every year. I was put in charge of the cell created in the Planning Commission for this purpose. I made all possible efforts to formulate and implement this programme. To my great regret, no provision has been made for new schemes in the budget for the year 1975-76. I also drew the attention of the leadership to the assurance to implement programmes like Environmental Improvement Schemes, Housing for Weaker Sections and house-sites for the landless and to provide adequate amounts for their implementation as envisaged in the Narera programme. Unfortunately there is no adequate provision for the same. It is regrettable that my efforts in this direction not only failed but were not taken in the right spirit.

In this grave situation the parliamentary institutions seem to be satisfied with routine functioning and shadow-boxing. Challenges are urgent, situation serious and stakes are very high. We cannot afford to be complacent. The younger people are restless. They want to discover their own destiny. The present challenges can be an opportunity, provided there is cohesive effort to mobilise the youth for the socialist advance. This opportunity can be availed if these parliamentary institutions become the true symbol of their hopes and aspirations.

Sir, may I place on record my feelings of gratitude to you, to the Chairman of the Rajya Sabha, to the Prime Minister, my colleagues in the Government and in Parliament and also to the members of my staff and also the staff of Parliament for their kind-co-operation and affection which they extended in abundance during the tenure of my office.

In the hope of a better deal, the people have extended to the point of extravagance their support to the Congress Party. They are still ready to sacrifice and suffer for the common good. Their endurance is tremendous. But they will refuse to bear up any more with a situation when promises have been forgotten and hopes shattered. I strongly feel that such a situation should not be allowed to develop. As I see the writing on the wall, I feel it all the more intensely my national duty to raise my voice for the carrying out of our party's programmes. I have made all endeavours and strained every nerve for the common weal and shall continue to do so, regardless of risks involved. I am always prepared to pay any price for the values I have cherished and fought for. No hurdles can deter me from the charted path, hallowed by the supreme sacrifice of our martyrs. Mr. Speaker, Sir, I have seen my friends and colleagues falling without the slightest hesitation at the altar of the Motherland. I have seen those dead bodies in the pool of blood and I have taken the oath and therefore no sacrifice is supreme for me. It is all immaterial for me, whether I am a Minister or not. It is the glorious memories of their sacrifice and suffering, and not the position of power, which is the source of my inspiration. Limitations are many and constraints are formidable, but let me assure you, Sir, that every struggle steels my determination ever more to recapture the spirit of the Freedom struggle.

I shall end by reminding the call given by Swami Vivekananda to the youth of this country. He said "you have read-भाज्ञदेवो भाज्ञादेवो भ—Look upon your mother as God. Look upon your father as God". But I say, "दरिद्रेवो भव मर्खदेवो भव—The poor, the illiterate, the ignorant, the afflicted—let these be your Gods. Know that service to these alone is the highest religion".

Sir, I would like to submit with your permission that whatever I have said is not out of any anger. It is out of my anxiety, it is out of my agony, for the progress and prosperity of my country and democracy. I am thankful to you for allowing me to lay on the Table of the House the papers, a list of which I have sent to you. I will simply read, with your permission, the list of the papers I am allowed to lay the Table of the House:

- (i) Copy of the letter of March 1, 1975, from the Prime Minister.
- (ii) Copy of my letter written to Shri Fakhruddin Ali Ahmed, President of India (and copy endorsed to the Prime Minister) on March 2, 1975, at 1.30 p.m.
- (iii) Copy of my letter of March 2, 1975, sent to the Prime Minister, along with the copy of my letter sent to her on February 26, 1975.
- (iv) Copy of letter of February, 13, 1975, received from the President of the Maharashtra Pradesh Congress Committee.
- (v) Copy of my reply of February 19, 1975, to the President of the Maharashtra Pradesh Congress Committee.
- (vi) Copy of my note "Explosive Situation and the Way Out", on the basis of which I have made my statement at various camps and outside.
- (vii) Resume of my speech delivered in the series of lectures organised by the Harold Laski Institute of Political Science, Ahmedabad, of March 1, 1975.
- (viii) Copy of my letter to the Prime Minister dated 19th November, 1974.

Sir, I am grateful to your and to the whole House for giving me this patient hearing. Thank you very much.

13.40 hrs.

The Lok Sabha adjourned for Lunch till Thirty Minutes past Fourteen of the Clock.

The Lok Sabha re-assembled after Lunch at Thirty-four Minutes past Fourteen of the Clock

[MR. DEPUTY-SPEAKER in the Chair]

श्री जनेश्वर मिश्र (इल द्वाला) : उपाध्यक्ष महोदय, हम ने नोटिस दिया है कि इस पार्लियामेंट के इं-गिर्द दफ्ता 144 लगी है और सारे देश में जन के इरानिष्ट जवार्दस्ती सरकार कैसिल कर रही है। रेल पर से टूटला में लोगों को उत र लिया गया है और लोगों को आते नहीं दे रहे हैं। उसके बावजूद यहां जनता आ रही है। इनको गढ़ी खाली करनी पड़ेगी। आप गृह मंत्री तो कहें कि वह इस बरे में बयान दें। अगर प्रधान मंत्री को हिम्मत है तो देश भर की जनता यहां आ रही है बह उस का सामना करें। (ध्वनि.न)

हम लोग रेल बजट पर बहस करने जा रहे हैं और रेल मंत्री श्री कमलापति विपाठी यहां बैठे हुए हैं, लोगों को टूटला स्टेशन पर उतारा जा रहा है। उनसे पूछा जाता है कि आप डेमान्स्ट्रेशन में जा रहे हैं तो इजाजत नहीं मिलेगी। यह हरकत बन्द होनी चाहिए। हर बस पर 1,500 रु० लैबी ली जा रही है। आखिर यह सरकार जनता की है या तानाशाह सरकार है।

MR. DEPUTY-SPEAKER: I am not able to follow what he wants to say. If he wants to make a brief submission, let him do so in one or two sentences. He should not shout like this.

श्री जनेश्वर मिश्र : उपाध्यक्ष महोदय, हम ने नियम 377 के तहत अध्यक्ष महोदय को नोटिस दिया था। देश भर में जहां से भी

[श्री जनेश्वर मिश्र]

कल के प्रदर्शन के लिये बसेज आ रही हैं। उनके मालिकों को बुला कर प्रान्त की सरकारे, जिलों के कनेक्टर और पुलिस कप्तान यह धमकी देने हैं कि अगर तुम प्रदर्शन में अपनी बस ले जाओगे तो तुम्हारा चालान किया जायगा।

आज सुबह खबर मिली है कि जो योई भी रेल में चर रहा है, रन मुक्कमें का हिंदायत दी गई है कि लोगों को चान में राका जाय। टूटना में 8 से ज्यादा लोगों को उतार लिया गया। समव भवन के चारा तरफ दफा 144 लागू है। पटेल चौक से इधर जनता नहीं जा सकती है और उधर बोट कलब तक। अगर हिम्मत है सरकार में तो जनता का मुकाबला करे और दफा 144 हटाये।

श्री कृष्ण चन्द्र पांडे (खलीलालाद) उपाध्यक्ष महोदय, विरोधी दलों का एक पेशा हो गया है कि रोज़ सरकार के ऊपर किसी न किसी प्रकार वा आरोप लगाया जाय। मैं विरोधी दलों के नेताओं से अपील करना चाहता हूँ कि बिना टिकट यात्रा बन्द करा दे। जबर्दस्ती लोगों को लाना बन्द कर दे। इन्होंने बहुत सी बमेज़ को फूकने का कार्य प्रारम्भ कर दिया है। इस पर हमें आपत्ति है। जब जनता नहीं आना चाहती तो हम लोग क्या करें।

SHRI SAMAR MUKHERJEE (Howrah): It has appeared in the newspapers also that Government is putting obstacles in the way of normal transport by railways and motor transport. I want to register my protest. It is an attack on the elementary democratic rights of the people.

श्री राम सहाय पाण्डेय (राजनदगाव) उपाध्यक्ष महोदय, हर चीज़ को राजनीतिक रग देने का प्रयास नहीं करना चाहिए।

बसेज चल रही है, रेले भी चल रही हैं। जिनको आना है आ सकते हैं। जब यहां पर प्रदर्शन फीका होगा और थोड़े लोग आयेंगे तो उसके लिए भूमिका बनायेंगे पहले से कि बसेज कैमिल हो गइ, 80 आदमी टूटला से उतार दिय गये। यह सब एक भूमिका है। मैं आप को रुहना चाहत हूँ कि प्रदर्शन की प्रक्रिया जा भी हो शानिपूर्ण होनी चाहिए। न बसेज रन रही है और न रेले रुक रही है।

PROF MADHU DANDAVATE (Rajapuri) I want to bring to your notice that our Constitution guarantees free mobility for the citizens of the country. I wish to say that this is not a plea or an apology, in spite of this, lakhs of people are going to come to Delhi tomorrow. But it is a fact that a number of bus owners and truck owners have been forced not to give their buses and trucks to those who are coming for the demonstration. We want to lodge our protest against this attitude and we would insist that you should please give directions to the Ministers concerned not to allow this demonstration to be obstructed.

श्री हुरम चन्द्र क्षेत्री (मुरेना) मेरी जानकारी है कि राजस्थान, गुजरात, मध्य प्रदेश, महाराष्ट्र और आसपास के जो जिले हैं वहां से काफी बसों के परमिट नहीं दिये गये हैं। वहां के अधिकारियों द्वारा कहा जाता है कि हमें दिन्ही से आदेश है कि किसी को परमिट न दिया जाय। इन्हां ही नहीं 6 राज्यों की पुलिस दिल्ली में बुलाई गई है और दिल्ली के आसपास मडकों पर खड़ी हुई है और बसों को रोक रहे हैं।

मेरा दूसरा कहना यह है कि पालियामेट के अन्दर डॉ. आई० जी०, पुलिस और एस० पी० माहव ने लोक सभा का निरीक्षण किया है, तो यह क्या लोक सभा के महासचिव से पूछ कर किया है। लोक सभा में आने वाले जो विजिटर्स हैं और सवादवाला हैं, उन्हें लोक सभा देखने के लिए मना किया जा

रहा है और हम पास उनके लिए मांगते हैं, तो पास नहीं दिये जाते हैं और तमाम गैलरीज खाली पड़ी हैं। हमारे जो संवाददाता हैं और दूसरे विजिटर्स हैं उनको लोक सभा देखने के लिए पास नहीं दिये जा रहे हैं।

MR. DEPUTY-SPEAKER: You have expressed your feelings you have registered your protest. This side also has had their say. So, the matter should end there. We cannot go on wrangling over the same thing. The purpose is served.

श्री हुकम चन्द कछवाय : लोगों को पास नहीं दिये जा रहे हैं। पास देने के लिए मना किया जा रहा है। हम पूछना चाहते हैं कि क्यों मना किया जा रहा है। लोग लोक-सभा देखना चाहते हैं और यह जनता की लोक सभा है। (Interruptions)

MR. DEPUTY-SPEAKER: The House cannot be run in this manner. I have given you enough opportunity.

श्री हुकम चन्द कछवाय : लोक सभा के पास देना बन्द कर दिया है।

MR. DEPUTY-SPEAKER: They have made certain allegations. I allowed them to give expression to it. You have repudiated it. You say, this is baseless, there is nothing like that. The matter should end there. What else do you want? Let us get on with the business of the House.

श्रीमनी मकब्ब बनर्जी (नई दिल्ली) : जनमंच के आनंदेबिल मेम्बर ने जो अभी प्रोटोकॉल किया है, उसके बारे में मैं नह कहूँगी कि उनका । नारीख से जलसा चल रहा है और उनके काफ़ी लोग आ चके हैं और किसी को रोका नहीं जा रहा है।

दूसरी बात यह है कि श्री जनेश्वर मिशन जो पालियामेंट के आसपास दफ्तर 144
 107 LS-9.

लगाने की बात कही है, तो दफ्तर 144 तो अधिवेशन चलते समय मंसद भवन के आस-पास हमेशा ही लागू होती है, यह कोई नई बात नहीं है। इसमें इन (Interruptions).

MR. DEPUTY-SPEAKER: Order, please. I am not going to listen anything further on this. Nothing more will go on record.

SHRI HUKAM CHAND KACHWAI.*

14.43 hrs.

GUJARAT BUDGET, 1975-76

MR. DEPUTY-SPEAKER: Now, before we take up the presentation of the estimated receipts and expenditure of the State of Gujarat for the year 1975-76, I have a note from Mr. Mavalankar saying that he wishes to raise a point of order. I do not know what is the point of order.

Mr. Mavalankar.

PROF. MADHU DANDAVATE (Rajapur): It is good that you are listening to the point of order before giving your ruling.

MR. DEPUTY-SPEAKER: Of course. I think, it is the right of every Member to raise a point of order and it is the duty of the Chair to listen and to give a ruling.

SHRI P. G. MAVALANKAR (Ahmedabad): Mr. Deputy-Speaker, Sir, I am grateful to you for permitting me to raise a point of order on the Gujarat Budget and the Supplementary Demands for Grants for Grants for Gujarat to be presented to this House by the Minister of State in the Ministry of Finance, Mr. Pranab Kumar Mukherjee

My point of order is this. Gujarat continues to be under the President's

*Not recorded.

[Shri P. G. Maivalankar]

Rule and the Centre has, therefore, a direct responsibility for everything that happens there in terms of administration. That is why they have come to this House today to present the Budget for my State. My objection is, why it is that the Budget which should have been presented to this House and to this House alone has already been presented by the Government to the other House? This is a very serious affront on all well-established rules and conventions enshrined in the Constitution in the Rules of Procedure, in the Conventions and in the Directions of the Speaker. This House has the exclusive privilege of having in their possession all the financial powers. Therefore, I am surprised, sorry and even angry that the Government should have found it proper to lay the Budget and the Supplementary Demands for Grants in respect of Gujarat already before the other House.

MR. DEPUTY-SPEAKER. You have made the point. Has the Minister anything to say on this?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PRANAB KUMAR MUKHERJEE): At the very outset, let me tender my apology for the inconvenience caused. But what had been decided was that, after laying the Budget here, it would be laid on the floor of the other House which is the usual practice. But what happened was this. When the list of business came, it was found that presentation of the Gujarat Budget had been placed after the call-attention but after call-attention there was recess and it could not be placed here. When my colleague the Deputy Minister, raised this issue on the floor of the other House, she was permitted by the Deputy Chairman of the other House to lay it on the Table, and she had not other option but to do it. Unconditionally I tender my apology for the inconvenience caused

to this House. There was no intention to lay it there first.

SHRI P. G. MAVALANKAR: While I appreciate and accept what the Minister says in terms of unconditional apology, nonetheless I must say that the matter cannot be allowed to rest at mere expression of an unqualified apology, because, after all as I said in the beginning, this is a direct violation of the Constitutional provision and of the Rules of Procedure...

MR. DEPUTY-SPEAKER: What is the Constitutional provision? Why don't you read that out?

SHRI P. G. MAVALANKAR: The Budget must first be introduced in the lower House. The Rules of Procedure and the Constitutional provision clearly say that all financial powers are exclusively in the possession of the lower House, Lok Sabha, and the Rajya Sabha can only discuss

MR. DEPUTY-SPEAKER: I have your point. Kindly sit down.

If we go by the Constitution strictly, there is nothing to prevent the presentation. The Rules of Procedure cannot override the Constitution. I will read out the relevant provision of the Constitution I think, you are making a point relating to Money Bills. There is a question of propriety in what you say. But if you go strictly by the spirit of the Constitution, I do not think there is any bar. I will read out the provision of the Constitution. Article 112 says:

"The President shall in respect of every financial year cause to be laid before both the House of Parliament a statement of the estimated receipts and expenditure of the Government of India for that year, in this Part referred to as the 'annual financial statement'."

So, strictly, according to this, it does not bar the presentation of the Estimated Receipts and Expenditure to

the other House even before this House. But there is another provision in article 109 which says:

"A Money Bill shall not be introduced in the Council of States"

This is, to establish the primacy of this House in financial matters. I think, the Minister himself is aware of a little bit of impropriety in this regard. He has already given his apology. The matter should end there.

SHRI P. G. MAVALANKAR: Is it not the practice that the Central Budget is always introduced in the Lok Sabha and never in the Rajya Sabha? This is something like a Central Budget. The Central Budget of the Government of India is introduced in the Lok Sabha and never in the Rajya Sabha.

MR. DEPUTY-SPEAKER: I see that there is an element of impropriety

SHRI P. G. MAVALANKAR: This is also a kind of Central Budget inasmuch as Gujarat is under Central rule.

SHRI H. MUKHERJEE (Calcutta-North-East): I would not have presumed to intervene unless you had made the observations to begin with to-day which might cause some confusion later on. If as you began by saying that the Constitution has no bar in regard to this position that President shall cause the Budget, if he so chooses, to be presented first in the other House, if that kind of observation falls from the lips of the Deputy-Speaker, it might conceivably cause some difficulty. I appreciate that you have said later that some impropriety was involved, that the Minister has acknowledged it and with a handsome apology explained how it happened, but the original observation which you have made might cause some misgivings and might later be exploited to the disadvantage of the Lok Sabha, which I want to guard against.

MR. DEPUTY-SPEAKER: I do not think so. I have made a distinction between the presentation of a Budget and a Money Bill. In the case of a Money Bill, you cannot present a Money Bill in the other House, but, with regard to this, it is the practice that it should first be presented here and then it goes there, and the Minister has given his apology and has also explained the circumstances under which he had to do it. We should accept that and proceed with the business.

PROF MADHU DANDAVATE: The opposition always accepts an apology.

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PRANAB KUMAR MUKERJEE): Sir, I lay, on the Table of the House, the Annual Financial Statement of the State of Gujarat for the financial year 1975-76. I shall, in due course later in this Session, also move the House to vote, on-account, supplies needed to meet the State Government's inescapable expenditure on administration and development during the first 5 months of 1975-76, until supplies for the whole year are granted.

Revised Estimates 1974-75

2. The Budget Estimates for 1974-75, as passed by Parliament, envisaged a nominal overall surplus of Rs. 3 lakhs. Despite economies in non-essential expenditure, raising of additional resources, accelerated recovery of Government dues, and receipt of advance Plan assistance amounting to Rs. 14.14 crores from the Central Government, the overall position in the current year is now estimated to deteriorate by Rs. 70 lakhs. This is mainly due to the large expenditure that the State Government was called upon to incur to provide relief to the people affected by the unprecedented drought, price escalations in the cost of irrigation and power projects and grant of further instalments of dearness allowance to the State Government employees. Against the

[Shri Pranab Kumar Mukherjee]

original estimate of Rs. 5 lakhs as the cash balance of the State Government at the commencement of the year, the annual cash balance was minus Rs. 2.63 crores. As a result, the State Government is now expected to close the year with a minus balance of Rs. 3.30 crores.

Budget Estimates 1975-76

3. Revenue Receipts in 1975-76 are estimated at Rs. 391.99 crores and expenditure, on Revenue Account, at Rs. 364.06 crores, leaving a surplus of Rs. 27.93 crores in the Revenue Account. Disbursements on Capital Account are estimated to exceed the receipts by Rs. 31.20 crores. On the whole, therefore, the estimates for 1975-76 envisage a deficit of Rs. 3.27 crores and, consequently, the State Government would have overdrawn its cash balance by Rs. 6.57 crores at the close of the year. Obviously, therefore, it might be necessary for the State Government to mobilise fresh resources in 1975-76 so as to wipe off the deficit.

State Plan Outlay 1975-76

4. The outlay on the State Plan in 1975-76, including a special provision tentatively of Rs. 15 crores for tackling effectively the problems created by drought and other natural calamities, is contemplated at Rs. 187.65 crore. The contemplated Plan outlay will be met to the extent of Rs. 51.08 crores by local bodies and public sector undertakings from their own resources and, for the balance of Rs. 136.57 crores, provision has been included in the State Budget I have just laid. Central assistance towards the State Plan for 1975-76 has been assumed at Rs. 32.17 crores, which is of the same order as in the current year, excluding the advance assistance to which I referred earlier. In formulating the Plan for 1975-76, due emphasis, within the constraint of resources, has been laid on the requirements of the core sectors

of power, irrigation, agricultural production and productive labour oriented works like Soil Conservation, afforestation, minor irrigation etc., to meet the problem of scarcity relief.

Drought

5. Failure of the monsoon in three successive years and the devastating floods in certain parts of the State in 1972 have caused serious strains in the economy of the State. Scarcity and semi-scarcity conditions have affected nearly two-thirds of the villages and more than 6 lakh people are being provided work on various relief measures taken up by the State Government. Government have also been providing cash doles, where necessary, and have taken steps to supply to 10 kilograms of foodgrains per month to each scarcity labourer. In addition Government has undertaken distribution of vitamin tablets and other medicines to the people affected by scarcity conditions. We must also express our gratitude to the several voluntary agencies in Gujarat who have generously extended their helping hands to supplement the relief measures undertaken by the State Government. While the Finance Commission had allowed for non-Plan expenditure on relief works at Rs. 455 crores a year, a provision of Rs. 11.60 crores has been included in the Budget for 1975-76. Besides, as I stated earlier, the Budget also includes a provision of Rs. 15 crores for Plan outlay on relief works. I may add that the drought prone areas programme, for which a provision of Rs. 6 crores has been included in the Budget for 1975-76, will also help towards scarcity relief.

Public Distribution of Foodgrains

6. Public distribution of foodgrains in the State had to be increased considerably due to scarcity conditions. In January this year, the quantity of foodgrains distributed exceeded one lakh tonnes against 64 thousand tonnes last year. The State Government in

tensified its effort to augment supplies needed for the public distribution system, both by making market purchases from other State as well as by obtaining larger allocations from the Central Pool, from which 92,000 tonnes were allotted in February 1975, against 87,000 tonnes in the preceeding month.

Agricultural Production

7. The drought has had its inevitable adverse effect on the agricultural production in 1974-75. Kharif production of foodgrains in 1974-75 fell short of the target by 22 lakh tonnes. Rabi production also is not likely to be satisfactory. The State Government has taken several measures, some long term, to increase agricultural production in the State. A high-level Committee, headed by the Governor, has been set up to guide and monitor agricultural programmes. A Foundation Seed Corporation is also being set up in the State for streamlining the arrangements for supply of seeds. Considerable emphasis is being laid on development of irrigation facilities through multipurpose, major, medium and minor irrigation projects. Construction of canal works for the Ukai Project, which is complete, has been accelerated. With a view to raising the level of sub-soil water, which has receded unduly low, a three-year programme of check dam is being implemented in each District. To achieve full utilisation of the irrigation potential of major irrigation projects and to ensure coordinated development of the command areas, two Areas Development Authorities, one for Ukai-Kakrapar and the other for Mahi-Kadana Project, have been set up.

Power Generation

8. With the commissioning of the first two units of the Ukai Hydro-Electric Project in August and December, 1974, the installed capacity for generation of power in the State went up from 1142 MW at the end of 1973-74 to 1292 MW. The third unit is ex-

pected to be commissioned within a short time and the fourth by the end of December 1975. Two units of the Ukai Thermal Power Station are expected to be commissioned in June and September 1975.

Industrial Development

9. The IFFCO Fertiliser Plan in Kalol was commissioned in November 1974 and dedicated to the farmers of India by the Prime Minister. The Gujarat State Fertilisers Co. Limited has secured letter of intent for setting up new fertiliser plants with daily capacity of 1350 tonnes of Ammonia and 1600 tonnes of Urea. As the Honourable Members are aware, the caprolactum plant of the Company was commissioned in March 1974.

The Gujarat Industrial Development Corporation has taken in hand a massive programme for the construction of 4000 industrial sheds. Three other new Companies have also been registered, namely, The Gujarat Tyres Ltd., Gujarat Alkalies and Chemicals Limited and Polymer Corporation of Gujarat Limited. For development of electronics industry in the State, the Government is setting up an Electronics Development Corporation. The Government of India also have decided to set up their second Security Paper Mill in Gujarat. In the field of cottage and small scale industries also, additional funds have been provided to the Gujarat Khadi Board to take up the programme of providing employment in scarcity areas.

Welfare of Backward Classes

10. The State Government has undertaken special programmes in education, health housing, etc., for the welfare of backward classes. The rates of scholarships to the Scheduled Castes and Scheduled Tribes, Nomadic Tribes and Denotified Tribes have been raised. A Tribal Area Sub-Plan for the tribal people in the State has been prepared.

[Shri Pranab Kumar Mukherjee]

The State Government has also taken vigorous steps for the removal of untouchability and has increased the reservation quota for employment of Scheduled Castes and Scheduled Tribes in gazetted posts of the State Government. It has also been decided to set up a Harijan Development Corporation for the socio-economic upliftment of the Scheduled Castes.

SUPPLEMENTARY DEMANDS FOR GRANTS (GUJARAT), 1974-75

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI PRANAB KUMAR MUKHERJEE): I beg to present a statement showing Supplementary Demands for Grants in respect of the State of Gujarat for the year 1974-75.

15.02 hrs.

RAILWAY BUDGET, 1975-76—GENERAL DISCUSSION

MR. DEPUTY SPEAKER: Now we take up the General Discussion on the Railway Budget, Shri Samar Mukherjee.

SHRI SAMAR MUKHERJEE: (Howrah): Mr. Deputy-Speaker, Sir, this time, the Railway Minister has presented an optimistic budget and it has been called a surplus budget. There has been no rise in fares or freight rise as it was done last year.

That was because the election is coming. So, the railway budget is presented in such a way that it helps the ruling party to win the election. That is why this budget has been presented in such an optimistic way. This budget has raised high hopes. But, from the reports, it is clear that the railway is sick and that sickness cannot be cured by this budget. It is illusory and absolutely unrelated to reality. The Minister, for example, has said in his

budget speech that the Railways are seeing the end of the tunnel. You should know that the tunnel is not one that you can pass it over. But, you are going too deep in another tunnel. In the railway tracks, there are so many tunnels and when the train tumbles in darkness inside such a tunnel, nobody will come to rescue you at that time!

What is the basis on which this optimism has been expressed? You have further said that the prospects of the next year will depend on the growth of the industry and our agricultural economy as also the cost of living index. So, your expectation is that the cost of living index will go down. But, the actual reality is just the reverse. The economy is not recovering. It is further worsening and deteriorating.

I again quote from your budget speech:

"There is a general apprehension amongst economic analysts that recession-cum-inflation will deepen and economy in the highly developed countries will get worse before it gets better in 1975-76."

You admit this. But you know also that day in and day out our Prime Minister and all the Ministers are saying that there are forces which are beyond our control for which this rise in prices is taking place and this has become a global phenomenon. Here your idea is to completely isolate the Indian economy from the international economy and you expect that our economy will be less bloomy, if not positively better. This is not a realistic assessment. I do not know some astrologer might have advised that the coming year will be a bright year but the observation of that astrologer is beyond this debate. So, I am not going into it. There was a news-item in the Press that even the timing of the presentation of the budget was changed on the basis of the advice of an astrologer.

THE MINISTER OF RAILWAYS
(SHRI KAMALAPATI TRIPATHI): Many funny things appear in the Press.

SHRI SAMAR MUKHERJEE: I am not going into that. I am only saying this is not the analysis of a realist. The situation of the Indian economy is going to be further worsened and already the General Budget has been presented and you have seen how a heavy burden of indirect taxation has been imposed on the common masses and the prices of the commodities are rising up beyond the calculation. You have calculated that only a marginal increase has been made in the freight charges of foodgrains and iron-ore etc. and you expect there will be no such big impact on the rise of prices of foodgrains but in actual reality in our economy that is not the fact because whenever the trader gets the slightest scope to raise the prices, such as rise in freight, they use that to their maximum advantage. Already the President of the All-India Foodgrains Dealers Association has commented that the proposed freight structure worked out to be rather steep ranging from 75 per cent on the long haul and 90 per cent on the short haul. They will certainly make use of this excuse to push up food prices particularly when they know the Government is unwilling to check price-rise. There will be efforts in favour of inflation and that is why the basis on which you have expressed your optimism is unrealistic. The reality is just the opposite.

The second thing is there cannot be any basic improvement in the health of the Railways and in the administration unless the Government of India thinks in terms of basically changing the whole set-up of the railway administration. The old pattern which was set-up by colonial powers is still there. There is the same Railway Board and there is the same top heavy bureaucracy which is running the Railway administration. You are following the same old pattern in regard to allocation and disbursement of

money. This system of payment to the general revenues was introduced by the British in 1924. In 1924, this was first introduced.

"The system of Railways paying dividend to general revenues began in 1924. The then British Government separated the Railways from the General Budget, introduced independent budgeting for the Railways and began charging dividend from the Railways. What is interesting is that the dividend charged at that time was only 1 per cent. It rose to 4 per cent in 1950-51. Up to 1963-64, the rate of dividend charged on the capital invested was 5.5 per cent and since then the rate is 6 per cent."

This is a big dent on the finances of the Railways.

Another thing is the social burden. Up till now, you are carrying on the same old policy of giving concessions to big business and for that, the common man is to pay and bear the heavy burden. In this year also, the social burden is of the order of Rs. 203 crores. It has been repeatedly criticised that why should the common people bear this social burden of the big monopoly capitalists. They are made to pay higher fares and when freight is raised, the entire burden is distributed on the customers. Immediately, the prices of various commodities rise. On the one hand, they are fleecing the customers and on the other, they are taking full advantage from the Railways. If this is not changed basically, how can we improve the conditions of the common people and the finances of the Railways. You cannot improve.

Moreover, in regard to the performance of the Railways, which the hon. Minister has dealt with in his budget speech, it shows that the health of the Railways is not good and there is no basis for the optimism which the hon. Minister has expressed in his budget speech.

I am only citing certain figures because there is not much time at my

[Shri Samar Mukherjee]

disposal. First, you have calculated that the traffic will increase. Your calculation is that it will increase to 192 million tonnes or something like that. But, our experience is this.

"Falling far short of the targets is an old story with the Railways. In the Fourth Plan, the Railway Board set up a traffic target of 265 million tonnes by the end of 1973-74. This was scaled down to 240 million tonnes at the time of the mid-term appraisal, and then to 215 million tonnes a year later."

But, the actual performance is 185 million tonnes. This is the target and this is the performance. What is it that there is a big gap? This shows the total inefficiency of the entire bureaucratic set up. But, you cannot get rid of that. Because, the whole Government is defending capitalism and that is the reason why they are dependent on the bureaucrats. They cannot believe the railway employees, the railway workers and they cannot involve them in the administration of the Railways and there lies the real tragedy and the real failure. What is the position of the economy?

"Despite tall claims by the Railway Minister about the efficient working of the Railways, he had to admit that the indebtedness of the Railways on 31st March 1974 rose to Rs. 208.02 crores."

1973-74 was truly in all respects a depressing year—this is your admission. Then what is the position? Matters became worse during 1974-75—this is your budget speech. Despite a big rise in passenger fares, the budgetary deficit was expected to be Rs. 128.19 crores. Then you have admitted that the Plan outlay has been reduced. Referring to the Plan outlay of Rs. 308 crores for 1974-75, the Railway Minister noted that the allocation was even less than the reduced allotment for the current year. So after all this, now you expect that the next

year will in your language, be one of 'stabilisation, growth, promise', though you admitted that if not positively better it will be less gloomy. These are two contradictory assessments. Both are in your language. Is this not an election budget?

SHRI KAMLAPATI TRIPATHI:
Where is the election?

SHRI SAMAR MUKHERJEE: It is coming next year. This is the last year before election.

AN HON. MEMBER: How do you know?

SHRI SAMAR MUKHERJEE: It will be in February 1976 before the budget. Then another budget will come.

If you are really serious about improving the condition of the Railways, you have to change the colonial pattern and colonial system. You have to take the full co-operation of the workers and employees. The target which this budget has set regarding increase in freight tonnage or passengers is not on the basis of previous experiences, and not based on reality.

In order to improve the finances, in the past also we made several suggestions. Even during our negotiations before the strike, we suggested that we are prepared to co-operate with the Railway Administration if they are seriously prepared to stop corruption in the Railways and also to stop various other mal-administrative practices. We suggested that a Committee should be formed taking into it representatives of the various Unions so that we can seriously undertake a drive against corrupt practices. But that proposal was rejected outright.

Today there was a call attention motion. It was admitted by the administration that in one Division

alone, theft amounted to Rs. 16 lakhs. Shri Qureshi stated in reply to a question that each year Rs. 20 crores are being wasted on this. Moreover, there are claims to be met. You know the corrupt practice of 'assisted siding' that is going on. I have some figures and documents here. For want of time, I cannot go in detail into them. But these private parties are using these sidings called assisted sidings where wagons are kept in a disjointed condition for these companies. In Bilaspur, there are several companies which are given assisted sidings. There is a cement company, another the Oriental Paper Company. There is a large amount of dues unrealised from these companies. They are not paying all these moneys. I have got a report that nearly Rs. 50 lakhs are due from those companies. That is not being realised. By the use of those assisted sidings, you are wasting nearly Rs. 2 crores in one division alone. There are more than fifty divisions in the nine zonal railways and this type of wastage alone would come to nearly Rs. 100 crores. This is the type of corruption that goes on. Without the involvement of the officials, this cannot take place.

Huge sums of money are being spent by the Railways due to agreements with American collaboration companies for diesel engines and other parts. Here is a release by the public relations department of the Southeastern Railway and I do not want to read it as it will take much time. It gives an analysis of such agreements. The diesel engines were defective or too costly and below standard. They are not fulfilling the targets. Due to this a huge amount of money is being wasted by the railways. This type of foreign contracts must be cancelled and our rail industry must stand on its own feet or on its own wheels.

I now come to industrial relations. You have given the heading: industrial relations but without consider-

ing the railway as an industry. I raised the question yesterday also. The ILO has declared that the Railways should be treated as an industry; Miabhoi tribunal also said so. The Calcutta High Court and other High Courts also have said so. We shall be repeating this demand till it is conceded. You have said that labour relations have shown considerable improvement after the unhappy events of May last. It is not correct. Labour relations have not at all improved. The Railwaymen have been brutally suppressed and victimisation is still going on. The railwaymen have been forced to accept further workload and your budget has acknowledged it.

The Railway Minister in his speech has appreciated the all round increase in productivity which has lately taken place. But that has come about by imposing heavy work load on the railwaymen. But this is most unhealthy. You are creating conditions of terror and keeping the Railwaymen in abject slavery. By this you can get some results for the time being, but this cannot improve relations. Bitterness is gradually growing and the storm is gathering and it will burst in future again if you do not change your total attitude.

I have got some reports which show how railwaymen are being treated. The Secretary of the Loco Running Staff Association has written on 10.2.1975 to Shri Qureshi as under:—

"The dismissed Railwaymen who were arrested prior to the strike and against whom there is no charge of sabotage and violence have not been taken back to duty as yet. Not only this, but the strange thing is that their dismissals are being confirmed by the DSs also. Even last week several letters confirming the dismissals have been issued by the different Divisional Superintendents of several divisions."

[Shri Samar Mukherjee]

Even your announcement about the condonation of break in services is not being implemented and at the lower levels the bureaucrats are saying that whatever may be the Minister's pronouncement on the floor of the House, till they receive written orders they will not condone break in service.

The situation is worsening further. Several times the late Railway Minister announced on the floor of the House that he would negotiate with associations which have not been granted recognition, but whenever they want to present their case before the local officers, the officers refuse to talk with them. They are able to sit with the Minister and the Railway Board Members in the Grievance Committee here, but even the Members of the Grievance Committee are not entertained by the local officers.

One Assistant Engineer, Mr M. S. Nagarajan, has sent a secret letter to all officers as follows:—

"In a secret meeting of the local officers with the S. M. (W) if has been decided that to tackle the probable situation of a total strike it will be barely necessary to exact dismissal orders against the following union office bearers

I assure that if I am selected as an Emergency Officer as has been given the understanding, I shall implicate these ring leaders by any manner of means: S. N. Sinha, N K. Prasad, B. P. Sahai etc."

This is absolutely jungle rule. A conspiracy is going on to remove the trade union leaders from Railway service in this way. There are so many cases where loyal workers have been rewarded. In the Eastern Railway there is an order in which even the name of person appointed has not been mentioned. It is only said Shri (Name not given), son of Shri H. P. Hazara is appointed. People without

the required experience or qualifications are given jobs and promotions superseding their seniors whose promotions have fallen due

This is the letter written by the General Secretary of the ERMU's Central Office, Eastern Railway:—

"Retaliative Transfer Orders are still being made. 200 strikers are under order of transfer. Transfers are being made at the instance of Railwaymen's Congress. Re-instated Casual Labours and Substitutes are being treated as fresh entrants to such persons who have been engaged long after the strike. Fresh appointments are being made even now keeping the strikers at bay."

So, the old workers are not being taken. So many High Courts have given judgments. The High Courts of Calcutta, Andhra Pradesh, Gujarat and Kerala have given judgments against the Railway Board's action. They have asked the railway administration to take back all those who have been dismissed or whose services have been terminated, even in regard to casual workers. The Railway Board, instead of accepting the verdict, are not only dishonouring those orders but even going on appeal. Today I have received a letter from the Western Railway Employees' Union saying:

"I am here to communicate to you that very very welcome and glorious news that the Gujarat Division Bench have rejected the appeal of the Western Railway against the judgment of the single judge, holding the dismissal of the employees, connected with the May, 1974 glorious struggle as illegal"

Even the appeal has been dismissed but he has written that the Railway Board is thinking in terms of appealing to the Supreme Court.

There is open violation of the safety measures. I have written so

many letters to the Minister pointing out that no safety rules are being followed. Trains were allowed to move even without breakevans and without guards and that has caused serious accidents. There was a serious accident at Nimdih about which I wrote a letter to Shri L. N. Mishra. Day before yesterday there was one accident and just now my friend, Dr. Sardish Roy tells me that all the trains are being diverted because of that accident which occurred. The reason was that the brake was not in proper condition. With half brakes or no brakes trains are allowed to move. The guards who refuse to run such trains are being penalised. This is absolutely illegal. There was an accident to the Darjeeling Mail in January causing so many deaths because of the defect in EMU coaches. So, thorough enquiries must be made. It has been admitted in the budget speech and in the Year Book supplied by the Railway Board that the major part of rolling stocks has not been repaired or overhauled for 50 or 60 years! The old rolling stock are being used. After all this, to say that next year is an year of promise and railways are heading towards progress is an absolutely wrong assumption and wrong optimism not corroborated by real facts. Conditions in the railways will further deteriorate if industrial relations are not improved. This is a very vital issue which you must take into consideration. Dismissal cases must be reviewed and all should be taken back. The declaration given here must be immediately implemented because at the base, the bureaucracy is causing heavy obstruction: In his budget speech, the Minister has stated that only cases of violence and sabotage will be treated separately: All the others will be taken back. But now Shri Qureshi has added the word "intimidation" and Mr. Tripathi immediately yielded to that. This is how the Minister is yielding to the pressure of the Railway Board, to the pressure of the bureaucracy. So, I would request the

Minister to stick to the assurance given by him on the floor of the House and not to add "intimidation". I would again request him not to yield to the pressure of the Railway Board. I warn you that a storm is gathering that it will burst forth and you will be wholly held responsible, along with the Railway Board, for this calamity.

MR. DEPUTY-SPEAKER: I have a request from the Minister of Parliamentary Affairs to ration the time of the Congress members to ten minutes each. I hope they will bear that in mind. It is their internal party arrangement.

प्रो० नारायण चन्द्र पराशर (हमीरपुर) : माननीय उपाध्यक्ष महोदय, यह मेरा सोभाग्य है कि स्वतंत्र भारत के 15 वें रेल मंत्री के रूप में मैं आज माननीय श्री कमलापति त्रिपाठी जी का अभिनंदन करूँ और उन के द्वारा प्रस्तुत रेल बजट का स्वागत करूँ। इम समय मैंने बड़े ध्यान से विरोधी दल के प्रमुख वक्ता श्री समर मुखर्जी का भाषण मुनने का प्रयत्न किया और मुझे प्रसन्नता हुई कि कम से कम एक बार तो उन की यह महसूस हुआ कि त्रिपाठी जी ने एक ऐसी बात की है जिस से उन की दुराशा पूरी नहीं हुई। वे सोचते थे कि बजट में भाड़े में बृद्धि होगी तो उन को किटिमाइज करने का मीका मिलेगा, लेकिन चूंकि ऐसा हो नहीं पाया, इस लिये अब वे कारण ढूँढ़ रहे हैं—एक बहाना उन को इलैक्शन का नजर आता है। लेकिन मैं उन को बतलाना चाहता हूँ कि इलैक्शन की दृष्टि से हमारे बजट नहीं बनते, यह तो फैक्ट्रस एंड फिगर्स की बात है, अगर वे पढ़ लें तो ऐसा कहने का मीका उन को नहीं मिलता। लेकिन इन को तो चारों तरफ, लोक सभा और लोक सभा के बाहर, इनकशन ही नजर आता है, जिस से यह घबराते भी हैं और डरते भी हैं। इतना मत इर्ये, कम से कम थोड़ा ध्यान रखिये।

जहा तक रेलवे बजट का सम्बन्ध है—इस में कुछ बहुत अच्छे पग उठाये गये हैं, कुछ नहीं आशयें भी हैं। सब मे पहले मैं जिस बात का स्वागत करना चाहता हूँ—वह यह है कि आप ने किसी भी तरह की कोई परेशानी का इजाफा नहीं किया, भाड़ों में कोई बृद्धि नहीं की, न यात्री भाड़े में और न माल भाड़े में, सिर्फ एक-दो आटम्ज में दर बढ़ाया गया है और वह भी इस लिये कि आमदनी का कोई न कोई जरिया तो निकालना ही था। इस के बाद एक बहुत बढ़ा पग—रेल मंत्री जी—जो आप ने लिया है, उस से हमारे विरोधी दलों की सारी योजनायें असफल हो गई, वह पग है कि आपने उन सभी रेल कर्मचारियों की सर्वांगेक को कन्डोन करने का एलान किया, जो सेवाटाज और बायलेंस मे किसी प्रकार से हिस्सेदार नहीं हैं। यह उन सभी वर्कर्स के लिये, जो किसी के वहकावे में आकर, प्रलौभन मे आ कर या किसी के धमकाने में आ कर स्ट्राइक मे शामिल हो गये थे, एक आशा का संकेत है और मैं मंत्री जी से अनुरोध करूँगा कि वे इस बचत को अपने तक की सीमित न रखें, बल्कि डिवीजनल लेवल तक पहुँचायें। क्योंकि कई बार ऐसा होता है कि रेलवे वे जो आदेश होते हैं उन के नीचे तक पहुँचने का मार्ग पड़ा मक्कित होता है, आप का दिल तो बहुत खुला हुआ है, नेविन आपका आदेश नीचे तक नहीं पहुँच पाना और यदि पहुँचता भी है तो उस का पालन नहीं होता है। इस लिये आप के आश्वासन से ज्यादा जरूरी है कि उन छोटे मजदूरों की किस्मत के लिये, उन की खुशी के लिये, उम पर अक्षरशः पालन हो और यह आदेश रेलवे की फाइलों की सजावट न वने, बल्कि वर्कर्म यह महसूस करे कि मंत्री जी ने जो आश्वासन किया है, वह पूरा हुआ।

इस के बाद एक और अच्छा मग उठाया आप ने। हम आज तक डिमांड करते रहे कि विद्यार्थियों को, शिक्षा जगत के लोगों को और नब को आप हिस्सेदार बनाइये, रेलवे की कम्प्लेटिव कमेटियां हैं उन में नौमी-नेशन दीजये और यूनिनीटी कैम्पस में जो विद्यार्थी हैं वह जाना चाहते हैं तो उन के लिये रिजर्वेशन आफिस खोलिए। आप ने इस सुझाव को स्वीकार कर लिया है इस के लिये मैं आप का आभारी हूँ और मुझे प्रसन्नता है। अगर समर बैकेश शुरू होने से पहले इसी साल से हर यूनिवर्सिटी कैम्पस में रेलवे रिजर्वेशन आफिस खोलेंगे तो उस से सब को प्रसन्नता होगी और विद्यार्थियों को, स्टॉडेंस यूनियनों को, चाहे उस में आने वाले विरोधियों के ही प्रतिनिधि हों हमें कोई एतराज नहीं, विद्यार्थी असेसियंसन्स और टीचर्स असेसियेशन की तरफी मे जो लोग आये वह भी आप की परामर्शदात्री ममितियों मे अपना जिस्सा ले सकें और मुझाव दे सकें तो अच्छा है। क्योंकि रेलवे किसी काने धन के व्यापारी की सम्पत्ति नहीं है कि वह तो उम में नौमीनेट होता रहे, धन्नामेठ उम में बैठ रहे और अफमरों की कुरा से नोग अपना आनन्द उठाते रहे और विद्यार्थी विचारे लपकते रहे और उन को कोई सीट न मिले। तो उन के लिये जो आप ने प्राविधान किया है इस के लिये देश का युवक वर्ग आप का स्वगत करेगा।

एक बात मुझे खेद के साथ कहनी है और वह यह कि जहां आप ने स्वर्गीय लनित बाबू की सेवाओं का जिक्र किया और कहा कि उन्होंने बहुत सी अच्छी बातें कर के अपने रेल के कार्य भार को एक बड़े अधिके से निकाला, वह हिम्मत भी उन की उस के लिये उन्होंने अपना पसीना भी दिया और जरूरत पड़ने पर समस्तीयुर में अपना खुल भी दिया। रेलवे के पहिये को जरा अफसर-शाही का जंग लग गया था ललित बाबू ने

अपने पसीने से उस को धोया और जस्तर एहने पर समस्तीपुर में अपने खून से भी धोया । मैं आशा करता हूँ कि इस की पुनरावृत्ति नहीं होगी और किसी प्रकार की कीई उस में रुकावट नहीं प्रायेगी और वह चलता रहेगा । रेलवे के पहिये को लगातार जाम करने की कोशिश होती रहती है, कुछ उस तरफ से होती है, कुछ विदेशी के डॉशारे से होती है । किसी फौरेन राइटर ने 'टाइम' मैगजीन में कहा था "The railway strike was a total revolution's paw." वह एक पजा था जो भारत की छातों पर लगा था । तो वह फेल हो गया । कई प्रकार से रेल के पहिये को जग न लगता है । तो उस जग को धोने के लिये बहुत हिम्मत लगानी पड़ती है । रेल का पहिया भारत की उत्तरति का प्रतीक है । ह चलता रहे इस की आप को उचित व्यवस्था करनी है ।

स्वर्गीय ललित बाबू ने मारे देश में कुछ न कुछ काम गुरु किये थे अपने जीवन में । और मैं चाहता हूँ कि वह सारे काम जारी रहे । ऐसा न हो कि जहा पर अफसरों को सूट बरता हो वहा पर तो काम करे और जहा पर सूट न करता हो, असुविधा होती हो वहा बन्द हो जायें । आखिरकार जब मेघालय, अरुणाचल और दूसरे इलाकों के जो सर्वे जारी किये तो इस आशा से नहीं कि वह सर्वे रिपोर्ट्स यहा अनमारियों में बद कर दी जायेगी और एयर कर्डीशन्ड कमरों में रख दी जायेगी । बल्कि इसलिये सर्वे किया गया था कि उन लोगों में जो देश की सीमा पर रहते हैं एक नई आशा का सचार हो और कश्मीर से कन्याकुमारी तक गाडिया चले और गुजरात से मेघालय तक गाडिया चले । बड़े शहरों में रहने वाले इस को महसूस नहीं करते कि किस उतावलेपन से वह लोग इतजार कर रहे हैं रेलवे लाइन का । इसी तरह से हमारे हिमाचल प्रदेश में भी उन्होंने 22 दिसम्बर, 1974 को नगल से तलबाड़ा रेलवे लाइन का उद्घाटन किया

था, उम निर्माण कार्य का शुभारम्भ किया और हमारे गवर्नर महोदय न अपने असेम्बली अधिभापण में पिछले महीने इस का जिक्र किया आंर इस महीने भी जिक्र हुआ । इस निर्माण कार्य के लिये प्रधान मंत्री श्रीमती इन्दिरा गांधी ने भी शुभ कामना सन्देश भेजा था और वित्त मंत्री श्री सी० सुब्रह्मण्यम ने भी इस का समर्थन किया था । ललित बाबू ने कहा था कि निर्माण कार्य और सर्वे, साथ-साथ किये जायेंगे और इस कार्य को चार बर्ष में पूरा किया जायेगा । अत आप श्री मिश्र का बचन पूरा करे । हमारे मुख्य मंत्री ने बार बार इस बात का ध्यान दिनाया है कि वह काम बन्द नहीं होना चाहिये । यह 'ट्रिब्यून' अखबार (23 दिसम्बर, 74) की रिपोर्ट है कि उन्होंने घोषणा की कि चार साल में वह काम पूरा होगा । उन्होंने कहा कि 10 लाख ८० के कटिन्जेसी फट में काम शुरू कर रहा हूँ, और आप न मैट्ट गवर्नरमेंट में पूछा । हमारी राज्य मरकार ने इस कार्य के लिये भूमि अपनी ओर से देने की घोषणा की है । अत आप उनका बचन पूरा कीजिये । इसी प्रकार उन्होंने कालबा परगण और जगाधरी पाऊड़ा रेल लाइनों वा भी आश्वामन दिया था । आप कुपया इसे भी पूरा करे ।

आज तो वहा जाता है कि रेलवे के नये कार्य गज्यों के आधार पर नहीं होते । लेकिन जब आप गज्या से पूछते हैं कि हड्डनाल होने वाली है क्या व्यवस्था करेगे, जब राज्यों से पूछते हैं कि रेलवे लाइन के लिये कितनी जमीन देंगे, तो उस का भार कौन बहन करता है? गज्य मरकारे बहन करती हैं । रेलवे मत्तालय गज्य मरकारों को निराश नहीं कर सकता वह उनकी अवहेलना नहीं कर सकता । भारत अगर है तो भारत एक बन्दी है यह यूनियन आप स्टेट्स है, यह सब राज्य है इस में एक एक राज्य की आवश्यकनाओं को देखना होगा । और हिमाचल प्रदेश में, या

[प्रो० नाशायन चन्द्र पाण्डित]

उत्तर प्रदेश में, बिहार में, दक्षिण में, पूर्व में, उत्तर में पश्चिम में, मतलब यह कि सारे देश में जो भी कार्यकलाप शुरू किए वह जारी रहने चाहिये। देश इस की मांग करता है। नहीं तो देश की एकता खतरे में पड़ जायगी। क्योंकि बहुत से ऐसे प्रान्त हैं जहाँ 27 सालों से आप की रेल का पहिया नहीं छूमा। आप लावगंभीर धर्मन्यक प्रवर्णना की बन करते हैं, लेकिन जब तक रेल का पहिया मारे देश को देख नहीं नेंगा तब तक सारा देश एक नहीं होगा। हम चाहते हैं कि पिछड़े इलाके चाहे देश में कहीं भी हो वहाँ रेलवे लाइन पहुँचनी चाहिये। और अगर नियोक्ता के दिमाग में यह बात है कि उम को मेट्रोपोलिटन प्रोजेक्ट्स में सरकारी स्पया लगा रखना है, या उस को शहरों में घुमाना है तो वह अपने दिमाग में इस बात को निकाल दे। आज भारत के युवक इसीलिये परेशान है। वह दिन दूर नहीं है जब ऐसे लोगों के दिमागों को ठीक कर दिया जायेगा और भाग्नवर्य अपना भाग्य खुद बनायेगा। तो यह यथ मब बा होना चाहिये। पिछड़े क्षेत्रों में जो भी नाइने बने वह जल्दी बने, अगर चार साल बहा गया है तो माफ़ तीन माल में पूरी होनी चाहिये। इसके लिये आप इसोनामी की बात करते हैं गोपन्यास्त्रिय की बात करने हे तो आप अनननसंसर्गी प्रोजेक्ट्स का बन्द कीजिये। आज बहुत सी बातें ऐसी हो रही हैं, जिस नरह से खर्च बढ़ता है वह हम दे, रहे हैं। हमने यह देखा बिहार में प्रदेश के 1,043 नीजबान जग में शहीद हुए, उन के परिवारों को जाड़ी में जाने की सुविधा नहीं है। सारी गाड़िया आप ने जमू से आगे कश्मीर तक पहुँचा दी। पठानकोट में आप ने एक गाड़ी नहीं छोड़ी ललित बाबू ने ऐलान किया कि मैं कदरीरी में गाड़िया लगाऊगा और वहा से जाऊगा। लेकिन अगर कश्मीर को बचाना है तो हिमाचल को भी बचाना पड़ेगा। आप देश के एक भाग को दूसरे भाग के लिये कुरबान नहीं कर सकते। सारे देश को एक साथ ले कर चलना है।

इस मे बड़े से बड़ा व्यक्ति भी हमारे रास्ते मे कोई स्काबट नहीं डाल सकता है। यब हम देखेंगे कि इस मे कितना जोर है। उस के बाद हम ने देखा कि पौंग डैम बना और हमारी सारी कागड़ा बेली रेलवे लाइन 1926 में जो बनी थी वह ढूब गई। यहा ससद मे ऐलान किया गया कि 31 दिसम्बर, 1975 तक इस लाइन पर ट्रैफिक शुरू कर दिया जायगा। ललित बाबू ने 22 दिसम्बर, 1974 के अव्व मे ऐलान किया, वहा काग्रेम अध्यक्ष भी उसी दिन पहुँचे थे और हमारे सारी असेम्बली के लोग थे, उन के मामान दिया गया आश्वासन इसी लोक नभा मे अप्प के उपमवी ने भग किया है और यह ऐलान किया है कि 30 जून 1975 के बजाय 1976 मे चलेगी। आप ने 6 महीने उम को और पोन्टपोन कर दिया। किम लिये? इसीलिये कि वह एक ऐसे इलाके को लाइन है जहा मे इस वक्त 70,000 लोग आप की भेना म बैठे हुए हैं, वहा का रिंगोडियर मिजोरम मे हथेली पर अपनी जान लिये देश की रक्खा कर रहा है, ऐसे लोगों के इलाके के लिये आप के लोग यह ऐलान करने हैं, आप का मवालय यह ऐलान करता है कि वह लाइन 6 महीन आर पीछे चलो जायगी। अगर नोक नभा मे दिये गये आश्वासन का मूल्य इतना है तो देश को उम से बया आशा हो मकती है। आप सुधार कीजिये। ऐसी बात न हो कि ललित बाबू एक बात बोलते जाये और आप के अफसर दूसरी बाते करते जाये, और आप के मत्ती, छांटे मत्ती तीसरी बाते करते रहें और देश एक ऐसे धूमिल भविष्य मे पहुँच जाय जिस मे अधिकार के सिवाय कुछ नजर न आये। आप रेलवे मवालय को आउट आफ टनल निकालने की बात करते हैं जब कि वह दूसरी ओर निराशा की तह मे चुस जाए ऐसा हम नहीं है ने देखे। जो आश्वासन उन्होने दिया था, एक एक आश्वासन का पालन करवाये और देखेंगे कि जिन गाड़ियों को चलाने की बात कही गई है उस को कौन रोक पायेगा?

इस के अलावा आप ने प्लान की बात की है। मैं आप से पूछता चाहता हूँ कि आप की चीजी प्लान में क्या उद्देश्य थे? उस में किसी जगह नई रेलवे लाइन के बारे में जिक्र नहीं है। चीजी प्लान के जो मूल उद्देश्य थे वह तो बने बनाये घर को मजाने की बात थी, आप रेल गाड़ी को डेकोरेटिव रूम बनाया चाहते हैं, ड्राइग रूम बनाना चाहते हैं, उस में एयर कीशन्ड कमरा होना चाहिये, शीर्ष और पैनल लगने चाहिये फस्टर कलाम के डिव्हे होने चाहिये। लेकिन जो पिछड़े इलाके हैं, जहाँ के लोग भर रहे हैं, देश की रक्षा के लिये अपना खून दे रहे हैं उस के बारे में सोचिये। और रेल मर्ती जी आप नो देश के सबसे बड़े प्रान्त उत्तर प्रदेश के मुख्य मर्ती रह चुके हैं, देश को आप स बड़ी आशायें हैं आप मजबूती से कदम बढ़ाइय और हम देखेंगे कि आप के रास्ते म जीन सी ताकल रकावट बनती है। आज हमने सर्विधान का साझेवन दीनी लोक सभा म 36 बार किया है और गणगाय का 25 वा वर्ष है। रेलवे फाइनेंस जो जनरल फाइनेंस ज से 20 गिरिम्बर, 1974 के दिन एक रिजोल्यूशन के जरिये अन्नग रिया गया था। इन 50 सालों म विनाना सुवार दृश्या है? आप के नियम उपनियम वही हैं। 1905 में रेलवे बोर्ड बना था। आज 70 साल में विनानी बार इस की वार्ष विधि को रिव्यू किया है? अगर नहीं किया है तो बता है कीजिये। मैं कोई मखत बात नहीं कहता चाहता लेकिन मालूम होता है कि रेलवे बोर्ड के दफतरों में कुछ दीमक ज्यादा है। ऐसी फाइनेंस जिन पर फैसले हुए होने ह, मर्ती के दम्तब्बत होते हैं, अगर मर्ती हट जाय या भर जाय या त्याग-पत दे देनों का हम हो जाती है। जरा देखना है इस बात को कि वह कहा जाती है। हमें यह फैसला करना है लोक मभा के माध्यम से, प्रजातत्र के माध्यम से, कि वह क्या हो रहा है। आप रिव्यू कीजिये, मैं रेलवे बोर्ड को हटाने की बात नहीं करता। आप इस के कार्यकलाप को सुधारिये। आज आप का रेलवे बोर्ड जनता की भावनाओं का

प्रतिनिधि होना चाहिये, आकाशाओं का प्रतिनिधि होना चाहिये। कोई इस्टीट्यूशन जो साम्राज्यशाही की यादगार है जिन्हा नहीं रहेगा। उभरती हुई क्रान्ति में अगर आप इस को रखना चाहेंगे तो नहीं रहेगी अगर उस का कार्यकलाप नहीं मुझरेगा। आप उस में सुधार कीजिये। रेलवे बोर्ड के कदम, रेल के पहिये की अन्कार, जनता के कदमों के साथ मिलाइये। देश के पिछडे क्षेत्रों की आकाशी के साथ मिलाइये, सीमा क्षेत्रों के साथ मिलाइये। अगर मिला सकते हैं तो मिलाइये नहीं तो देश का उभरता हुआ नूकान आगे बढ़ रहा है। देश के पहिये को जग लगा था ललित बाबू ने खून पमीना दिया है। असत्य नीजबान उन के मार्ग पर चलेंगे और अपना खून पमीना देकर रेल के पहिये को गति देंगे। पिछड़े और पवंतीय क्षेत्रों के लिए हमें 5वे प्लान में देखना चाहिए कि क्या कुछ हो रहा है।

इसके बाद मैं आप से पूछता चाहता हूँ कि आप ने कहा है कि हम जल्दी जल्दी मविस देने चाहे हैं। आप के रेल मतालय में नियम है कि अगर कोई श्राद्धी इन्हीं बरता हुआ भर जाए, तो उसके नड़ों का छ महीने के अन्दर अन्दर नीकरी दी जानी चाहिए। 20 अगस्त 1974 का मेरे प्रश्न सत्या 2937 के उत्तर में आप के एक मर्ती जी ने उत्तर दिया है कि 45 वर्षिक ऐसे हैं जिन का अभी तक लगाया नहीं गया है। उन के माता पिता नेवा करते हुए गए और उन को अभी तक नीकरी नहीं दी गयी और आप दूसरों को रखने की बात करते हैं। बहुत से अफसरों के रिप्टेदार लगे हुये हैं लेकिन जिन के माता पिता चौकीदारी करते हुए, रोड़ी कूटते हुये और मजदूरी करते हुए भर गए, उन के लड़कों को दफतरों में जा कर नीकरी की भीख

[प्रो० नारायण चन्द पराशर]

मांगनी पड़ रही है और वे खाक छान रहे हैं। कुछ उन अफसरों की पूजा करो, तब जा कर काम बनता है। कुछ मिलना चाहिए, तब काम बनेगा, ऐसी बात नहीं होती चाहिए। 45 आदमी आज बेकार बैठे धबके खा रहे हैं। उन के मा बाप रेलवे की नौकरी करते हुए मर गये। उन को आप शीघ्र रोजगार दीजिए।

आप ने कुछ एकेनामी की बात ही है 50 करोड़ रुपये की एकेनामी की बात कही है। मुझे जरा हमी आती है। मैं एक बात सुनाता हूँ कि एकेनामी कैसे हाती है। इसका एक उदाहरण जरा आप सुन लीजिए।

MR. DEPUTY-SPEAKER: I think you have reached the climax a little while ago.

प्रो० नारायण चन्द पराशर मुझे आप दो मिनट दीजिए। एकेनामी के बारे में मुझे एक किस्सा याद आ गया और वह इसी टाइम के उपर्युक्त है।

एक बार इंग्लिस्तान के एक मन्त्री ने एकानामी की चर्चा की आर इस पर अमल किया। कैसे?

"The Government's cause was not helped by Patrick Jenkins, Energy Minister, who declared that Britons should not turn on the lights when brushing their teeth since this function could easily be performed in the dark."

आप कुश मत कीजिए क्योंकि कुछ एनर्जी बचानी है, अधेरे में ही कुश कीजिए।

लेकिन मन्त्री जी ने क्या किया, यह इसमें आगे लिखा है

"In an inept demonstration of his point Jenkins posed for the Daily Telegraph shaving by candle-light..."

डेली टैलीग्राफ के फोटोग्राफर को बुलाया कि देखो हम एकेनामी कर रहे हैं।

—using an electric razor."

विजली बुझा दी और मोम बती में शेव करने लगे।

रेल मंत्री (श्री कमलापति त्रिपाठी) : यह किम मिनिस्टर का आप जिक्र कर रहे हैं?

प्रो० नारायण चन्द पराशर ये वर्तनिया के एनर्जी मिनिस्टर श्री जेकिम की बात मैं कर रहा हूँ।

मैं यह कह रहा हूँ कि बहुत मे कार्य ऐसे हैं जिन में एकेनामी होती है लेकिन एकेनामी में गला किसे का कटना है, रोडी कूटने वाले का। एकेनामी में गला कटना है उस मजदूर का जिम को अभी बनकर्म होना था। यह बिहार की रिपोर्ट है। नवभारत टाइम्स में यह आया है कि वहां पर तीन लाइन बन्द हो रही है और छठनी हो रही है। यह एकेनामी हा रही है, यह खर्च बचाया जा रहा है? आर कौन से सेलून आपके बन्द हुए? कौन सा रेलवे इजन है जो आप बाहर से मगाने की तैयारी कर रहे हैं जेकोसलावेकिया में। वह डॉ० एल० डब्ल्यू० क्यों बना? आप ने इमलिए बनाया कि देश के मजदूरों को काम मिल सके। वह आप ने इमलिए बनाया कि देश का धन देश में रहे। प्रगर

अगर आप बाहर से मंगते हैं, तो यह वही इंगलिस्तान के मिनिस्टर जैसा हाल है।

मैं मंत्री जी से एक और बात कहना चाहता हूँ। एक दो वाक्यों के साथ मैं अपने भाषण का अन्त करूँगा। आप ने विश्वास दिलाया है और आप के प्रदेशेमर, आप के पूर्ववर्ती मिनिस्टर शिव शंकर को तरह जहर पीते हुए मर गये और आप तो 'कमलापति' हैं आप विषु की तरह इस देश का पालन कर प्रांत आर इस को बचायें। मैं आप को विश्वास दिलाना है कि सारा देश आप के साथ है, देश का मजदूर आप के साथ है और सब आप के साथ है। आप आग बढ़ायें लेकिन मजदूरों के पसों और आसुओं का ध्यान रखिये और एयर-कटिंग्स कर्मरों का नहीं। इन्हीं शब्दों के साथ मैं अपना भाषण समाप्त करता हूँ।

SHRIMATI PARVATHI KRISHNAN (Coimbatore): Now that the humour is over, may I talk something serious?

At the very outset, I would like to share the sentiments expressed by the hon. Minister while presenting his Budget in paying tribute to the late Shri L. N. Mishra. Whatever might have been his failings, there were very strong points in him which we would like to remember to-day when we are discussing the railway budget after his unfortunate assassination in the beginning of January.

As far as the Railway Minister's speech goes, I would like to say that my reaction to it is that it is like the proverbial curate's egg, good in some parts and very bad in others, a little more, than the proverbial curate's egg.

I welcome one or two things he has introduced in his speech. Firstly, he has for the first time said something absolutely positive which, I am sure, the bureaucrats sitting in the Rail Bhavan may not be very happy about. He has given an absolute and categorical assurance in his speech that there will be condonation of all break in service—a demand that has been before the House and before the public ever since May, 1974, on which a lot of tight-rope walking was done by the late Shri L. N. Mishra and the Minister of State, Shri Qureshi.

But the Minister is courageous enough and I think him for it. I would like him to go one step further; he should in his reply, clarify, that this condonation applies also to those people who are taken back after being left for months on the starvation line with their appeals pending before the authorities of the Railway Board.

To come to the finances of the Railway. For years are faced with this problem of the growing deficit and the railways going into the red. Why are they in the red? We are not told in the budget nor are we told in any other reports the real reasons for this. Except, as usual, to blame the horse that is beaten to death, to blame the workers for their non-co-operation, for doing this and doing that. But what is the Railway Board doing? What is the Ministry doing to go down to brasstacks, to the fundamentals, to set these finances right? This we do not know. Therefore, I do not call this a happy Budget or an Election Budget. I would say in a nutshell that this is nothing less than the Railway Board's Budget. And I would appeal to the Railway Minister that this year at least from the beginning itself he should take some positive action in the direction of reorganising the Railway Board from top to bottom of its working. It has to be reorganised and reorientated so that next time we may know where we stand with regard to the

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entire question of these railway finances. Let us be clear about the aims and objectives of the railways. Every time we are given a long list of accidents, this was up or down, what measures were taken about punctuality, how many new lines were taken up and so on. We should know what is really wrong with the railway finances.

This is our biggest nationalised industry in the country as a whole. Government may not choose to call it an industry but it is an industry. This term is very clear. We wanted that Government should run railways as a commercial undertaking because then finances can be generated not only for improving the working of the railways not only to introduce new lines and bring satisfaction to many hon. Members like Mr. Parashar and myself, but also to see that the railway workers are paid their industrial wage which Mr. Qureshi during the negotiations agreed and said was acceptable in principle. He said "where are we to find the money, the principle is there". We don't find any picture of the money being found in the budget because we are being told the same thing in new form, it is the same old wine in a new bottle.

Last year we had a review of the performance of the railways and we went through the same. We had found out certain jugglery in figures. This time they have put some other type of cover and they have given the same in other form. But if you go through the report you will find the same figures are there. I will give one concrete example. We are being given the figures of not tonne KM moved the per-tonne of wagon capacity which went up to 16558 in 1960-61 from 11833 in 1950-51 and has now come down again to 14,283. But freight movement and wagon utilisation has certainly not improved and is not improving at all. Time

and again we have been given hope that some special programmes are there. Still we find, steel and other goods could not move, the wagons are tied up, and so on.

16 00 hrs.

This brings me to my point. The question is Why are we not given the figures as to what is the return per wagon and what could be the improvement made on the return per wagon? We would like to know what positive steps have been taken by the Railway Administration to see that the freight traffic, which would give the maximum return is given priority. That can only be worked out if we know what is the return on each wagon? To-day what do we have? We are only given originating tonnage figures. We do not know whether the wagons are used to the full capacity. We are totally unaware of the utilisation of wagons in freight traffic. If that is given then only could positive figures be worked out and we would be in a position to propose what should be done further. In that way we would also be in a position to point out where the pilferage and other malpractices take place. The pilferage and malpractices have already been referred to by my hon. friend, Shri Samai Mukherjee. All these could be checked at any time at the divisional or at the local levels. We should also be told that this will be the freight earnings. Why there is no indication given in this regard. Has there been any analysis made to achieve that kind of target? No. The target is given in terms of wagons kilometers and so on and so forth. Financial picture is not given. We are only given an abstract picture. This type of giving a target is no good at all. Targets for earnings on freight should be given to divisional and local levels. Once the target is given, they would certainly have to fulfil it. If it is not fulfilled, the question arises as to why that target has not been fulfilled. I want to know whether the pilferage or mal-

practice that have been going on in the railways is checked or not. I do not think so. For instance there is a difference in freight charge between carrying coal and sugarcane. Is sugarcane the commodity from which you get more? Or is it coal?

We are not given figures with a commercial approach. No scientific give you one example. Take the analysis has been made at all. Let me North-east Frontier Railway. We would like to know why there is a fall in the share of traffic of tea. The despatch of tea produced from the tea gardens of Assam has fallen from 62.6 per cent in 1971-72 to 34.4 per cent in 1973-74. Don't tell me that it is due to the strike. Every-time you blame the workers whenever there is less traffic carried by railways.

Similarly, if you take the movement of jute on this railway, you will find that in 1971-72 it was 72 per cent of the total traffic but it has come down to 59.3 per cent in 1973-74. Why is this sharp fall? Why is it that it takes nearly a week to ten days for the wagons to be provided to the tea gardens to transport the tea to Calcutta? Tea is a bulk production in that area. Surely, the railways should be in a position to lift that amount of traffic and transport the same to Calcutta. You should see that the goods which are for a short lead are diverted by road. You should change the policy of quota allocation. Should there not be that coordination between rail and road traffic so that the freight movement is made commercially oriented? This is what I would like to lay stress on. Railways should go in for long lead traffic and block trains avoiding yard and terminal delays.

Coming to commercial orientation, unless we are given the figures which would help us to understand and judge whether the commercial targets have been fulfilled or not, it is no use giving this Parliament this sort of

budget and saying that this much of money we lose or this much of money we make. Therefore, I would appeal to the Minister to see that this is done and this commercial orientation takes place so that we know how much we are earning per wagon and how many wagons are being utilised which are already there and whether this earning is upto the mark or not.

Now to come to the Railway Board itself, to-day we see in this country that in Rail Bhavan there are two different officers functioning in the railway—one is the Minister and the other is the Railway Board. This is the dual authority. Last year, particularly, we had a bitter experience. After an assurance was given on the floor of the House to Members of Parliament, the same is put into the waste paper basket by the Railway Board.

Thus Railway Board is inoculated against independence; they are inoculated against any national outlook. They have been inoculated again t any idea of having a healthy attitude towards labour. You, Sir, have called for it and the late Shri Mishra had called for it in 1974 when he spoke on the railway budget. I quote:

"I recognise that enlightened management is essential for happy industrial relations and increased productivity. A rigid bureaucratic approach in the handling of industrial relations is now an anachronism. It is, therefore, the objective of all railway executives to see that management responsibilities are discharged with an enlightened outlook."

Similarly, Sir, you in your wisdom have also said what in effect is the same. I quote:

"Well-being of the staff forms a corner stone of this policy. I have directed the Zonal Railway Administrations to deal with all service matters speedily and sympathetical-

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ly, wherever employees are not charged with sabotage or violence."

Now, what happens after you have directed them to do that. Here is one of the dismissal orders handed over on the 19th February, just on the eve of your budget speech, to Shri Chaman Lal Kochhar. I quote

"The disciplinary authority has removed Shri Chaman Lal Kochhar from service in exercise of the power conferred on him by Rule 14(ii) of the RS (D&A) Rules, 1968. Under the said Rule 14(ii), where the disciplinary authority is satisfied for reasons to be recorded by it in writing that it is not reasonably practicable to hold an inquiry in the manner provided in Rules ibid, the disciplinary authority may consider the circumstances of the case and make such orders thereon as it deems fit."

Rule 14(ii) is based on proviso (b) to Article 311, (2) of the Constitution. Under clause (3) of Article 311, on the question whether it is reasonably practicable to hold an inquiry, the decision of the authority empowered to dismiss or remove the person or to reduce him in rank shall be final.

"I have perused the relevant records. I am satisfied that the disciplinary authority has recorded detailed reasons in writing as to why it was not reasonably practicable to hold an inquiry in this case. His decision on this aspect is final. I do not also consider that on the facts and circumstances, the penalty imposed is severe. The appeal is, therefore, rejected."

His decision on this appeal is final and not your decision. Where is sabotage or violence here? It is only the wisdom of a pen-pushing and file-pushing officer in the railways who knows nothing about humanity or labour or industrial relations. Simi-

larly, again there is the case of two workshop employees in Bikaner who have been dismissed because they had addressed a meeting asking the staff to join the strike. Is it not the assurance given by Mr. Mishra and in your speech also that there will be no victimisation. Then what is the railway administration doing?

Sir, 27 years after independence, this Railway Board has remained unchanged. It was established under the Act of 1905, not even 1938. How are you going to remove these people with fossilised minds? If you ask me I have a more humane view and will not say throw them on the road. I certainly do admit that there may be some of them who are efficient but first, Sir, let the post of the Chairman of the Railway Board be abolished here and now. There has to be one single authority in Rail Bhavan and it is the Railway Minister who should be the Chairman of the Railway Board. This Chairman might be once upon a time an engineer. What does he know about industrial relations? He may know what a wagon looks like but not what a human being, a worker, looks like. Therefore, my appeal is to re-organise the Railway Board and living it under your control.

We were told yesterday by Mr. Qureshi that some demands were granted. One of them about which a great show was made was about the Miabhoi Tribunals recommendations on which we were told that Rs 35 crores were required for implementation of the recommendations. We were told in the August speech..

PROF. MADHU DANDAVATE: When he explained that fraud, you were not in the House.

SHRIMATI PARVATHI KRISHNAN: I was not in the House, but, I went through the proceedings. I am quite literate. I am not illiterate

like the Members of the Railway Board. Rs. 35 crores. This is what has been said yesterday. Rs. 35 crores for implementation of the recommendations of the Miabhoj Tribunal. We were told by the late Shri L. N. Mishra, in his budget speech when presenting the Supplementary budget last year, that this extra money was wanted and that is why the increased freights and increased fares and so on and so forth. What happened? Here, Sir, is a circular from the South Central Railway Sholapur division. Miabhoj Tribunal has said 84 hours and here you are, 'OT is to be calculated beyond 90 hours'. This is dated 6th February, 1975. Is this the way that the implementation is going to take place?

Then, about fair price shops. On 25th August, 1974, the late Shri L. N. Mishra said 'A start has also been made to set up fair price shops in railway colonies housing more than 300 employees'. What is the record we have? Absolute record, I must say. We are supposed to have fair price shops for every 300 employees. You have got nearly 20 lakhs of workers, both casual and permanent. How many fair price shops? 48! What a record! Let us work out how many families are covered. Only 48 fair price shops.

Then, in regard to decasualisation, which should have gone on in the Railways all these years, what is happening? This is also one of the recommendations of Miabhoj Tribunal. The Railway authorities are very busy with decasualisation from the back door. Victimise all the casual workers, throw them out of work and take them back as daily rated workers. But, when you ask them the question, they say 'Cabinet has asked us to effect economy measures'. This is where they are saving their money. Do you think this is fair? Ninety three workers in Jaipur who have been doing regular work of maintenance, who have been in service from five to 15 years and who

should qualify for provident fund, for all kinds of retirement benefits and for all benefits which are due to permanent employees, are thrown out today and they will be taken on tomorrow as daily rated workers. In regard to EIR workers who are working on your construction every where, you say economy, no money no plan outlay and you throw them out. Sir, in regard to some of them, with 15—20 years of service, there is no provident fund. Why should the Railway Board care? Everybody knows that when most people who sit at the top in the Railway Board retire, their provident fund amounts would run into tens of thousands of rupees. They are able to build huge houses for themselves. Where does the money come from? Maybe, it comes from sources other than provident fund? May be, that is why, they do not want to rationalise freight movement. I do not know. Sir, I am sure you would be dynamic enough to look into it. Sir, this question of casual labour, particularly, in regard to those who have been victimised during the strike is something that merits immediate intervention by you.

Lastly, I want to deal with a very important aspect and that is, Railways and Industrial Relations. Sir, as far as the Railway Board is concerned, as I said quite earlier, as far as industrial relations are concerned, they are totally illiterate. Even the technically illiterate UNESCO form of illiterate women working in the Railways is wiser than they are, as far as industrial relations are concerned.

Today, Railways get exemption by virtue of cheating and bamboozling from almost all those material clauses of labour legislation which are necessary for the protection of labour. For instance, the Labour Ministry has said 'provident fund for all'. Railways say we have our own schemes. Now, there are casual labourers with years and years of service. But kept as casual labour, they do not qualify,

[Smt. Parvathi Krishnan.]

for no provident fund. You talk about loyal workers. There are examples and cases of workers who have served the Railways loyally for 31-32 years. Their cases have been put before the Minister, but, no provident fund because there are no provident fund deductions. What kind of Ministry is this, if you cannot look into it and see that your workers who belong to what is known as the nation's lifeline, who belong to that industry without which your national economy would be brought to a standstill, who keep the wheels moving are neglected in this way. Even at the time of their retirement, what is their position? After all, they joined when they were young youths. When they retire, they have their families—parents, wives and children—to support. I do not think I need go further into that because I am sure you are equally aware of this.

Therefore, this whole question of the railways being in absolute isolated glory has got to be done away with once and for all. This is the demand we have been raising time and again in this House. Therefore, I would not like to labour it any more.

Finally, I would like to say one thing. The south, where I come from, is a sadly neglected area. I much appreciate Shri Parashar's very fervent appeal for national integration and so on, but he seemed to know nothing about the south, because he could not give any example. Now may I give them?

In the speech of Shri L. N. Mishra last year, there was mention about speeding up the electrification of the Vijaywada-Madras section. Nothing is there in your speech this year—I wonder why. On the other hand, those workers who should have been at work after that assurance came, are being reverted. In October, 1974,

80 engineering inspectors have been reverted to lower grades and even put on alternative jobs like junior clerks. Therefore, I would like to know what is happening to this scheme.

Similarly, in regard to the doubling of the track of the south-west broad gauge line, now it has reached Trichur. There we find that ELRs who were engaged in the work have been served with retrenchment notices. Does this mean that the doubling of the track on that gauge is going to come to a standstill or not. Similarly, the Salem-Bangalore metre gauge trans. Why do they still stand cancelled? This is a very important link between Tamil Nadu and Karnataka. Are you interested in national integration?

PROF. NARAIN CHAND PARASHAR: Yes.

SHRIMATI PARVATHI KRISHNAN: There you are. The chorus is there. Therefore, why is it that these lines are being neglected and trains are being cancelled? When uneconomic lines are cancelled, the blame is put on coal. The Railway Board is above all blame whatsoever. It is an absolute Haris Chandra sitting as a panch. It is time their age old theories, pet theories, all the fictions they put before us are blown up.

Let me give you one more instance of discrimination. In the Indian Railways: Report and Accounts, on page 38 are listed Important events of the year 1974. Honourable members of Parliament and the Minister would do well to read it. Not one place south of Narmada has an important event in 1974 to be detailed to Parliament. Is this the way they are going to have national integration?

That is why I say that you have a set of men there who do not have a national outlook, a national perspec-

tive nor patriotism. Therefore, I appeal to you and in International Women's Year 1975, I hope it will not fall on deaf ears, and hope that even before this budget comes up for voting, you will come before us as Chairman of the Railway Board as well as the Railway Minister and we will not have that dual authority. It is only then that proper steps can be taken by you. Then perhaps we can consider whether 1975-76 is a year of promise, a year of stabilisation and a year of steady growth all round. But if matters continue as they are, I am afraid we are in for a bad time, the Railways are in for bad time, the Minister is in for a bad time, and none of us wants to have this bad time.

Therefore, I should appeal to him—I hope that my appeal does not fall in deaf ears—that a national orientation will have to be brought into the Railway Administration at least in this year of 1975.

श्री डॉ० एन० तिवारी (गोपालगंज): उपर्युक्त महोदय, रेल मंत्री जी ने अपने भाषण में कहा है : “1975-76 को मैं सभी प्रकार से आशा, स्थिरता और नियन्त्रण उन्नति का वर्ष मानता है। ऐसा लगता है कि रेल के दृद्धिन समाप्त हो रहे हैं। रेल मंत्री जी का प्रगाढ़ अनुभव और अमना सर्व-विदित है। मैं चाहूँगा कि वह अपनी नीतियों को ठीक ढंग से कार्यान्वित करा सकें। लेकिन मैं उन को एक बारीनग दूषा कि जो उन के अतिनिकट बैठने वाले लोग हैं, यानी रेलवे बोर्ड के लोग, वे कोई काम नहीं होने देते हैं। इस लिये उन पर दृढ़ नियंत्रण रखना चाहिए। अरोकेमी कुत्ते की पूछ के समान है। अगर कुत्ते की पूछ बराबर कसे रहें, तो वह सीधी रहूँगी है, लेकिन अगर उस को छोड़ दिया जाये, तो वह फिर टेकी हो जाती है। इस लिये अगर नियंत्रण

रहेगा, तो काम ठीक तरह से चलेगा, वर्ता कोई काम नहीं हो सकेगा।

16.22 hrs.

[SHRI ISHAQUE SAMBHALLI in the Chair]

मंत्री महोदय ने अपने भाषण में यह भी कहा है : “मैं समझता हूँ कि अगले वर्ष यात्री और माल, दोनों तरह के, रेल यात्रात की दरे स्थिर रहेंगी। मैं चाहता हूँ कि रेल अपना व्यापार बढ़ा कर और संचार को अधिक उन्कॉर्प बना कर अपनी विनीय स्थिति सुधारें और अधिक लोकप्रिय बने।” इस के लिए मंत्री महोदय को बधाई देना चाहता है।

श्री समर मुकर्जी का भाषण सुन कर मैंने बड़ी निराशा हुई। उन्होंने कहा कि रेलवे का यह बजट इन्वेशन का बजट है; इस में किराया आदि नहीं बढ़ाया गया है। मैं उन को बनाना चाहता हूँ कि हम लोग इन्वेशन की दृष्टि से काम नहीं करते हैं उन्होंने देखा होगा कि जनरल बजट में किन्तु टैक्स लगाये गये हैं। इसी से वह यह समझ सकते हैं कि हम इन्वेशन के दूर से टैक्स नहीं लगाने हैं, यह बात ठीक नहीं है। जब देश के लिये ज़रूरत होती है, तो हम टैक्स लगाते हैं। वरना नहीं लगाते हैं अगर माननीय सदस्य यह बात न कहते, तो अच्छा होगा।

मंत्री महोदय ने यात्रा को अधिक मंहगा नहीं किया है, लेकिन पेट पर मुक्का ज़रूर मारा है। उन्होंने अब डोने की दरों में कुछ बढ़िया की है। इस से उन को 35.5 करोड़ रुपया प्राप्त होगा

[श्री दी० एन० तिवारी]

लेकिन उपभोक्ताओं को 70 करोड़ रुपये से कम नहीं देना पड़ेगा । यह बराबर देखा गया है कि यद्यपि टैक्स कम लगता है, लेकिन उपभोक्ताओं को अधिक देना पड़ता है । मत्री महोदय की यह इच्छा यी कि यह साल बिना टैक्सों में बढ़ोत्तरी का साल रहे । इस लिए मेरा निवेदन है कि वह इस विषय पर पुनर्विचार करे । मैं अभी बताऊंगा कि अगर रेलवे प्रशासन चाहे, तो दूसरी गहों से मेविंग हो सकती है ।

मत्री महोदय ने अपने भाषण में कहा है “मेरा पक्का विश्वास है कि जब प्रवधार प्रवद्ध होने वाला है, तो उनके बम चारा, मन नगा दर काम करते हैं । इस सदर्भ में उन्हें न रेलवे एम्प्लाईज के प्रति जो उदारता दिखाई है, वह नराननीय है और उगके लिए वह धधाई के पाव है । लेकिन साथ ही रेलवे कर्मचारियों को भी यह मोक्षना चाहिए कि अपने फार्म नेताओं के बहाव वे में आकर वे हड्डनाल या आदलन न वरे । आज बात बात पर स्ट्राइक हर्ने हैं । कई भी एम्प्लाईर अपने कर्मचारियों के साथ दुर्ब्यवहार या कठोरता का व्यवहार नहीं करना चाहता है । बड़ी दुखद स्थिति में ही ऐसा बरना पड़ता है ।

कई माननीय सदस्यों ने कहा है कि जिन रेलवे एम्प्लाईज को डिसमिस किया गया था, उन में से बहुतों को अभी तक नहीं लिया गया है । मत्री महोदय ने एलान किया है कि ऐसा कोई आदमी डिसमिस नहीं किया गया है, जो डीकोटेज, इनटिमिडेशन या तोड़-कोड़ के मामले में मुजरिम नहीं है । लेकिन कुछ माननीय लाइब्रेरियों ने यह आर्ज लगाया है । मैं

समझता हूँ कि मत्री महोदय ने ऐसे सबकर्मचारियों के रिकार्ड नहीं देखे हैं । मेरा निवेदन है कि वे उन सब के रिकार्ड देखें और उन के बारे में सहानूभूतिपूर्वक विचार करें । यदि कुछ कर्मचारी गलती से छूट गये हैं, तो उनको जरूर बहाल कर लिया जाये । जो छाह-म-छाह रेलवेज को डस्ट्राय करना चाहते हैं, उनको बहाल करने के लिए मैं नहीं कहूँगा । लेकिन मैं मत्री महोदय को बताना चाहता हूँ कि रेलवे बोर्ड यह काम करने में अश्रम है ।

ये जेनरल बाते कह कर मैं मत्री महोदय का ध्यान कुछ खास खास बातों को और खीचना चाहता हूँ । रेलवे प्रशासन, उसके कर्मचारियों और जनता के बीच में कुछ फ्रेडिविलिटी गैप हो गया है । रेलवे स्ट्राइक के बाद रेल मत्री और रेल प्रशासन के द्वारा यह एलान किया गया था कि जो लायल वर्कर्स रहे हैं, जिन्होंने स्ट्राइक में भाग नहीं लिया है, उनकी पदान्ति होगी, या उनके किसी डिपेंडेंट को रेलवे में बहाल किया जायेगा । कुछ लोग होशियार थे कुछ लोग प्रशासन के नजदीक थे । उन्होंने इसका लाभ उठा लिया । लेकिन बहुत से लोग इसका लाभ नहीं उठा सके । जो नीचे के स्तर के लोग रेलवे प्रशासन तक नहीं पहुँच सकते हैं, या पैरवी नहीं कर सकते हैं, उनके लिए भी यह अव्यवस्था करनी चाहिए, वर्ना उन के मन में रेल मत्री या रेलवे प्रशासन के प्रति कैसे विश्वास होगा ? कथनी और करनी में बहुत कम अन्तर होना चाहिए । अगर यह अन्तर कम नहीं होता, तो उन लोगों का विश्वास हमेशा के लिए उठा जायेगा ।

कर्मचारियों की बेतन-बृद्धि की बात तो अहम है, लेकिन सब से अहम बात यह है कि उनके साथ व्यवहार कैसा हो । बहुत से सामसे पर्सनल ईक्वेशन किवजह से गडबड हो जाते हैं । ठीक काम करने के लिए कुछ कर्मचारों

सजा पाते हैं और कुछ तरक्की पा जाते हैं। आदमी आदमी के लिए सर्कुलर बदल जाता है। एक सर्कुलर किसी के पक्ष में निकलता है। जब वह काम खत्म हो जाता है, तो रेलवे बोर्ड से दूसरा सर्कुलर निकल जाता है। मैंने ऐसे कई सर्कुलर देखे हैं। ऐसा नहीं होना चाहिए। सब के साथ निष्पक्ष और बिना किसी मुरब्बत के अवहार होना चाहिए।

रेलवे फिनासिज डोलडम्ज में हैं। आज एक-चौथाई लोग बिना टिकट के यात्रा करते हैं। आगर टिकट लेस ट्रैवलिंग को निर्मूल किया जा सके, या बहुत कम किया जा सके, तो मर्दी महादय का काई फरलगाने की जरूरत नहीं पड़ेगा। न...न इन समस्य में न रेलवे प्रशासन ने, और न मर्दी महादय ने वार्षीय बात बही है। क्योंकि इस समस्या का ईस टैन करने जा रहे हैं।

प्रथम यह है कि रेलवे का उपभोक्ता क्या चाहता है। दूसरा उपभोक्ता व्यापारी हैं, तो वह चाहता है कि उसका मत डाक समान पर रेलवे आंदोलन का बहाव है तो वह चाहता है कि वह ठीक समय पर यात्रा कर सके।

ओ हुबम चम्ब कलवाय (मुर्मना)
सभापति महादय, मेरा व्यवस्था का प्रश्न है। इस समय सदन में गणपूर्ण नहीं है।

सभापति महोदय घटी बजाई जा रही है श्रब कोरम प्रे गया है। माननाय सदस्य अपना भाषण जारी रखे।

जी डी० एन० तिकारी तो मैं कह रहा था कि रेलवे के उपभोक्ता क्या चाहते हैं। व्यापारी या जो माल भेजने वाले हैं वह चाहते हैं कि उनका माल ठीक से पहुंच जाय और समय पर मिल जाय। जो दैर संगति है उससे हीता यह है कि जो रेल से ट्रैफिक आने वाला

है वह रोड से चला जाता है और रेल को आटा होता है। इस तरफ भी व्याप जाना चाहिए।

दूसरी बात है पक्चुअलिटी की। पक्चुअलिटी का तो मालूम पड़ना है कि नामो-निशान नहीं रह गया है। रेलवे में और खास कर हम को इसका अनुभव है अपने समस्तीपुर जोन का। समस्तीपुर जोन को गाडिया इतनी लेट चलती है, इतनी लेट चलती है कि कहा नहीं जा सकता। कट्टोल वहा का बराबर खराब रहता है। मालूम नहीं पढ़ता है कि कितनी देर छहरना पड़ेगा। यह जो गाडिया इतनी लेट चलती है उससे मैं अबर का किनना लास होता है इसकी गिनता करें तो करोड़ो अरबों घटे नल्ट होते हैं। इसका कोई लेखा-जोखा नहीं है। याकियों को समझा जाता है कि ये आदमी नहीं पशु हैं, आएंगे जाएंगे क्या कर्वं पढ़ता है। मैं यह कहना चाहूँगा कि ऐसा नहीं होना चाहिए।

समस्तीपुर जोन बहुत बड़ा जीन है। कार्य का भार यहा बहुत ज्यादा है। बहुत दिनों से प्रन्थन हो रहा है कि आगर डी०एस० आफिस नहीं तो डिप्टी डी० एस० आफिस वहा दे दिया जाय। आप के प्रेडिमर ने उसके लिए आश्वासन भी दिया था और कुछ कार्य-वाही चली भी थी। लेकिन उनकी दुखद मृत्यु के बाद वह कार्यवाही बन्द हो गई और वह फाइल बन्द करके रख दी गई। उसका फिर आप चालू कराइए और इस बात को देखिए कि वहा के उपभोक्ताओं को तकलीफ न हो।

एक बात जो अभी कही गई जो रेलवे लाइनों को डबल करने का और छोटी लाइन से बड़ी लाइन में कन्वर्ट करने का काम हो रहा था, उसमें समस्तीपुर से मुजफ्फरपुर, मुजफ्फरपुर से छपरा और छपरा से बाराबकी की लाइन थी। लेकिन अब काम बहां धीमा हो गया है और सुनते हैं काम बन्द कर दिया जाया है। उसमें कुछ हपया बच्चे हो चुका है और कुछ बच्चे होने वाला है। वह काम बन्द

[भी ओ० एन० तिवारी]

नहीं होना चाहिए। वह कोई इसलिए नहीं कि श्री एल०एन०मिथ की स्कोम थी, बल्कि वह बहुत पुरानी स्कोम थी, श्री हनुमन्तेया जी के टाइम की स्क मर्था। बाराबकी तक इसे करना था। इसलिए इसको आप स्थगित मत कीजिए। जो काम चल रहा था उसको आगे चलाइए।

रेल उपभोक्ताओं के लिए दो तीन चीज और जरूरी हैं। एक है अप्रो० रोड। अप्रोच रोड्स के छ जैसी दशा है कि उस पर सवारी नेज चले तो बीमार की बीमारी बढ़ जाय और गम्भेती का गम्भंपात हो जाय। उनकी भरमत और मुश्कर की आवश्यकता है। मैंने कई बार इस पर ध्यान दिलाया लेकिन कोई मुनवाई नहीं होती है।

रेल फाइनेस का द्वेष एक और जगह से होता है। जो यात्रियों के स्वास्थ्य और जीवन से मरव रखता है। वह है कैर्टरग की व्यवस्था। रेलवे ने जिन जिन स्टेशनों पर कैर्टरग का काम अपने हाथ में लिया वहा वहा घाटा उसमें हो रहा है। क्यों घाटा हो रहा है? कोई यह नहीं है कि बहुत अच्छा खाना दे रहे हैं, बहुत लैविंग भोजन दे रहे हैं, जो प्राइवेट थंकेदार देता है उमीं के माफिक ये भी खाना दे रहे हैं। लेकिन उनको तो नफा आता है और आपको घाटा आता है। वहा यही नहीं कि केवल यात्री खाना खाने हैं, बड़े-बड़े गहरों में बाहर के लोग भी आ कर खाते हैं। तो क्यों घाटा आता है? क्योंकि कुप्रबन्ध है, चोरी है। चोरी में केवल यही नहीं कि रेलवे का सामान बेचा जाता है बल्कि वहा के प्रबन्धक अपना सामान रखते हैं, उसको बेचते हैं और रेलवे की चीज नहीं बेचते। इसको मंत्री महोदय दिखलवा ले। मैं बहुत से स्टेशनों का नाम दे सकता हूँ। दूसरी बात यह है कि जहा जहा नफा होने की बात है वहा तो प्राइवेट बन्दो-बस्त कर दिया गाता है और जहां घाटे में

चलने वाला है ता है उसको रेलवे ले लेती है। जैसे मुजफ्फरपुर है वहां का ठेका हो रहा है। वहां नफा होता है। लेकिन वहां थेकेदार को दिया जा रहा है और जहां घाटा होना होगा वहां रेलवे लेगी।

रेल मंत्री (भी कमलापति त्रिपाठी) :
जहा घाटा होगा वहा लेगा काहे के लिए थेकेदार ?

भी ओ० एन० तिवारी वह आप दीजिए उनको। घाटा तो आप के कुप्रबन्ध से हो रहा है? वह आप उनको दे दीजिए। तो वह नफा कर लेगे। आप को तो घाटा आपके कुप्रबन्ध की बजह से होता है। वह इसमें नहीं होता है कि वहा लोग खाते नहीं हैं या बिक्री नहीं हो रही है। हा, अगर यही पालिसी है कि जहा नफा हो वहां थेकेदार को दिया जाय तो यह बात दूसरी है। . . . (व्यवधान) . . . नहीं तो बहुत सी जगह जहा नफा होता है वहा उको क्यों देते हैं?

एक बात और कहनी है कैसिलेशन आफ ट्रेन्स के बारे में। ब्राच लाइनों में कैसिलेशन बहुत हुआ है। वहा की जनता को यातायात की बहुत कठिनाई है। क्योंकि एक तो वह बैसे ही पिछड़ा हुआ क्षेत्र है, वहा लाइन देर में गई और वह भी आपने कैमिल कर दी तो इससे उनको बहुत असुविधा हो रही है। कहा जाता है कि कोयला नहीं मिलता इसलिए कैमिल करना पड़ा। कोल मन्त्रालय कहता है कि कोयले का उत्पादन बढ़ाया है, आप कहते हैं कि कोयला मिलता नहीं है तो किस को सच माने? . . . (व्यवधान) . . . इस बक्त द्वेष में कैसिल्ड हैं, अभी तक कैसिल्ड हैं, उनको तो रेस्टोर कीजिए।

भी कमलापति त्रिपाठी : पहली तारीख से हो जायगी।

जी ३०० एवं० सिवारी : बहुत अच्छी चात है अगर हो जाय ।

दूसरी बात यह है कि आपका ईधन का खंच बहुत बढ़ गया है । क्यों बढ़ गया है ? इसलिए नहीं कि ईधन ज्यादा लग रहा है बल्कि उसकी चोरी बहुत अधिक हो रही है । आप देखेंगे कि जहां कोयला पड़ा होता है जंक्शन स्टेशन पर बढ़ा लाखों ल ख ईंटें उसी कोयले से बन जाती हैं । ड्राइवर लोग ड्रेन से कोयला गिरा देने हैं, उसको खंच देने हैं और इस तरह धारा होता है । तो धारा तो कुप्रवध से और चोरी से हो रहा है और उसकी मजा हम लोगों को मिले, यह उचित नहीं है ।

एक बात और कह कर बैठ जाऊगा । आप को कम्पेन्सेशन बहुत देना पड़ता है चोरियों के लिए, माल के गायब होने के लिए । चोरिया बहुत होती हैं । आज के प्रबन्धन में क्या आप समझते नहीं हैं कि ये चोरिया जिन्हीं होती हैं उसमें रेल कर्मचारी शामिल रहते हैं ? (व्यवधान) और एक चात और है । कम्पेन्सेशन को ठीक करने में भी चोरी होती है । वहा वकील लोग रेलवे अधिकारी और व्यापारी तीनों मिल कर कम्पेन्सेशन का एमाउन्ट बढ़ा देते हैं । कलम्ब इन्हें कि आप एक तरफ कलेम्स साक करना चाहते हैं तो दूसरी तरफ वह बढ़ाना जाता है । पिछले साल का किया, इस माल और बढ़ गया । इसके लिए न हो तो एक इडिपेंडेंट वाडी बना दीजिए जो कलेम्स में जाय और देखे कि किनना कलेम देना चाहिए । आखिर कलेम देने की जरूरत ही क्यों पड़ती है ? अगर आप का शासन ठीक रहता तो चोरी नहीं होती और कलेम देने की जरूरत ही नहीं पड़ती । आखिर मालगाड़ी का डिब्बा का डिब्बा गायब हो जाता है जबकि हर स्टेशन पर लिखा जाता है कि कौन डिब्बा आया, और कौन नहीं, फिर भी डिब्बा गायब हो जाय, उसमें ऐसे गायब हो जायं इससे भी बढ़ कर कोई बात

होगी ? यह तो ताजमहल और चाहना की दीवार से भी बढ़ कर आश्चर्यजनक बात है कि हर स्टेशन पर लिखा जाय फिर भी डिब्बा चोरी हो जाय । इसकी तरफ आपका ध्यान जाना चाहिए ।

अगर टिकट्टेम ट्रैवलिंग कैटरिंग की अवस्था और कम्पेन्सेशन का मामला इन को ठीक किया जा सके तो सैकड़ा करोड़ हरवे में कम नहीं बढ़ेगा और हम लोग ट्रैक्ट में बरी हो जाएंगे ।

डा० सकमीता तरजु पाण्डेः (मदमीर) : ममापति महोदय, मैं 1975-76 के रेलवे बजट पर आपने विवाद व्यक्त कर, उसके पूर्व मैं उन ममी रेल कर्मचारियों और उनके परिवारों के प्रति जिन्होंने पिछले रेल हड्डान के दौरान आपने परिवारों को सकट में डालते हुए अनेकों कठिनाइया भुगती, यहा तक कि उनके पर्यावारों के मदमीरों को जीवन से हाथ धोना पड़ा, उनके प्रति आपनी सबैदेना व्यक्त करना चाहता हूँ ।

ममापति महोदय, जैसा कि इस बजट भाषण में माननीय रेल मन्त्री जी ने कहा है— आपने भाषण के अन्तिम पृष्ठ पर उन्होंने बताया है—

“मेरी काशिश होगी कि रेलों की कार्य कुशलता हर दृष्टि से बढ़े ताकि जनता की बेहतर सेवा और रेल उद्योग के लिये वित्तीय सुदृढता का दोहरा लक्ष्य पूरा हो सके ।”

समापति महोदय, मेरे पास रेल बजट पर कुछ पिछले भाषण भी इस समय यहां विद्यमान हैं, पूर्व में हर बजट भाषण में यही बात कही जाती रही है कि हम रेलवे की वित्तीय व्यवस्था को सुधारना चाहते हैं । हम यात्रियों की सुविधायें बढ़ाना चाहते हैं, कार्य कुशलता बढ़ाना चाहते हैं, लेकिन मुझे

[डा लक्ष्मीनरायण पांडेय]

दुख के साथ कहना पड़ता है कि हर बार यही देखने में आता है कि न कार्य कुशलता बढ़ती है, न वित्तीय व्यवस्था में सुधार होता है और न यात्रियों के लिये सुविधाये बढ़ती है।

माननीय लिपाठी जी इस विभाग में नये रेल मन्त्री बन कर पधारे हैं। जैसा उन्होंने स्वयं अपने बजट भाषण में आशा व्यक्त की है कि हमारे दुर्दिन चले गये, हमारे सुदिन आने वाले हैं—मैं आशा करता हूँ कि वे सुदिन अ ये गे और रेलों के द्वारा रेल यात्रियों को बेहतर सेवा उपलब्ध हो सकेंगी। जो रेलों के द्वारा माल भेजना चाहते हैं, यातायात के साधन रेलों के द्वारा उपलब्ध करना चाहते हैं, वे बेहतर सेवा प्राप्त कर सकेंगे और रेलवे बाटे का व्यवसाय न बन कर मुनाफे का व्यवसाय बनेगा। यदि आप ऐसी स्थिति लाने में समर्थ होते हैं, तो वह बहुत अच्छी स्थिति होगी।

लेकिन आज तक के अनुभव के आधार पर यह कहा जा सकता है कि प्राय आपके पिछले सभी प्रयोग अमफल सिद्ध हुए हैं। जहाँ तक पिछली रेल हड्डताल से सम्बन्धित कर्मचारियों का प्रश्न है, माननीय मन्त्री जी ने अपने भाषण में कहा है कि—

“गत मई की दुखद घटनाओं के बाद श्रमिक सम्बन्धों में काफी सुधार हुआ है। पिछले कुछ महीनों में, रेल कर्मचारियों में उत्तरदायित्व की भावना और कर्तव्यनिष्ठा बढ़ी है। इधर हाल में उत्पादन कार्य में जो चौमुखी प्रगति हुई है उसे देखते हुए, मैंने यह फैसला किया है कि जिन कर्मचारियों के विरुद्ध हिता या तोड़-फोड़ के आरोप हैं, उनके सिवाय, सभी कर्मचारियों के सेवा-भग को माफ कर दिया जाय।”

इस घोषणा के बाद मैं यह समझता हूँ कि उन सभी कर्मचारियों को जिनके खिलाफ

सैबोटाज के केसेज नहीं हैं उनको सेवा में वापस ले लिया जायगा। लेकिन ऐसा हुआ नहीं। आज ऐसे अनेकों डिवीजन हैं जहाँ रेल कर्मचारियों को आज भी काम पर वापस नहीं लिया गया है चाहे उन पर सैबोटाज के केसेज हो या न हो। जिस प्रकार से उन को परेशान किया गया है और आज भी किया जा रहा है, मैं उन बातों को दौहराना नहीं चाहता हूँ, लेकिन यह बात सही है कि पश्चिमी रेलवे के रत्ताम मडल में जिन कर्मचारियों को उम समय अलग किया गया था, सस्पेंड किया गया था, उनको—चाहे उन पर किसी प्रकार के सैबोटाज के केसेज नहीं है—फिर भी वापस नहीं लिया गया है। अकेले बेस्टन रेलवे लगभग 80 हजार कर्मचारियों का विकटिमाइजेशन हुआ था, जिनमें हजारों की तादाद में सस्पेंड किये गये थे, डिस्मिस किये गये थे और आज भी वे सम्पेशन में पड़े हुए हैं। जिन पर केमज चल रहे थे, आज तक उन केसेज को नहीं उठाया गया है। यद्यपि मन्त्री जी कहते हैं कि उन्होंने इस प्रकार की घोषणा कर दी है और आदेश भी जारी कर दिये हैं। जैसा अभी हमारी एक माननीय संस्था बोल रही थी—आज रेलवे मन्त्रालय और रेलवे बोर्ड में किसी प्रकार का कोई सामजस्य नहीं है और सामजस्य न होने की बजह से रेल मन्त्रालय जो आदेश देता है, रेलवे बोर्ड उन आदेशों को मानने में हिचकिचाहट अनुभव करता है, टालमटोल करता है, चाहे इसमें रेलवे बोर्ड की दुर्भाविना हो, अकर्मन्यता हो या हीन भावना हो या जलन के कारण आज भी रेल कर्मचारियों के साथ उसी प्रकार का बताव किया जा रहा है, उन कर्मचारियों को जिन के खिलाफ किसी प्रकार का कोई केस नहीं है उनको वापस नहीं लिया जा रहा है। मैं मन्त्री महोदय से प्रार्थना करूँगा कि आप स्वयं देखें—जिन जिन डिवीजन्स में सैबोटाज के केसेज नहीं हैं, वहाँ आप के आदेश के अनुसार जिन को नहीं लिया गया है, क्यों नहीं लिया गया है और आप ऐसे अधिकारियों के खिलाफ जो भी

कार्यवाही करें, उसकी जानकारी हमें भी मिलनी चाहिये।

बी राय राहीय पाण्डे (राजनन्द गांव) : त्रिपाठी जी के आने के बाद सब काम पूरा हो गया है।

डा० लक्ष्मी नारायण पाण्डेय : नहीं हुआ है। आपकी घोषणा के बावजूद और रेलवे बोर्ड के द्वारा उन आदेशों का पालन न करने के कारण अभी भी डिवीजनों में बहुत से कर्मचारियों को, जिन पर सेवोट्राज के क्षेत्र नहीं हैं, उन को काम पर नहीं लिया गया है, मैं विशेष तौर से बम्टन रेलवे के रत्नाम डिवीजन के बारे में कह रहा हूँ—वहां पर नहीं लिया गया है। इसलिये मैं मन्त्री महोदय से प्रार्थना कर रहा हूँ कि आप स्वयं इस को देखें कि आप के आदेशों की अवहेलना रेलवे बोर्ड किस प्रकार से करता है।

बी कमलापति त्रिपाठी : अगर आप मेरे पास पत्र के द्वारा लिख कर भेज दें तो मैं बड़ा अनुगृहीत होऊगा और उस पर कुछ कार्यवाही करने की बात सोचूगा।

डा० लक्ष्मी नारायण पाण्डेय : सभापनि महोदय, माननीय मन्त्री महोदय इस बात से अच्छी तरह से परिचित हैं और यद्यपि उन्होंने इस बात की गवोक्ति की है—मैं गवोक्ति नहीं कहूँगा, समयोक्ति कहूँगा—कि हमने याक्ति भाड़ा नहीं बढ़ाया, इसलिये जनता को कोई कठिनाई नहीं होगी। लेकिन मैं उनको याद दिलाना चाहूँगा कि 39 करोड़ रुपये का जो दूसरा भाड़ा उन्होंने बढ़ाया है, वया उसका सामान्य जनता पर कोई असर नहीं पड़ेगा? आपने स्वयं स्वीकार किया है कि डाई पैसे प्रति किलो के हिसाब से आम जनता की जीवन उपयोगी चीजों पर इस का असर पड़ेगा, अनाज पर असर पड़ेगा, स्वाभाविक है कि इसका असर सब पर पड़ेगा। यह ठीक है कि आपने बड़ी होशियारी से डाई पैसे प्रति किलो का हिसाब बतला दिया, लेकिन 39

करोड़ रुपये के नये टैक्स आपने गरी ३ जनता पर लगा दिये जो इसको सहन करने में समर्थ नहीं है। आप यह भी कहते हैं कि करोड़ों रुपये की व्यवस्था से जनता के लिये अतिरिक्त सुविधायें मुलम की जा सकेंगी जनता के लिये सुविधायें जुटाने की बात तो आप हर वर्ष कहते आ रहे हैं, लेकिन कितनी सुविधायें आप ने आज तक जुटाई हैं। मैं मन्त्री महोदय से कहता चाहता हूँ कि आप जरा किसी याक्ति गाड़ी को दिनीय शरीर से यात्रा कर के देखिये या दिनभी से बम्बई तक जनता एक्सप्रेस में ही जाकर देखिये—वहां विजिनी की व्यवस्था है, न पानी की व्यवस्था है और न मकाई की व्यवस्था है। इस से आप को पाना चाह जायगा कि किस प्रकार की सुविधायें आप यात्रियों को देने जा रहे हैं। आप के बजट में करोड़ों नारों की व्यवस्था के बावजूद जो सुविधायें जनता को मिलनी चाहियें, वे नहीं मिल रही हैं।

आप ने ममत की पावनी का भी उल्लेख किया है। मैं आप के ही आकड़ों के अनुमार मिछ करना चाहुंगा—गायद कोई दिन ही ऐसा आता हो जिस दिन गाड़ी ममत पर स्टेशन पर पहुँचती हो। इस तरफ आप के विभाग का कोई ध्यान नहीं है। आप ने “भारतीय रेल” नामक एक पत्रिका हम को बाड़ी है। इस के पृष्ठ 9 पर लिखा है—

“संसार की सब से तेज गाड़ी, जायाव की “हिंकारी एक्सप्रेस” टोकियो-योनका के बिच ५१० किमी मोटर को दूरी केवल ३ घंटा १० मिनट में नारा डानतो है। एक्सप्रेस नाम हो तेज गति हा है। देरी हो जाय तो वह एक्सप्रेस कहा रही है। इवर रास्टो ; वरक गिरो और गाड़ी टोकियो एक घंटा लेट पहुँचो : उधर गाड़ी से उतरते हुए याक्ति लाउडस्पीकर पर एक घोषणा सुनते हैं जिसमें एक्सप्रेस और सामान्य बीमी गाड़ी के किरायों का

[डा० लक्ष्मीनारायण पांडेय]

अन्तर वापस लेने के लिए उन से प्रार्थना की जा रही है।”

जापान में यह व्यवस्था है—लेकिन भारत में क्या होता है? जिस गाड़ी को आज 11 बजे स्टेशन पर पहुंचना है, वह 24 घंटे बाद दूसरे दिन 11 बजे स्टेशन पर पहुंचती है—क्या कभी आप ने अपने यहां किराये के उस अन्तर को वापस किया है? अन्तर वापस करना तो दूर रहा, गाड़ी के देर से आने का भी कोई अकसरा नहीं है। मैं जानना चाहता हूँ कि गाड़ियों के समय पर आने के लिए अपनी व्यवस्था में आप क्या सुधार करने जा रहे हैं, क्या कदम अब तक उठाये हैं और आगे क्या कदम उठाने वाले हैं—उन के बारे में हमें बतायें।

पिछले दिनों कोयले की कमी के कारण बहुत सी गाड़ियां रद्द कर दी गई थीं। उस से यात्रियों को जो अनुविधा हुई और रेलवे को जो वित्तीय हानि हुई, उस के तीन महीने के अंदर ही आप ने मेरे ही अतारांकित प्रधन सं० 13 के उत्तर में दिए थे जो दिनांक 9-2-75 को पूछा गया था। एक तरफ कोयला मंत्री कहते हैं कि हमारे पास बहुत कोयला है, लेकिन दैग्नज नहीं मिल रही है। दूसरी तरफ अ प कहते हैं कि कोयले की कमी की वजह से हम रेलों को बदल नहीं होने देंगे, लेकिन फिर भी संकड़ों गाड़ियां रद्द कर दी गई, जिस के कारण आप को 1.88 करोड़ रुपए की हानि प्रति मास हुई। करोड़ रुपए का कोयला आज देश में खानों के बाहर पड़ा है लेकिन आप उन को समय से मिलित रथान पर पहुंचाने में असफल रहे हैं, उन को वैराज नहीं मिल रही है। कोट, रत्लाम, भोपाल में कोयला न होने के कारण आप को 3.51 रुपये कर तीर्ठ रुपए, दही पर 1.65 रुपये वा कोला था, वही दो दिन का कोयला था और वहीं बिल्कुल नहीं। आज इस व्यवस्था में सुधार लाने की आवश्यक-

ता है, अगर सुधार नहीं करेंगे और गाड़ियों को नहीं चलाया जायगा तो बजट में जिस बचत की बात आप कर रहे हैं, वह बचत नहीं हो सकेगी। पिछले वर्ष भी आपने अनुमान किया था कि बचत होगी और आप ने कहा था कि हम धाटे को पूरा करेंगे, पैसेन्जर टैक्स भी बड़ाया, लेकिन फिर भी आप धाटे की पूर्ति करने में असमर्थ रहे और ऐसी हालत में मेरा अनुमान है इस बार भी आप पूर्ति करने में असमर्थ रहेंगे।

मैं आप को यह भी याद दिलाना चाहता हूँ कि रेलों में 1965 के पूर्व धाटा नहीं था। 1965-66 तक रेलवे वित्तीय आधार पर मुनाफे में चलनेवाला संस्थान था, हाताकि आप न इस को व्यापारिक संस्थान घोषित नहीं किया है। आपने इस पवित्र क युद्धिलिटी सर्विस कहा है। इस को आप दे इंडस्ट्री के रूप में भी जरूर मानता है लेकिन व्यापारिक रूप से नहीं मानते हैं। आप कहते हैं कि कर्मण्यव र्सर्विस नहीं है बल्कि जन-नुविधा की सर्विस है। जन-नुविधा के साथ साथ अगर आप इत्र को कर्मण्यव संस्थान के रूप में मानें तो धाटे की पूर्ति कर सकते हैं। थोड़ी देख भाल करने की आवश्यकता है। मीटर गेज लाइनों को ब्राइगेज में बदल कर भी इसको ठीक कर सकते हैं। मैंने मांग की थी कि अर्जमेन-ब्यूंडवा-संकेन को ब्राइग किया जाय।

आखिर रेलवे की तरफ लोग क्यों आकर्षित नहीं हो रहे हैं? रोड से माल क्यों भेज रहे हैं? इसलिए कि आप की सर्विस एफीजियेंट नहीं है और आप के आंकड़ों के अनुसार 1973-74 को अपेक्षा 7.55 प्रतिशत ढुलाई कम हुई है। मैं मानता हूँ कि माल की ढुलाई कम होने के कारण कोयले की कमी और हड्डालें हो सकती हैं। लेकिन साथ ही यह बात भी अपनी जगह पर सही है कि जैसी सर्विस चाहिए वैसी सर्विस नहीं है। छोटे स्टेशनों से जो माल उठाना

पड़ता है उस में 5, 10 दिन और कहीं कहीं तो महीने भर तक इडेट लगाने के बाद भी लोगों को बैगन्स नहीं मिलते हैं। बड़े स्टशनों पर भी अगर 50 बैगन्स की मात्र है तो 10 बैगन्स ही मिलते हैं और लोगों का माल स्टेशनों पर पड़ा पड़ा मड़ता रहता है। व्यापारी को मजबूर हो कर रोड से सामान भेजना पड़ता है। यही कारण है कि रेलों की विनीय स्थिति खराब है और इसीलिए घाटा हो रहा है। इसलिए आप रेल-रोड का निक करने की व्यवस्था करें। अगर आप दोनों में कोई समन्वय स्थापित कर सकें तो न रेलों को घाटा होगा और न ही जनता को माल भेजने में आज जो बहिराई होती है वह होगी। आज हालत यह है कि पहले तो बैगन्स ही नहीं मिलते और यदि मिलते हैं तो माल समय पर नहीं पहुँचता।

आप के जो माल होने के लिये है वह जाने हे और बापस आने है। वह धूम दायरी भी दो मालों में कम रहते हैं। निर्भरित रखाने पर इन्वा पहुँचना है और जहाँ में भी चार दिन भे लाइनों चाहिए, तो 15, 20 दिन भे वह लिये लाइन है। आने लाभ के लिये लाग इंवरेंज देने दिले को रोक रखते हैं। मैं चाहता हूँ कि जनरल मैनेजर या डिवीजनल मुख्यमंत्री इस बात को देखे कि मैं जान लाग है जो जानवर का इन्वा का गोडाउन के स्पष्ट में इस्तेमाल करने हैं जिस में गाढ़ीय हानि होती है। भीरी मार्ग है कि मवी जी इस बारे में निर्देश दे ताकि इस प्रकार की जो गाढ़ीय हानि हो रही है वह कम हो। माल को इत्य स्थान पर ठीक पहुँचाने की दिशा में रेल लाइन के डबलिंग पर भी यान दिया जाना चाहिए। मैंने सुन विद्य था कि नागदा कोटा रेल साइन डबल हो। उसकी क्या स्थिति है?

मही महोदय ने इस बात को स्वीकार किया है कि हमारे किराये भाड़े में वृद्धि

हुई है और उस की बजह से लाखों याकी कम हो गए। तो आप ने इस औचित्य को स्वीकार किया कि आखिर किराये भाड़े की वृद्धि के कारण यह हुआ है। यदि ऐसा है तो सामान्य जनता के लिए किराये कम करने के लिए आप ने कोई कदम उठाना चाहिए। लेकिन ऐसा नहीं किया। विनिक उल्टा बन्तुओं पर भाड़ा बढ़ा दिया। रेलों की गतिशील नहीं है, गति धीमी है। जब चाह एस्माइंट हो जाये। आप ने जो आकड़े दिए हैं ऐसीटेक्स से सबधित अपनी विनाव में उग्र के पेज 7 पर लिखा हुआ है कि अपेक्षा नारें रेलवे पर 21 फरवरी, 1974 का या एस्माइंट हुआ उम में 71 पैमेंजर गारे गए। मारे एस्माइंट की संभावना अगर जोड़ो जाय तो सैकड़ों लोग मारे गए आर हजार घायल रुप है। 71 पैमेंजरों एक ही एस्माइंट में मारे गए आर 112 घायल हुए। उनके हुए? ऐसी दुर्घटनाया को राजने का आवश्यक विवाह है ताकि विधि में यह में जानता चाहेगा। रेलों में दुर्घट या की समस्या बड़ी है। 1972-73 वी अंग्रेजी 1973-74 में बड़ी नहीं है। हमारे यहाँ रेलवे बाई ही हालत भी अर्जाव है रेलवे बाई निरेंज कुट्ट दत्ता जब इस माया लय ने कुट्ट प्राइ अंग्रेज दिए हुए होने हैं। रेलवे बाई उन आदेशों का पालन ठीक से नहीं करता है। मामले य न होने के कारण या मारी बहिराड़ा होती है आर एस्माइंट यह रुप है सुविधाये घट रही है घाटा भारी है। ऐसी स्थिति में रेल भाड़ा बढ़ा कर लोगों की सुविधा की बात करते हैं तो कोई सुविधा नहीं बढ़ेगा ऐसा विचार होना स्वाभाविक है। जनता की सुविधा का रेलवे बोर्ड कोई ध्यान नहीं रखता है। इस बारे में एक उदाहरण देना चाहूँगा। समय सारिणी में साल में प्रायः दो बार परिवर्तन किया जाता है—प्र्रेल और नवम्बर में। लेकिन देखने में आता है कि बोर्ड जब चाहे समय में रद्दोबदल कर देता है। 1 मार्च, 1975

[डा० सक्षीन रायण पांडेय]

से राजधानी एक्सप्रेस का समय बदल दिया गया, इसी प्रकार डी-एस 25 अप और 26 डाउन का समय भी कुछ समय पूर्व बदल दिया गया, जी० टी० का भी बदल दिया गया। मेरे अपने लेव के अन्दर शामगढ़ को 25 अप और 26 डाउन गाड़ी जाती थी लेकिन बिना विसी पूर्व सूचना के 21 सितम्बर, 1974 से अचनाक वहां पर उस गाड़ी का रुकना बन्द हो गया। कहने लगे कि हमें र कने की आवश्यकता नहीं है। पहले स्टीम से चलती थी अब हम डीजल से उस को चलाते हैं। डीजल से चलते चलते उगे दो ढाई वर्ष हो गए थे लेकिन अब उस का रोकना बन्द कर दिया गया। जनना की मांग है कि उस को शामगढ़ में पहले की तरह रोका जाय, लेकिन रेलवे बोर्ड जिद कर रहा है और इसलिए कर रहा है कि नागदा के अन्दर रवानियाँ रेन के और बिडला के मध्यी लोगों ने कह मूल कर नागदा में गाड़ी रुकवाना प्रारम्भ किया है और शामगढ़ के अन्दर बन्द कर दिया। मुझे नागदा वालों से कोई शकायत नहीं है। नागदा पर बिडलाओं का दबाव था। अगर यात्रियों की सुरक्षा देख जाय तो शामगढ़ में यात्रियों की सुरक्षा कर नहीं है। लेकिन रेलवे बोर्ड ने मनमाने नौर पर 21 सितम्बर, 1974 से स्टेशन पर या तो स्टेशन मास्टर ने कहा कि गाड़ी नहीं रुहेगी। मैंने कहा कि मेरा यहाँ से रिंजवेंशन है, तो उन्होंने कहा कि आज वह किसी प्रकार से गाड़ी रुकवाने का प्रयत्न करते हैं। जो यात्री और धन ने दैनिक यात्रे उन से भी कोई सूनना नहीं था कि गाड़ी गोको जायगी या नहीं। इमलिए रेलवे बोर्ड का पुनर्गठन आवश्यक है, इस के अन्दर ममनवय बैठने की आवश्यकता है। मैं जानना चाहता हूँ कि रेलवे बोर्ड सुन्रीम है या मत्री जी आप? स्विति यह है कि आज रेलवे बोर्ड सुन्रीम बनता जा रहा है। मैं चाहता हूँ कि आप का मंत्रालय सुन्रीम बने। रेल मत्री के आश्वासन

MARCH 5, 1975

Rly. Budget, 320
1975-76—Gen. Disc.

के बाद भी मिया भाई कमीशन की रिपोर्ट पर अमल नहीं हो रहा है।

अब मैं मत्री महोदय का ध्यान भारतीय रेल अके पृष्ठ 25 को और मेरे जाना चाहता हूँ। इसमें लिखा है कि “यात्री गाड़ियों की समय पाबन्दी में सुधार लाने के लिए अंतर्राष्ट्रीय और महत्वपूर्ण स्तर पर प्रतिविन बैठकें की जाती हैं।” किननी बैठकें को जानी हैं मुझे पता नहीं है। लेकिन कहा जाता है कि प्रति दिन बैठकें की जाती हैं। लेकिन फिर भी सुधार नहीं होता। “डाक और एक्सप्रेस गाड़ियों की स नाह में दो बार पुरी पुरी जाच करने के लिए कुछ वरिष्ठ अधिकारियों की नियुक्ति भी की गई है। वे यह मध्यान रखेंगे कि डिब्बों की सभी फिरांग ठीक ठीक लगी है अवधा नहीं।” लंकन काई ध्यान नहीं रखता है।

जैमा में ने कहा 301 करोड़ ६० यात्रियों की सुविधाओं पर खबर करने के बाद भी हमारे यहा किसी प्रकार की कोई सुविधा नहीं है। मत्री जी ने नीत्रवानों के लिए कहा है कि जो जिका प्राप्त किए हुए हैं और उन के पास किसी प्रकार का काम नहीं है उन को बुक स्टाल, टी स्टाल और खोमचे के टेके देंगे और आवश्यक साधन भी देंगे। लेकन पिछले माल में मेरे साथी माननीय लाला जी भाई ने यह बात आप के मंत्रालय के ध्यान में लायी है कि रेल मंत्रालय को जानकारी में होने हुए भी वो दोने ने तिथो प्रकार से डीलर एड कमानी और गुलाब मिड एड यन्ह के ठेको का रिन्यू किया है। जब कि मार्च, 1975 के अन्दर वह टेके रिन्यू होने चाहिए थे, उसे पहले ही लगभग एक वर्ष पूर्व उन के ठेके को रिन्यू कर दिया गया। मैं जानना चाहता हूँ कि क्या कारण था रिन्यू करने का। और इन बुक स्टालों पर कैसा साहित्य बिकता है इस बारे में जब आपसि की गई,

यह प्रस्तुत सं० 409 दिनांक 20-८-७४ द्वारा पूछा गया कि बुक स्टाल पर कैसी किताबें बिकती हैं ? तो कहते हैं कि किताबें वास्तव में ऐसी बिकती पायी गई जो प्रेस्काइब्ड नहीं थीं । यदि प्रेस्काइब्ड नहीं थीं तो किरणों बिकती पायी गई ? तो उन्होंने उत्तर दिया कि उस में कोई असलील बातें नहीं थीं । वह पुस्तकें आगर निर्धारित नहीं थीं तो ऐसे उन्हें दुर्लक्ष समाप्त किए जाने चाहिए । लेकिन नहीं, उन्हीं लोगों को फिर से ठेका दिया गया । माननीय सदस्य लालजी आई ने एक पत्र 19 सितम्बर 1974 को लिखा हैं लेकिन उन को कोई जवाब नहीं मिला । वह चाहने थे कि इस के बारे में जांच हो ताकि पता नगे किस प्रकार से रेलवे बोर्ड के अधिकारियों ने बुक स्टाल के डीलर्स से मिल कर गडवड़ की है ।

मेरे अपने लेख के अन्दर मनामासीतामऊ आउट एजेंसी खुली और मेरे लोगों को वह आउट एजेंसी दी जो गोलमाल करने हैं । वहां के लोगों ने शिकायत की कि हम ने माल भेजा, विनियोग मांजूद हैं लेकिन माल उचित स्थान पर नहीं पहुंचा, माल गायब हो गया । और कहीं कहीं तो बिना माल के बिल्टयां बन गई जिन के कर्नेम में लाखों रु० का गोलमाल हुआ है । मैं चाहता हूँ कि सी० बी० आर० से इस की जाव की जाय जिस से पता लग सके कि मनामासीतामऊ आउट एजेंसी जिन लोगों को दी गई थी उसमें किनने लाख रु० का घोटाला हुआ है । यह कोई साधारण घटना नहीं है लाखों रु० की ठगी का प्रश्न है । मैं चाहता हूँ माननीय मंत्री जो इसकी पूरी जाव करावायें ।

17.00 hrs.

मंत्री महोदय से दो तीन बात कह कर मैं अपनी बात सामाप्त करना चाहता हूँ । मैं मंत्री महोदय का ध्यान दिलाना चाहूंगा कि अनेक डिविजनों के अन्दर आप के डिजल इंजन और आप के स्टीम इंजन बैकार पड़े 3807 LS—11.

हुए हैं । केवल इतारसी और रत्नाम शैड में ही नहीं बल्कि और दूसरे शैडों के अन्दर चार सौ, पाँच सौ इंजन बैकार पड़े हैं और वे इसलिए पड़े हैं क्योंकि उन के पुर्जे प्राप्त नहीं हो रहे हैं । क्या वे पुर्जे यहां पर नहीं बनाए जा सकते हैं । हम को देख में ही ऐसी व्यवस्था करनी चाहिए जिस से सारे डिजल इंजन और स्टीम इंजन चलें और जो लाखों और करोड़ों रुपये का कर भार इम याकियों पर लगा रहे हैं, वह नहीं जाने ।

आपके विजलीकरण की क्या स्थिति है ? क्या आप रत्नाम कोटा के मध्य विजलीकरण करने में समर्थ नहीं हैं । इस लेख में आवश्यक मालांग में विजली उपलब्ध है ।

मैं मंत्री महोदय से एक बात भी कहना चाहूंगा और वह आदिवासी क्षेत्रों के बारे में है । इन आदिवासी क्षेत्रों के अन्दर नई रेल योजना प्रारम्भ कर के उन्हें प्रायोगिकता दे । माननीय लवित नारायण मिश्र ने 20-२-७३ को जो एक विवरण प्रस्तुत किया था, उस में उन्होंने कहा था :

“Apart from the surveys proposed for improving the traffic capacity on the existing routes and for giving relief to hard pressed terminals at the major cities, surveys are also in progress or are being taken up for some new railway lines, which, when constructed, would promote the development of some backward areas in the country.”

[डा० लक्ष्मीनारायण प.डे०]

उन्होंने यह बात कही थी और आप ने फिर इस बात को दोहराया है। मैं चाहता हूँ कि मध्य प्रदेश के लक्ष्मीनारायण और बस्तर जैसे ज़िलों के लिए और गुजरात में भी ऐसे क्षेत्र हो सकते हैं और उत्तर प्रदेश में भी ऐसे क्षेत्र हो सकते हैं, रेलों की ठीक व्यवस्था की जाए। मैं जानना चाहता हूँ कि खंडवा से दोहद, गुना से मकरी लाइन का क्या हुआ और जगदलपुर वाली रेलवे लाइन का क्या हुआ। इस के बारे में मैं जानना चाहता हूँ। मैं चाहता हूँ कि आदिवासी और पिछडे हुए ज़िलों के लिए रेल सुविधाएँ ज्यादा दी जाए।

मैं इस कथन के माथ कि जो रेल विभाग के द्वारा चालने वाले होटल हैं, उन को ठीक से चलाया जाए और भ्रष्टाचार को खत्म किया जाए। रेलवे कैंटिन्स के तथा केटरिंग के ठिकों में भारी अव्यवस्था है। जो रेलवे की सम्पत्ति को हानि पहुँचाते हैं उन को रोका जाए और चोरी का रोकथाम का भी प्रबन्ध किया जाए। अगर ऐसा होगा तो बिना और कर नगाह, बिना और भाड़ा बढ़ाए, हम जनता की अधिकाधिक सेवा और सकते हैं। रेलवे बोर्ड और रेल मवानय का जहाँ तक सम्बन्ध है, हम रेल मवानय को ऊना सिद्ध करें और जनता की जो आकाशाएँ हैं, उन को पूरा करें और जो भाड़े लगाये गये हैं, उन भाड़ों को वापस ले।

SHRI K. HANUMANTHAIYA (Bangalore): Sir, after I left the Railway Ministry, I have not participated in railway debates.

Today I am impelled to participate in the debate for the railways I've suffered so much. Never before in its history was there such a low performance and tragedy. It is not merely the railways that are responsible. The railways have left on me a great impression of affection and loyalty. They say that the railwaymen are a family and I saw that literally with my own eyes and experienced in my own per-

son: that affection and loyalty which is expected of civil servants and government servants. Many Members speak without really knowing the inside story and condemn the Members of the Railway Board and other officers.

Sir, I merely want to bring to your kind notice the well-known principles of parliamentary debate. In a parliamentary system of Government it is the Minister who is responsible and the overall powers are vested in the Minister. The Railway Board Members at best place their views and opinions before the Minister and it is for him to take the decision. So, if there is anything wrong the correct form is to blame the Minister because he is vested with the overall power. We should not attribute motives or blame the Railway Board Members. That is hitting below the belt. We forget the magnificent service they did in the war effort during the days of Bangladesh liberation which earned approbation from Government as well as Members of Parliament. I beg of the hon Members not to attribute unpatriotism to these Members. They should take a reasonable attitude towards the Members of the Board.

I have found by experience that if the Minister is honest and efficient and is capable of inspiring them to a higher altitude of mind, namely, efficiency and honesty the performance would be magnificent. It is mostly the Minister—and next the Prime Minister—who is responsible for what takes place, either good or bad, in the administration.

If railways had not performed properly it is not the Board or the Minister who is solely responsible. During the last ten years probably there have been ten Railway Ministers. By the time they enter the office and learn and understand the problems they are changed. The Railway Ministers, like the chain-pulling operations which delay the trains, are suffering from these changes. Therefore, let us have

the courage and honesty to see where the fault lies. Out of some consideration other than the correct one, to blame the Railway Board Members and spare the Railway Minister is sheer cowardice.

I welcome the new Railway Minister. He happens to be my friend. He is a good man. Since he hails from Varanasi which is supposed to wash off all sins, I want him to wash off all the sins in the railway administration. He is a great exponent of Hindi and, therefore, I will give him a slogan in Hindi 'Panchsheel'. It is 'Panchsheel' that he has to understand and implement. Clean the railway administration of corruption, theft, pilferages, ticketless travel, chain pulling, overtime payment and delays, that is, maintain punctuality.

Sir, we have not yet assessed corruption in terms of money. So far as thefts are concerned, the payment of compensation was Rs. 12 crores in my time and it has become Rs. 13.5 crores this year.

You will, therefore, see that corruption and thefts in the Railways are mounting up. When I was in office, I saw really that men of the RPF—not all of them; many of them are honest—some men of the RPF were in league with the thieves and the looters. I wanted to reduce their number so that I can introduce fresh elements, honest and efficient. The previous Minister has increased the strength of the RPF. They cost about Rs. 12 crores. The RPF has been given a larger personnel for the mis-deeds some of them are doing? Sir, in these two items, you can save Rs. 24 crores. Cutting RPF to its size and eliminating this kind of theft. In fact, we must fix responsibility in every division. Sir, the concerned RPF Officer in every division must be made personally responsible for corruption and thefts and if there are instances, we must frame laws proportionately to reduce their salaries. If they do well, we must increase their emoluments. It is on this

basis alone that we will be able to do it. I have got another idea though it may not be practicable now.

Though our Government leaders have been proclaiming that there must be a revolution, there must be a new society and all that, we are not able to do anything of the kind; we have whittled it down to our proclamations. If you have the courage, transfer these 58,000 and odd of RPF men as Border Security Police. Let them not lose the job. Let them go and work under the BSF cadre. Let them do the work which the BSF, the Home Guards and others are doing. Post the Border Security Forces in those places. They are not contaminated with this kind of corruption. If we take this major step, you will see that automatically there will be elimination of these thefts and pilferages in the Railways. But, I wonder whether the Cabinet as a whole will be able to take this courageous decision. Unless we do something out of the way something courageous, we will not be able to straighten up things; things which are being done with the assistance and connivance of the men of RPF. Only the other day, we had the incident in Kokerma of thefts of the value of about Rupees five crores. This is happening every day in Mugalsarai and various other centres. The Member of Parliament involved has been suspended by their party. All honour to them. I have great appreciation for the CPI which has taken this bold and courageous step. I very much wish that the other parties including ours have that courage in order to cleanse the railway administration of undue influence exercised by Members of Parliament or whoever it may be.

Sir, then, ticketless travel. In 1968-69 the loss due to this was estimated at about Rs. 24 crores. Now, the railway fares have gone up. The transport of persons and goods have also increased. Now, due to ticketless travel alone, there is a loss of about Rs. 50 crores to the Railways. This is done mostly in your State and in Bihar.

[Shri K. Hanumanthaiya]

I will also tell you another thing. Once, I was travelling in your State. During the Holy festival, all the village boys throw colour, stones, mud and branches of trees on the railway compartments. The railway authorities are helpless. I appealed to the then Chief Minister and he was able to appoint a committee and did something. I do not know what subsequently happened. I did try to stop thefts and ticketless travel in every State with the cooperation of the concerned Chief Ministers.

Now, alarm chain pulling has gone up. In terms of figures, according to your own statistics, it is 2,80,000 and odd. With this kind of disorder and indiscipline, how can the Railways run efficiently and properly? It is not merely the workers who are responsible, it is not merely the people at the management level who are responsible. It is not merely the Railway Board or its members who are responsible. People in the States are responsible. Law and order is in the hands of the State Governments and you have to contact all the Chief Ministers, as I did and appoint appropriate committees, in order to straighten up these things.

Overtime payment: Trains and other services are deliberately made late, so that overtime allowance may be claimed. Please look into this matter also.

Then punctuality. I once told Pandit Jawaharlal Nehru in our party meeting: if a nation does not keep up time in the matter of running transport, particularly railways, a public undertaking, it is a symptom of the inefficiency of the whole edifice; unless you tighten up these railway timings and maintain punctuality, we will not be able to achieve much. You are a religious-minded man. The whole universe runs on time, whether

it is the sun rising and setting, the seasons coming and going. Real devotion is to be in harmony with natural laws. Therefore, punctuality is a kind of worship; you have to take it in that spirit and see that it is maintained by the goods as well as passenger trains.

The second item of the panchsheel is: rationalise the railways. This Parliament approved stopping the construction of MG and making every new line a BG, but that has been given the go-by. I need not argue. Every person who has studied the problem knows that ultimately it is more economical to have BG rather than MG. Then I enunciated another policy. Many members here asked for new lines. It can be done in another way. From Madras to Delhi, lines have been doubled, trebled. I told them: why do you double and treble lines of this round-about way from Madras to Delhi? Have new lines that run through Madhya Pradesh, Hyderabad and all that. It may cost a little more, but you will have given new railway lines as well as seen to it that justice is done to every State. But blindly and in a routine manner, they go on doubling and trebling the same line, neglecting the vast areas of our country in MP, Hyderabad and other places.

SHRI R. S. PANDEY: Particularly backward areas.

SHRI K. HANUMANTHAIYA: Yes. Here I will tell you that the Railway Board are not in agreement with this. They express their opinion. If you take a firm decision and say this is the policy of Government, how can they rebel, how can they fail to implement it? It is for you to take a decision.

SHRI MURASOLI MARAN (Madras South): Why are they opposing?

SHRI K. HANUMANTHAIYA: This Parliament wholeheartedly and almost with ovation accepted the idea of

rationalising the railways by having broad gauge lines to Delhi from every State capital. In the old days, the British pattern of railway building was that they connected the three Presidency towns, Bombay, Calcutta and Madras. Now all State capitals are equally important. Each must have a direct line to Delhi. You have no direct line from Bhubaneswar, from Trivandrum, from Bangalore. Therefore, I initiated this new version of railway building of not only having broad gauge but of connecting the State capitals direct with Delhi and with one another. That has also been given the go-by by the previous ministers.

The third panchseel is, reform the administration. When I was Chairman of the Administrative Reforms Commission. I appointed a study team of eminent people. Pandit Kunzru who took an abiding interest in railway administration, was its Chairman, and one of the members of the present Railway Board was its Secretary. They have given an excellent report. When I became Railway Minister, immediately I got the report processed and formulated our own proposals with the consent of the Railway Board. Then I wrote to the Cabinet for approval. It is still pending there, for the last four years and you want to blame the Railway Board for it? I hope that hereafter people who swear by patriotism, justice and impartiality will not blame Railway Board but somebody else.

The Fourth Panch Sheel is expansion of production of wagons, engines and coaches and other things. I saw that India was progressing economically in such a way that markets vacated by the western countries were going to be used, with profitability by India. Whether it was Iraq or Syria in the Middle East or Philippine or Malaysia or some African countries, all want to buy from India. They want to purchase wagons and other things from India. We should be in

a position to satisfy the export requirements. Under some statistical formula the Planning Commission reduced the construction of wagons. That led to the shortage of wagons. You will find it in the record. Instead of having imagination the Planning Commission became an Accountant looking strictly into what is so called the figures supplied by somebody. When I came, as the House knows I gave a blank cheque, whether it was public or private sector to build more wagons. I do not know what has happened. The railway wagons have to be repaired expeditiously so that they may be in circulation. I will take a long time if I enumerated all the recommendations of Administrative Reforms Committee. They are in the office, the records and reports. I hope the Minister will be able to see which are the recommendations that are acceptable to him and implement them immediately with all efficiency. One day I saw axle wheels were being imported from Poland and other western countries. I immediately said; let us manufacture them here. The Durgapur Plant which was entrusted with this work could not do so for many reasons. The Railway Board took a decision but it seems no money had been allotted for its implementation.

The Fifth Panch Sheel is; adopt a policy participatory functioning. These are days of socialism. I want the workers to participate in the administration and management of the railways not in the usual slogan mongering sense. I want the railway employees to have one Union and that Union must be able to suggest a person of standing, experience and honesty to be on the Railway Board on their behalf. I have no objection to introduce that kind of reform in the railway administration at others level also, so that the workers feel that they are participating. They must know the pros and cons of every step they take whether it would result in the loss to the railway or not. I had made a promise that after

[Shri K. Hanumanthaiya]

meeting all the expenditure, whatever money was left as profit should be distributed to railway employees as bonus or whatever is the nomenclature. Afterall they are our own men and let them prosper. If they get Rs. 2 where they were getting only one rupee, it is our own people. I am not jealous. I do not want to earn profit and show it in the sense of commercial forms. Therefore this participatory function has to be evolved through discussion between Union leaders and the Management with the Minister as the presiding authority.

This is the Panchsheel in brief which will be able to tone up the administration.

We in the Congress Party and some of the friends opposite also have taken socialism as a matter of faith, as the sheet anchor of our work. Unless you make this biggest public undertaking really a success, how can socialism succeed in this country? If my son cannot pass even the SSLC Examination, how can he sit for IAS and become an IAS Officer? The proof of the pudding is in the eating thereof. The workers, the management, the Ministers and the Government must summon determination and courage to see that this biggest public undertaking functions profitably and efficiently so as to bring satisfaction to the passengers and all concerned. It is only then that the socialism that we preach will be seen in deeds. Any amount of slogan-mongering or one sided approach to the problem either by the management or by labour will not help.

SHRI SAMAR MUKHERJEE: The idea is good, but Utopian.

SHRI K. HANUMANTHAIYA: I agree with him, but Utopia has a function to perform in our life. It is the inspiring idea which is Utopian. If you hitch your wagon to the star,

you will fly two or three hundred feet above the earth, but if you hitch your wagon to the ground, you will go further down.

17.27 hrs.

[Dr. HENRY AUSTIN in the Chair]

Even the anarchic state of society which the Communist ideology adumbrates is utopian. So why do you object?

SHRI SAMAR MUKHERJEE: In a socialist society the workers are the masters, but you are throwing thousands out of jobs and putting them into jail and talking of socialism.

SHRI K. HANUMANTHAIYA: That is beside the point. I am not discussing the strike. Let us discuss the problem of the strike separately.

I went to Moscow once.

SHRI SAMAR MUKHERJEE: Going to Moscow does not make you a socialist.

SHRI K. HANUMANTHAIYA: I met the members of the Planning Commission there, the people who plan for the evolution of society into that State. I asked them: When do you expect the anarchic society which is your ideology to be reached? None of them was able to give any time limit, but still that is the ideal. Therefore, do not dismiss ideals, visions and Utopias as of no consequence. They are the inspiring forces for the human mind. Please keep that in mind.

I do not want to be parochial, never have I been in my life. As Shipping Minister you inaugurated the Mangalore Port. That day I came there. I came not so much for that function as to see how the Mangalore Hassan Railway connection is progressing. It has almost come to a stop. The previous Minister has diverted to North India Rs. 6 1/2 crores allotted to the South. All the lines under construc-

tion in the South whether they are in Kerala, Andhra or Karnataka, are now just paying the salary of the establishment and are not able to do any work. I want you to favour me with a categorical answer whether this diversion of Rs. 6½ crores to lines in Bihar is true or not. Now I do not speak merely as one of your followers. This is going to be an election issue in South India. Please keep it in mind. And one has to be just before one pretends to be generous. The money allotted being thus diverted and work getting stopped in all these places is very unfair. This is unpatriotic. It is not the Railway Board that is unpatriotic. I cannot speak because the person who did all these things is dead and there is no use blaming a person who is not here to defend himself. So many irregularities were done. I kept quiet because in all these human efforts, there is what is called the hand of destiny also. I want the person who comes from Kashi, which is held with equal veneration all over India not to take a parochial line and not to think of his own State and his own constituency but to think of the whole of India. The line that I started—the direct line from Rameswaram to Delhi—must be pursued and completed by you. I do not mind if there are some lines to be executed for commercial purposes in U.P. and Bihar. If they are taken up, let them be taken up.

SHRI NARSINGH NARAIN PANDEY: During the time when Mr. Hanumanthaiya was Railway Minister, technical survey reports about certain lines were completed and received in the Railway Board. On several occasions I have pointed out to him that in northern India also many of the lines whose technical and survey reports were completed and lying in the Railway Board are not being executed. What did he do about them? When Shri L. N. Mishra is not present in the House to reply to what he is say-

ing now? I think it is most unfair for a senior member like Mr. Hanumanthaiya to cast aspersions in this way. If he wants to know the line I ask him whether it is a fact or not that the technical survey report for the Bhatani-Maduadih line was completed? Why was that line not taken up and some new line about which the technical survey report was not even initiated was taken up during his time? I protest against his remarks very strongly.

SHRI K. HANUMANTHAIYA: I am very happy that my friend has defended the previous minister. It is an honour to him. If I express an opinion and if he feels that the previous Railway Minister is being criticised, what he says is correct; let us leave it at that.

So far as the railway lines he has mentioned are concerned, I request the senior Minister and the Minister of State to get those files. I will sit with them. On seeing the papers, if they find that I have done anything wrong, I will apologise to him. I am incapable of doing things on a partial basis. Whatever decisions I have taken, they are not after-thoughts. They are recorded in the files themselves and I will show it to him. If the Minister so pleases, let him look into all the new lines that are being given in the northern India. Let each file be examined. My lady friend from the CPI said that railways must be run on a commercial basis. This recommendation was made by the Kunzru Study Team and the decision taken by the Railway Board was on that basis. The railways have to be profitable. I want Shri Pandey to see how much of a commercial proposition this line is.

Lastly, from page 6 of the book *Indian Railways* you will see that the profitability, the percentage of net revenue to capital at charge in the previous year was 4.41 per cent. This

[Shri K. Hanumanthaiya] year it has been reduced to 1.43 per cent. Is it a commercial proposition? Things have been done not correctly. I agree with you that we should not talk ill of a man who is dead. But I do say this because it is a question of railway administration.

SHRI NARSINGH NARAIN PANDEY: This slogan from the south that if railways are not being opened, it has to be faced with bitterness at the time of elections is most uncharitable. Shri Hanumanthaiya is a senior member. He should not make such charges.

SHRI K. HANUMANTHAIYA: I want to appeal to Shri Pandey to see that justice is done to all areas. Under the colour of all India unity, certain people cannot walk away with all the money and leave the rest to their fate.

SHRI NARSINGH NARAIN PANDEY: You have done it in your regime. Of course, I do not say that south should not get anything.

MR. CHAIRMAN: I would request Shri Pandey to address the Chair.

SHRI NARSINGH NARAIN PANDEY: Sir, I am addressing the Chair. I say with a full sense of responsibility that what Shri Hanumanthaiya is saying now is totally wrong and baseless, and a senior member like Shri Hanumanthaiya should not make such wild allegations.

MR. CHAIRMAN: I would request Shri Hanumanthaiya to cut short his speech.

SHRI K. HANUMANTHAIYA: With all affection and respect to my hon. friend, Shri Pandey, I repeat that money has been diverted, and so there is dissatisfaction in the south, and you will see the result of it in the next elections.

SHRI THA KIRUTTINAN (Sivaganga): Mr. Chairman, I preface my speech with respectful homage to the late Shri L. N. Mishra, on behalf of the Railway Employees' Progressive Union of Madras, of which I have the privilege to be the President. While welcoming the new Minister, I would like to request him to pay greater attention to the welfare of the multitude of the men under his care.

Coming to the present budget, with an estimated additional revenue of Rs. 39 crores, the railways is expected to close the year with a surplus of Rs. 23 crores. This is a deliberate attempt to paint a better picture of the railway finances than justified. A close scrutiny in fact gives a clear impression that a greater degree of accounting jugglery with the figures has been gone into to project an optimistic picture. There is no doubt that the railways are suffering from poor planning, misdirected investment and fall in efficiency. These problems cannot be tackled by an Accountant-General's approach. They require management capability of a higher order. There is no evidence in the budget that these will be forthcoming.

Shri Tripathi has made certain modifications in freights. Unfortunately, the major burden falls on wheat, rice, jowar and other foodgrains. The present subsidy of Rs. 3.45 crores goes. The incidence may appear statistically small but the real impact on food prices is likely to be disproportionately large. I am not happy that this subsidy and the concession on foodgrains has been withdrawn when there is a serious drought in Tamil Nadu and a lot of foodgrains have to be sent to the southern part of the country.

It is not at all surprising that the Railways are continuing to pile up losses. They have been doing so in the last 10 years. What is shocking, however, is that the Railway management's response to such state of affairs has been so extraordinarily improv-

dent and apathetic. It has dealt with its problems in the manner of a wooden-headed bureaucracy.

The present performance is barely at the level of that at the beginning of the fourth Plan. Meanwhile, additional funds to the tune of Rs. 1400 crores have been invested. Actually, this should have substantially improved the Railway's functional capacity. But there is no evidence of this having happened.

The Railways have joined the ranks of "sick" industrial units. The Minister has talked of "stringent measures to cut down our working expenses and bolster our earnings". He has also promised to cut losses by eschewing "all wasteful practices".

Obviously, the real cause of the sick state of financial and general management of the Railways has to be sought not in low productivity or high wage bills. But Public Accounts Committee has rightly drawn pointed attention to the need for improvements in budgetary control and for allocation of resources in a realistic manner. The Railways have been indulging in the luxury of heavy investments on the basis of inflated 'guesstimates' of traffic, resulting in greater dividend liability to general revenue, thereby reducing net income and increasing need for loans with consequent burden of debt servicing charges.

The real areas of loss are the maintenance of unremunerative branch lines, below cost freight on certain items which account for 60 per cent of the traffic and freight concession for a number of commodities all of which are covered by the delightful term "social burdens". In 1973-74, the cost of social burdens came to Rs. 225.44 crores. Add to this, compensation for pilferage amounting to Rs. 13.18 crores. The ticketless travel is estimated to account for a loss of Rs. 20 crores a year and theft of property Rs. 2 crores. If these losses could be cut down even by half, there would be a saving of about Rs. 130 crores per year. It is unlikely that

promised stringent measures would touch these areas.

The practice of paying dividend to the general revenue is a peculiar system that we have inherited from the colonial days. This is a major source of drain on the net income of the Railways. In 1973-74, the usual 6 per cent dividend amounted to Rs. 188.60 crores, reducing the net income from positive balance of Rs. 68.85 crores to a loss of Rs. 99.75 crores. Having given away the major portion of their net income, the Railways have to take loan from the general revenue for financing their works and bear the burden of interest. I mentioned this point in my last year's speech also. The time has come to reconsider the financial management policies of the Railways. Structural changes are called for. The Railways should function like any other commercial organisation.

The payment of dividend to the General Revenues should be dispensed with and if not, it should at least be related to the profits earned and to the financial requirements of the organisation. The percentage would thus vary from year to year.

Modern management procedures have to be adopted. Apart from the emphasis on the profitability, input-output ratio, efficiency, proper industrial relations and performance-accountability, attention will have to be paid to manpower, planning and marketing principles, especially in relation to pricing, and expansion of services. Without such fundamental changes in the management of the Railways, it is futile to expect efficiency, productivity, economy and even a rational cost structure and better services to the community, let alone the question of ensuring healthy, financial conditions.

The largest public sector undertaking in the country should stand on its own feet. It is difficult to say whether the Railways will succeed in restor-

[Shri Tha Kirutinan]

ing their financial health because their assumptions and calculations can go wrong as they went wrong in the previous years. The additional commitments on account of the Fifth Plan, inflation and oil crisis have added to the burden of the Railways. In 1973-74 the indebtedness of the Railways to the General Revenues was Rs. 208.02 crores; in 1974-75 it is Rs. 181.67 crores. The main culprit in the Railways' unhappy story is the strained employer-employee relationship and the inability of the Railway Board to carry conviction. As it is, the staff costs account for more than 60 per cent of the working expenditure. It is apparent that, unless the Minister reorganizes the set-up of the Railways and makes it, commercially, a profitable enterprise, no amount of fare—and freight—hikes will help. The Railways have been losing money from as far back as 1964-65. The attempts to balance the books year after year by adjusting fares and freights have been unavailing. The poor plight of the railway finances is, essentially, due to two fundamental causes. The first is the general slowdown in economic growth in the last ten years. As against the target of 265 million tonnes of originating goods traffic at the end of the Fourth Plan, the actual freight carried by the railways in the last year of the Plan was only about 185 million tonnes. But the second more important cause is the fall in efficiency, poor planning and misdirected investment in the railways. Even though huge investments went into the railway system during the Fourth Plan, its carrying capacity has not correspondingly increased.

What is needed is a fresh and bold approach to the working and development of the railway transport, not in isolation, but as part of the larger design of an integrated rail, road, inland waterway and coastal transport network. Unless the transport system is so reorganized and streamlined, the attempts merely to cover losses by increasing the fares and

freights are bound to be highly wasteful and a burden on the entire economy. The Public Accounts Committee has asked the Railway Board to draw up a plan without delay to improve the overall efficiency of the Railways and economise on expenditure to the maximum extent possible. The committee observed:

"There is a lot of scope for improvement in the system."

The former Railway Minister, the late Shri L. N. Mishra felt that the financial structure of the railways needed to be re-examined by an expert committee in the light of various developments. But the authorities point an accusing finger to the militant labour and their basic demands. One must understand that this does not explain the whole story. Even if all the demands of the labour are rejected outright, there are basic inadequacies in the financial management of the railways which are bound to accentuate its economic malady.

To begin with, there is a need for ending all the wasteful expenditure. There are many instances.

First of all, one big source of waste and corruption is the employment of extra casual labour by the engineering departments without any concurrence from the Finance. Every year the casual labourers are taken and are ousted every year and are again taken back. If the present casual labourers are made permanent, then, there is no need of taking more casual labourers every year in which process we waste quite a good sum.

Secondly, even a casual visit to the yards of the railways will reveal that very valuable jathes and rolling stock repairing machinery are rusting in the open without being utilised on an all India basis. The value of such idle machinery would easily run into Rs. 3-4 crores. I want to know who ordered these machinery and for what purpose.

Thirdly, lakhs of rupees are being spent every year for white-washing and repairing the bungalows of senior officers. Most of this expenditure can be curtailed.

There is yet another field where a lot of money goes down the drain. That is in inviting tenders for ballast. Some zonal railways have their own quarries but some of them won't have them since this will put an end to a prolific source of black money.

Fifthly, most of the malpractices arise out of the so-called zonal contract system. Informed opinion confirms the view that by scrapping this system, the railways would save something like Rs. 25 crores a year.

Sixthly, wasteful practices also exist in scrap disposal, issue of tickets and allotment of wagons, settlement of claims and arbitration and upgrading of posts, supply of medicines and cement, so on and so forth. So, it would be rewarding if an expert committee including parliamentarians go into the expenditure pattern of the railways during the last five years.

There is a dire need for independent auditors, preferably rotating year to year, to plug the loopholes in the existing system. According to the present system, auditors do not check up all items of expenditure. It is simply a test audit done on a random basis.

Investments on the railways are not judiciously and economically deployed and the built-up potential is not properly utilised. For instance, it is well-known that the new lines opened in the Fourth Plan period have been badly conceived and are uneconomic. In some cases, they were sanctioned under parochial pressures. While hon. Shri Hanumanthaiya was speaking, he said that the whole of the south was neglected and that about Rs. 6 crores were diverted to the north. I am happy to hear him. Not only Shri Hanumanthaiya but Shrimati Parvati

Krishnan also had mentioned that the whole south had been neglected. I am very happy to hear it from a CPI Member. If a DMK member speaks like this, he will be immediately dubbed as parochial but people who are national leaders and who have a national outlook like Shri Hanumanthaiya and Shrimati Parvati Krishnan have advocated and demanded more funds to be allotted to the south as it has been long neglected.

Mr. Hanumanthaiya was accused by Mr. Pandey. On the eve of the UP election alone, work was inaugurated on four of these wholly unnecessary new line projects in that State at an estimated capital cost of over Rs. 40 crores. A government that is prepared to indulge in this kind of wasteful expenditure for party gain cannot plead the railway strike or other extraneous factors to cover up its own irresponsible and reckless actions.

Government has failed to allot sufficient money to carry out the construction of Tirunelveli-Kanyakumari-Nagercoil-Trivandrum line. The economic survey has shown that this line will give a return of more than 6 per cent return. Karur-Dindigul-Madurai-Tuticorin conversion line has been considered as a profitable line. But conversion work has not yet been taken up.

As regards the Madras-Vijayawada electrification work, the work is moving at a snail's speed. The Madras-Trivellore electrification work was inaugurated by our hon. Chief Minister of Tamil Nadu, Dr. Kalaignar M. Karunanidhi in the year 1973. That work has not been taken up so far. Tamilnadu is now under severe drought condition. Once the State of Bihar was affected by drought and at that time a special work was sanctioned there to give more employment to the labour there. Now Tamilnadu is on the verge of severe drought condition. The hon. Minister should announce at least a line in his reply so that more employment can be given to the hardworking people of Tamil

[Shri Tha Kirutinan]

Nadu area especially in my district Ramanathapuram in Tamil Nadu which is suffering very much.

The time has also come for a thorough reappraisal of the structure of railway receipts by way of freight rates. There is no economic justification for granting large scale concessions for a number of commodities. At present about 60 per cent of the total revenue earning tonnage does not pay at all for the entire movement on the different gauges. On many items the freight does not cover the cost. One can understand some special treatment to movement of foodstuffs and export goods. Even these concessions for foodgrains and exportable commodities have been withdrawn and freight levies have been imposed. I highly object to this while a number of other commodities are enjoying these concessions. I wonder why Railways should continue to suffer great losses, on the movement of several goods. The intention may be to help the industries to reduce the cost of transporting raw materials. But most of such industries do not pass on the benefits to the consumers by reducing prices of the ultimate end products.

Sir, the utilisation of track in India is much more than that of other countries.

It is estimated that the total traffic units per route K M per annum is about 7 million in India as against 2.4 million in Canada, 2.7 million in UK and 3.3 million in U.S. It shows that traffic density in India is high and therefore the total profit as proportion of capital should have also been high.

18.00 hrs.

The railways must improve its operational efficiency. As against an increase of 82 per cent and 74 per cent respectively in freights and fares, over the past two decades, the escal-

tion in the cost of stores has been as high as 259 per cent.

The oil crisis casts a responsibility on it to move and more coal. But precisely in order to do so efficiently it is right to plead that its relatively modest demand for high speed diesel traction in the Fifth Plan should not be reduced since the country's transport infrastructure cannot be weakened at this juncture. More rapid and extensive electrification is the answer. The obvious course is to explore the possibility of extending electric traction which is stated to be more efficient than steam power. Improvement in finance can come only from handling a larger volume of goods traffic. Even here past experience has been disappointing.

While the earnings have dropped, the working expenses have gone up. The main task therefore is to increase the earnings and to bring down the expenses. By giving more powers to General Managers and officials still further down the Railways can encourage initiatives among employees. The Railway Board has more powers than it can effectively exercise, and the function of the Board should be revised. At least the centralisation of power and authority in the board has led to demoralisation, at lower levels and withering away of initiative.

It is high time that the Railways, the largest commercial undertaking in the country with a revenue (over Rs. 1400 crores) larger than that of many U.N. Member-Nations ceases to be a department and is converted into a corporation like the L.I.C. or Hindustan Steel. It has functioned far too long as an unwidely bureaucrat-dominated affair rather than a dynamic project-oriented business organisation.

With these words, I conclude my speech.

वीरी राष्ट्रव चन्द्र घोड़ (चलीजवाद) : ज्ञानवीक्षण समाप्ति जी, मैं सबै प्रश्नम अपने जाहिये रेल मंडी के लिये अद्वांजसि अपित करता हूँ और अपने नये रेल मंडी का हार्दिक सम्बन्ध करता हूँ। भास्यवर, पूरा देश हमारे बहनोंने रेल मंडी की कार्यकुशलता और हमता को अच्छी तरह के जानता है। जहाज टावी मंडी के रूप में आप ने जिस प्रकार से घोड़ी कर्मचारियों की हड्डताल का सम्बन्ध किया और जिस प्रकार से उन की हड्डताल का सम्बन्धान किया उस से इस राष्ट्र के समस्त नागरिकों और रेल कर्मचारियों में प्राप्त बड़ी कि आप के टाइम में कर्मचारियों की समस्याओं का सम्बन्धान होगा और आप ने अपने भाषण में उस को सफलीभूत किया। जिन कर्मचारियों को सेवा से बचित किया गया था, जो तोड़ फोड़ में नहीं थे उन्हें पुनः सेवा का अवसर दिया गया। इस के लिये मैं भंडी जी को आभार व्यक्त करता हूँ। इस के साथ हैं: साथ में रेल मंडी से यह भी अपील करना चाहता हूँ कि हमें यह नहीं भूलना चाहिये कि जिन कर्मचारियों ने हड्डताल के समय वफादारी और जिम्मेदारी से आप की सेवा की है उन के साथ किसी प्रकार का अन्याय नहीं होना चाहिये और उन को प्राचलिकता देनी चाहिये, प्रोत्साहन देना चाहिये। एक बात मैंने सुनी है कि कुछ ऐसे भी कर्मचारी हैं जिन्हें यह कह कर सेवा से बचित किया जा रहा है कि आप ने काम पर आने वाले कर्मचारियों को रोका है। मेरा भंडी जी से निवेदन है कि ऐसे कर्मचारियों के केसेज पर विचार कर के, घोड़े से जो कर्मचारी बचे हुए हैं, उन को भी अग्र आप सेवा का अवसर दे सकें तो अच्छा होगा। कोट्टे में जाने की नींवत न आये। आप अपने टाइम में एक कमेटी बना कर खुद बात सुनलें और उन की समस्या का सम्बन्धान कर दें, इस से आप का यथ देश में और भी बढ़ेगा।

कोई याक्षी किराया नहीं बढ़ा इस के लिये देश आशारी है और यह समाजवादी कानिन्द-

कारी बजट रहा। परन्तु हमारे राष्ट्र के कुछ समाजवादी नेताओं ने जब आप जहाज रानी भंडी रहे तो आप को प्रतिक्रियावादी की संतानी जी जो अत्यन्त खेदजनक रहा और देश के बुद्धिजीवी बर्ग को खेद हुआ है।

अब मैं आप के माध्यम से मानवीय रेल मंडी से ही तीन आगृह करना चाहूँगा। यह जो रेल बजट आया है वह अत्यन्त ही क्रान्तिकारी रहा है जिस में आज तक जिन युवकों की सेवायें नहीं सी गईं उन को प्रोत्साहन देने की बात कही गई है। इस से देश के नीजवानों में भी विश्वास बढ़ा है कि हम को भी काम करने का भौका मिलेगा। मुझे विश्वास है आप ने जो आश्वासन बजट में दिया है उस को पूरा भी करेंगे। आश्वासन मात्र न रह जाय यह मेरी प्रारंभना है।

भास्यवर, आप जानते हैं कि छिलीनी बग्हा पुल एक ऐतिहासिक पुल है। महात्मा गांधी के स्वतंत्रता धान्दोलन में चम्पारन में जब बिहार के भाई एकत्र हुए और चौराजीरी काड़ हुआ तो अपेक्षाओं ने उस बग्हा पुल को तोड़ा था। उस पुल का उद्घाटन राष्ट्र नेता श्रीमती इन्दिरा गांधी ने किया है। लेकिन खेद के साथ कहना पड़ता है कि उस का जो कार्य चल रहा है उस की गति इतनी धीमी है कि उन्होंने जो समा में यह पुल बन कर तैयार हो जायगा, इस की सम्बन्धान कम दिखाई देती है। जिस गति से उस का निर्माण कार्य चल रहा है उस से 10 वर्ष में भी वह पुल पूरा नहीं होगा।

इस के साथ ही साथ मुझे यह कहना है कि बाराबंकी से समस्तीपुर की लाइन को जो खोड़ गेज में परिवर्तित किया जा रहा है उस की गति बहुत धीमी है। वह काम कब पूरा होगा इस के बारे में कुछ निश्चित नहीं कहा जा सकता। मैं रेल भंडी जी से आगृह करन्हा कि इस कार्य की गति को बढ़ावें जिस से जो

[श्री कृष्ण चन्द्र पांडे]

कार्य आप ने टाइम बाउण्ड प्रोग्राम के रूप में लिया है उस समय के अन्दर इस को पूरा किया जा सके।

सहजनवा से दोहरीधाट के लिये बांसगांव होते हुए एक नई रेल लाइन बनाने का सर्वेक्षण हो चुका है, परन्तु उस की भी गति अत्यन्त ही धीमी है। मैं आप्रह करता हूं कि उधर भी व्यान दिया जाए। भूतपूर्व स्वर्गीय प्रधान मंत्री भी लाल बहादुर के समय में इसी सदन में आश्वासन दिया गया था, राम शंकर लाल यहां के संस्थ थे, मगहर स । कबीरदास का ऐतिहासिक तीर्थ स्थान है, वहां से एक रेल लाइन निकाल कर अखिरा, मेंहदाबल, बांसी होते हुए बलरामपुर के लिये बनने वाली भी। उस के लिये आश्वासन दिया जा चुका है, परन्तु उस का सर्वेक्षण भी नहीं हुआ है। आप उस पर व्यान दें जिस से उस आश्वासन की पूर्ति हो सके।

एक आप्रह और करना चाहता हूं कि गोरखपुर से मोंडा को जाने वाली जो छोटी लाइन है, लूप लाइन, उस को ब्रोड गेज किया जाना चाहिये। फरेंदा नौतनवा लाइन राष्ट्रीय हित की रेलवे लाइन है, और बौद्धर एतिया में है। मैं चाहता हूं कि इस लाइन को ब्रोड गेज किया जाय जिस से इस पिछे हुए क्षेत्र का कल्याण हो सके। भटनी से वाराणसी की जो छोटी लाइन है, उसे ब्रोड गेज किया जाना चाहिए। मान्यवर, मैं एक बात और कहना चाहता हूं और वह यह है कि रेल विभाग में क्षेत्रीय भाषाओं को प्राथमिकता दी जानी चाहिए जबकि अभी तक ऐसा नहीं हो रहा है। चाहे आप गोरखपुर में देखिए और चाहे आप दिल्ली में देखिए हर जगह जो काम हो रहा है वह अंग्रेजी में हो रहा है और क्षेत्रीय भाषाओं को प्राथमिकता नहीं दी जा रही है। हालत यहां तक है कि जो रिजर्वेशन का चार्ट लगाया जाता है, वह भी अंग्रेजी में ही

लगाया जाता है चाहे देश का कोई भी हिस्सा हो। मैं यह नहीं कहता कि आप अंग्रेजी में काम न करें लेकिन इसना आप्रह जहर करता चाहता हूं कि हिन्दी कि उपेक्षा और अंग्रेजी भाषाओं की उपेक्षा नहीं होनी चाहिए। हमारे पूर्व बक्ता श्री हनुमन्तीर्या ने राष्ट्र को जो हिस्सों में बांटने की कोशिश की जो अत्यन्त खेदजनक है। चाहे उत्तर हो, चाहे दक्षिण हो, चाहे पूरब हो और चाहे पश्चिम हो, सब हिन्दुस्तान है और हिन्दुस्तान के हर पिछ़े हुए, उपेक्षित क्षेत्र में नये निर्माण का कार्य किया जाना आवश्यक है। यह भेरा माननीय रेल मंत्री जो से आवश्यक है।

मान्यवर, नंगल तलवाड़ा का उद्घाटन स्वर्गीय ललित बाबू ने किया है परन्तु अब डर यह है कि यह बने या न बने। भेरा यह आप्रह है कि इस का शिलान्यास हो चुका है और इस का उद्घाटन किया जा चुका है और अब आप इस का निर्माण जल्द से जल्द करा कर श्री ललित नारायण मिश्र की स्मृति और यादगार को बनाए रखें। इस रेल लाइन के बारे में हिमाचल प्रदेश के मुख्य मंत्री ने भारत सरकार से आप्रह किया था और वहां के गवर्नर ने अपने आधिकारिय में भी कहा है और अगर अब यह नहीं बनाया जाता है, तो उन आश्वासनों को तोड़ना होगा। इसलिए इस प्रायश्वासन का पालन किया जाना चाहिए।

मान्यवर, एक बात देखने में प्रति दिन आती है। बड़े-बड़े अधिकारी सैलून लेकर जाते हैं और एक स्टेशन से दूसरे स्टेशन पहुंच कर वहां सैलून छोड़ दिया करते हैं और दिन भर अपना काम करते हैं, जिस से रेल लाइन जाम पड़ी रहती है इस प्रकार की अगर गति विधि रखेगी तो रेलवे की स्थिति कैसे सुधरेगी। भेरा आप्रह है कि माननीय रेल मंत्री जी को इस पर विचार करना चाहिए और इस में सुधार लाना चाहिए। माननीय मंत्री जी ने इस सदन को प्रायश्वासन दिया है कि शादियां समय पर जलेंगी लेकिन अब आब दिया

जा रहा है कि कोई गाड़ी समय पर नहीं चल रही है ? तो मैं आप के मध्यम से माननीय मंत्री जी से आश्रम करना चाहुंगा कि आश्वासनों को अग्रर पूरा नहीं किया जाएगा, तो जो आस्था और विश्वास देश में रेल मंत्रालय के प्रति जागृत हुआ है, अधिकारियों और रेल मंत्री के प्रति जागृत हुआ है, वह खंडित हो जाएगा ।

मैं एक बात और कहना चाहता हूँ कि श्री ललित नारायण मिश्र जी की जैसी निमित्त हस्त्या हुई है, उस पर रेल मंत्रालय को गंभीरतापूर्वक विचार करना चाहिए । मुझं जो जानकारी मिली है वह यह है कि वहां पर जो रक्षा दल रहे, वहां पर डी० आई० जी० महोदय 6 दिन पहले पूँच गये थे और छः छ. बटीलियन पूँच गई थी लेकिन किस तरह से बन फटा इस का उत्त को पता नहीं चला । इसलिए इस पर गंभीरतापूर्वक विचार करने के रेल मंत्रालय को अलग से इक्वियरी करने चाहिए जिस से जनता में हम यह कह सक कि हमारा रेल मंत्रालय भी सजग है । इतना कह कर मैं रेल मंत्रालय के बजट का अनुमोदन करता हूँ ।

SHRI P. G. MAVALANKAR (Ahmedabad): Mr. Chairman, Sir, I must at the outset repeat what I said on a previous occasion last year, on a similar occasion last year, that Railways are a national organisation, and therefore, while trying to discuss the problems and challenges faced by the Railways, we should take a national view of the matter rather than a political or a partisan view of the problems involved. Sir, we are told, Railways in India are the largest in Asia and they are the fourth largest railway system in the world. The new Railway Minister, Shri Kamlapati Tripathi, presented his first Budget this time. I am sorry, he is, at the moment, not here. But, I am quite sure that the Minister who is ably assisting him will try and understand the various points and problems raised by us not only in terms of our constituencies and regional areas, but also in terms of the general national development of the railways as a whole.

I warmly congratulate the new Railway Minister on his maiden performance of the presentation of the Budget, though I am sorry that he happens to be the 15th Railway Minister in 27 years! I wish the Railways were a little more fortunate in having some kind of continuity by having political head rather than having too many Ministers heading this Ministry.

Reference has been rightly made to the late Shri Lalit Narayan Mishra. I also join the other members in paying my homage to him. Whatever be our differences with him—and they were many, sharp and acute—the fact remains that he was a lovable man and as a parliamentarian and as a member of the House, he was liked by all in various sections.

This year's budget, if I might put it that way, is soft, soothing and sympathetic. It is not surprising, for after all, in a sense this is an election year budget. That being so, it is a pardonable exercise on the part of the Railway Minister to do things in such a way that they do not disturb or irritate people. That is why you will see that he has not given a further hike to the fares. But I must say that the marginal freight rise he has proposed is bound to hit the common man. He has not raised the passenger fares because they are already prohibitive. But I want to tell him and the railway authorities that because of the existing already high passenger fares, passenger traffic has been adversely affected.

Many hon. members have mentioned the Railway Board. Many have argued for its abolition. I am one of those who believe that the Railway Board certainly needs a radical re-orientation because after all, old habits, old traditions born out of the colonial past and imperialistic traditions die hard. Unfortunately, although the Board does contain a number of people who are expert, knowledgeable and experienced, the fact

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remains that the old paraphernalia, modes, moorings, colonial workings and conventions which have been built around the Board's functioning have not been removed. Quite often, the Ministers, whoever they are, find it very difficult to tackle the senior officials of the Board. They will not admit it in public, but the fact remains that the Railway Board officials tend to take a narrow formalistic view, and if I may put it that way, even a rigid view of many things concerning railway development.

Therefore, I would repeat this point which I made in the last session also when the late Shri Mishra was present, and Shri Qureshi was also there, listening to that debate—I am sure he will recall it—that some of us have been demanding a thorough revision of the entire railway Code. I think the Minister will agree that the code has been in operation for many many decades. Changes must be incorporated in the code and we should have a reoriented fresh railway code. If that takes place and if in that context there is a reconstitution of the Railway Board, that would be welcome. I am not taking a propagandistic view of the matter and am not arguing against the Railway Board. Merely for the sake of abolition of the Board. I am not bothered about abolition, but I am bothered about the obstacles created and put by some of these old traditions which come in the way.

Many members have spoken about the railway employees. Last year's strike unfortunately disrupted the railway functioning, but I hope the new Railway Minister's gesture, welcome as it is, will produce the necessary climate and open a new chapter of good industrial relations. I must say that labour relations and labour morale on the railways today are not necessarily very happy. The Minister will agree that there is a certain amount of

irritation, a certain atmosphere of agony and anguish, prevailing among the railway employees, although the Minister has rightly said that except those proved guilty of acts of violence, the break in service of the rest will be condoned.

Even with regard to acts of violence I should like the Minister to be sure that they were proved, and he should not go merely on the basis of reports and here say which he gets' from officials because sometimes those complaints against certain employees are given in order to take some kind of vindictive action against those employees by their respective senior-people. We have in the Indian railways a large number of experts, engineers and technicians. I am glad that we have very good railway staff training colleagues. I had occasion to visit one particular Railway Staff Training College at Baroda and I was glad to find that not only our own young men were there but also a batch of Railway officials from Bangladesh had come there for training. It was inspiring to see our friends from the neighbouring developing countries come to India for getting training, know how, etc. Such Railway Staff Training Colleges should strengthened further.

The hon. Minister has given a lot of points about the functioning of the Railways and he ended his speech by saying that he hoped the year 1975-76 would be a year of promise, stabilisation and steady growth. He also referred to higher physical performance and better financial results. It was a pious hope and we all share it. We want the railways to achieve those objectives. If you look at the financial position, although it is not as bad as it was last year because of the higher level of traffic that is expected this year, we have not gone fully in the direction of exploiting adequately and satisfactorily the scope for economy and rationalisation of operations.

I know the difficulties of the Railway Minister. After all the wage Bill is about 70 per cent and the fuel costs are about 20 per cent. It is difficult to find areas where the Minister could effect economies in terms of wage bill, especially when there is the further difficulty of additional instalments of D.A. to the employees almost every two months. Nonetheless I dare say if operational efficiency and productivity are emphasized as indeed they must be, the picture of Railway finances will certainly be better and more attractive.

Coming to the question of Railway Development in general, I am sorry the Budget makes hardly any reference to the construction of new lines. Indeed, it tells us resoundingly why the Government feel that no new railway lines could be constructed. I should have thought that in spite of the difficulties of the economic situation, and they are undoubtedly acute difficulties, the Railway Minister should have gone ahead with the Planning and construction of new railway lines, particularly in the backward and developing areas. I want to mention here the two railway lines which deserve the consideration of the Minister and they are: Bhavanagar-Tarapore and Kapadwank-Modasa in Sabarkantha district of Gujarat. Gujarat is suffering from scarcity condition. The Hon. Home Minister told us the other day why Gujarat would have to continue under President's rule. Why not start these two railway lines as part of the scarcity relief operation? That would have added impetus to the projects.

Further, I want to suggest that the Baroda-Chhota Udaipur line and some other narrow-gauge lines, Nadiad-Kapadyana and Nadiad-Petlad Bhudran-Pratapnagar should be converted into broadgauge. There is a project for converting the Ahmedabad-Delhi metre-gauge line into broad gauge. The survey was completed in July 1973. I do not know whether Mr. Qureshi can give any promise, but perhaps the answer is: no finance. It

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will perhaps be the perennial answer! You will have to set down certain priorities and go forward. This line should be taken up because Gujarat and Rajasthan through which this line goes are border areas with our neighbour, West Pakistan. For the movement of goods, foodgrains and other important materials, the distance between Delhi and Ahmedabad will be cut down, and it will be done only if you have broad gauge.

The Vivamgam-Okha-Porbander line should also be converted from metre gauge to broad gauge. I know the work is going on, but the pace is very slow. I want it to be accelerated. I believe it requires an amount of Rs. 25, Rs. 30 crores, but if it is delayed from year to year, instead of Rs. 25 crores you will require Rs. 40 crores later on.

Kutch is a backward area. Dr Mohipatray Mehta has also mentioned it. There has been a continuous demand for many years voiced in Parliament also that the Gandhidham-Lakhpur train must be extended to Abhilasha via Mundra, Bhadereshwar and Mandvi. It is only 50 miles in terms of broad gauge. I do not know why the railway authorities are not willing to go ahead with it.

There is an Association in Bombay which has submitted very studied proposals. Indeed, they have made some research and they propose that if the necessary engineering-cum-traffic survey is made for the broad gauge line from Dahod in Parchmahal to Jhamarkota in Rajasthan via Jhalod and the line is constructed on a priority basis, it will mean a saving of more than Rs. 300 crores in foreign exchange annually and it will mean carrying of more goods and passenger traffic as well.

If we want development of the Railways, efficiency, productivity punctuality must definitely improve. I am one with Hanumanthaiaji when he says that punctuality must improve, but even after starting electric trains,

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punctuality has not improved, nor has the running time been reduced. If the same time is taken, what is the use of introducing electric trains because these are introduced for quick movement?

The problem of ticketless travel is a social one. You cannot merely blame the railway authorities for it. I find that many times the so-called young people, angry young people, educated young people try to go to various places in trains without tickets at all. That is not fair.

The Ahmedabad-Bombay rail traffic has been dislocated for nearly a week because the railway authorities found that the Vaitarna Bridge was unsafe. But even when there is no monsoon, no floods, how has the bridge suddenly been found unsafe. Therefore, greater care has to be taken in the building and maintenances of such bridges on which important fast express trains run.

I want very briefly to refer to the very good point made by my Hon. friend Shrimati Parvathi Krishnan regarding wagon tonnage and wagon earnings. I want to know whether the railway authorities have given any attention to the problem of commercial orientation of freight movement. Will they please tell us what the earnings are? After all you are having so much tonnage of goods movement, that is all right, but you must also tell us whether you are really having the maximum possible earnings from this. We are not given the facts and figures. I would like this to be made a profitable proposition. For example, in you carry 90 to 96 tonnes of coal I am told four wagons are required, but if you carry the same quantity of sugarcane, seven or eight wagons are required. Surely the value of four wagons and the value of eight wagons are not the same. When certain commodities like sugarcane can be easily carried by road, why can't you do it?

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I would like the Western Railway Headquarters to be shifted from Bombay to some other important town like Ahmedabad or Baroda.

As many as 75 trains still stand cancelled in the Bhavnagar-Rajkot regions in Saurashtra. They must be started immediately. Top priority must be given to the supply of diesel engines to important trains like the Somnath Mail Kirti Express and the Bhavnagar Mail running in Saurashtra.

The second class passengers must be given more amenities like sleeping berths for longer durations of travel as also larger and more waiting halls at railway stations.

In Ahmedabad there are a large number of people who have business connections in Calcutta and there is heavy traffic between Ahmedabad and Howrah. So, why not start a direct train service between Virangam and Howrah because the present arrangement is grossly inadequate? A large number of people from U.P., Bihar, Delhi and Punjab live in Ahmedabad—in lakhs. They have been demanding a direct line from Ahmedabad to Bhopal, Kanpur, Allahabad and Varanasi. This direct train service also should be introduced. I understand that the Southern Railway time-table is printed in Tamil also; I am happy about it. Similarly why not have the Western Railway time-table in Gujarati also? During nights, hawkers and vendors shout on the platforms "Chai garam" and other things, disturbing the people who are asleep. Why not have a rule that say between 12 midnight and 5 a.m. when trains are passing and people are sleeping inside the trains the hawkers should not be allowed to shout on the platforms? If some passenger wants tea, he can get down and get it from the stall.

I hope the hon. Minister will look into all these suggestions.

SHRI P. V. G. RAJU (Visakhapatnam): Sir, the railways are the leading transport system in our country. I feel that we should not only develop the railway system but we should develop our road and water transport systems also. All the three should be linked together.

I may be forgiven if I am a little theoretical because as a student of Indian economics at Madras we had a paper on the Indian railway system and I am only repeating what I read 30 years ago. I was told that the Indian railway system was developed by the British with the special purpose of selling their own railway lines to India and therefore, the system was broad gauge and metre gauge whereas in Europe they have a general gauge. Therefore, though we are larger than Europe we are smaller so far as railways are concerned. Our railway lines do not have the same strength as in Europe. I am told that the Indian broad gauge system has a weight of 90 lbs per unit of rail while it is 150 lbs in Europe. In metre gauge it is 60 lbs. 90 rail lbs can only bear a speed of 65 to 70 MPH. I am told that the railway track in India has not been improved in the last 25 or 30 years. We still make rails of 90 lbs for broad gauge. When we have our own steel industry, why can't we have the same track weight as in Europe, i.e. 150 lbs? Then we can increase the speed of trains from 65 to 70 MPH to nearly 100 MPH. Therefore, I am only saying that as a student I used to learn that we have to give priority to an essential point about the Indian railways, namely, that while Indian railways are only 90 lbs the European railways have 150 lbs.

There is another point. The railways in India have been built on the same pattern as the railways in the United Kingdom. Now that the United Kingdom has joined the European Economic Community, it is having difficulties to take the rolling stock of the European railway system. Therefore, in the referendum which the

United Kingdom is going to hold to decide whether UK should join the EEC or not, this is one of the points.

As a matter of fact, in Europe and America the railways and roadways are inter-linked. It is possible in America for a trailer which carries about 70 or 80 tonnes to be hoisted or placed in the railway wagon. Then the railway wagon goes from one centre to another centre and the trailer is removed from the wagon and kept on the road by an object; since I do not know the technical term, I am using the word "object". That object places the trailer from the road on the railway wagon or from the railway wagon on the road.

The railway track bridges in Europe and America can carry a weight of 75 to 80 tonnes. In India the railway bridges can carry only weight of 50 to 55 tonnes.

I do not know whether it is possible to increase the weight capacity of our bridges. Certainly, effort should be made to have broad-gauge lines with wider bridges and more powerful bridges between major cities like Madras, Bombay, Calcutta and Delhi.

In this connection, I may say that I have been informed that in Japan they have developed a new system of an over-head track. They have a track which runs in the air and the railway wagons are attached to the track. The Japanese trains run at a speed of about 300 km per hour, which is much more than what the Indian railways can think of reaching. I do not know if it is possible for the Indian railways to reach the same speed as the Japanese trains.

MR. CHAIRMAN. He should conclude in another two minutes.

SHRI P. V. G. RAJU: I have only two points. One is that the railway track should be improved. The second point is that the railways

[Shri P. V. G. Raju]

should be linked with the road transport. I would say that the road transport in our country is one of the most backward in the world. The Indian road bridges cannot bear a weight of more than 12 tonnes if they are national highways and 8 tonnes if they are State highways. The Indian railway bridges cannot bear more than 50 tonnes. We will certainly be considered backward when we compare ourselves with the railway tracks in Europe. Therefore, we should try to increase the capacity of the railway bridges to bear at least 80 tonnes as in Europe and America. I do not know how much it will cost. But certainly the effort should be made because the railway transport system is the basis on which we can develop.

There is only one more point that I want to make. I would not like a composite railway system to be developed in the country. All the metre-gauge should be converted into broad-gauge. Here, I would say, there is a wonderful railway station in India, that is Bangalore city. I do not know if my friends know that you can go to Bangalore city on broad-gauge from Madras; you can go to Bangalore city on metre-gauge from Hyderabad on the eastern side and you can go from Bangalore city to Mysore on narrow-gauge. Surprisingly, there are three railway lines to Bangalore city. This should be abolished. I can understand metric-gauge and broad-gauge lines going to Bangalore city but not narrow-gauge. It shows only narrowness of mind of the Indian railways. Narrow-gauge should be converted into broad-gauge and metre-gauge should be converted into broad-gauge. This is my request to the hon. Minister of Railways.

Thank you for giving me an opportunity to speak on the Railway Budget.

श्री रामशेखर प्रसाद सिंह (छपरा) :

सभापति महोदय, कबल इसके कि मैं इस साल के रेलवे बजट पर अपने विचार व्यक्त करूँ, मैं भूतपूर्व रेल मंत्री श्री ललित नारायण मिश्र के प्रति आपनी श्रद्धाजलि अर्पित करना चाहता हूँ, जिनकी दिलचस्पी और जिनके कठिन परिश्रम के फलस्वरूप देश के विभिन्न पिछड़े हुए इलाकों मे रेल का काप्रारम्भ हुआ। अभी हमारे दोस्त श्री के० मी० पांडे, ने जिन बातों का चर्चा की, मैं उन से भी अपने को संबंधित करना चाहता हूँ ?

अग्रेजों के जमाने मे छिनीनीधाट के पुल को तोड़ दिया गया था। उसकी नीव ढालकर —जहां वर्तमान रेलमंत्री पंडितजी, भी उपस्थिति थे—ललित बाबू ने बहुत प्रशंसनीग कार्य किया। इसके साथ ही मुजफ्फरगुर से बाराबकी होते हुए लखनऊ तक की ब्राइंग लाइन की योजना भी उनके समय मे बनाई गई थी। वह काम प्रारम्भ हो गया है। देश मे विभिन्न कामों को उन्होंने प्रारम्भ किया। आशा है कि ललित बाबू ने जि॒ काम का श्रीगणेश किया था, वर्तमान रेल मंत्री पंडितजी उसमे पूर्णहृति देंगे और उसको पूरा करेंगे।

पटना मे पुल बनाने का एलान भी ललित बाबू ने किया था। मुझे आशा है कि पंडितजी उम काम को भी पूरा करेंगे।

श्री रामशेखर प्रसाद सिंह (पटना) :
उसका सर्वे हो गया है।

श्री रामशेखर प्रसाद सिंह : जैसा कि शास्त्री जी ने कहा है उसका सर्वे भी हो गया है।

जब मैं आज के रेल मंत्री को देखता हूँ, तो मुझे आज से 33 वरस पूर्व उस दिन की याद आती है, जब कि मैं काशी हिन्दु विश्वविद्यालय का विद्यार्थी था। 1942 की 1

भ्रगस्त को हिन्दू विश्वविद्यालय के प्रमुख और पवित्र स्थान गांधी चौतरे पर पंडितजी ने ए० अ.ई० सी० सो० सो० की मिटिंग के लिय बम्बई जाने से पूर्व “क्वीट हॉटिंग” भारत छोड़ा मूवमेंट की रूढ़भूमि और रूपरेखा बताई थी। आगे चलकर उनकी बातें पूरी हुई और उनके उपदेश और प्रेरणा से ऐसे जैसे हजारों व्यक्तियों ने भारत की आजादी की अंतिम लड़ाई में भाग लिया। भारत के आजाद होने से पूर्व भारत का जो नक्शा हमारे राष्ट्रीय नेताओं के सामने था, पंडितजी उसी तरह से ही रेलवे को चलाने की व्यवस्था करेंगे, ऐसा मेरा विश्वास है।

अभी तक पंडितजी राज्य की राजनीति में थे। अब राष्ट्रीय स्तर पर उनका पदार्पण हुआ है। जिन बातों की चर्चा श्री हनुमन्तैया ने की है, वैसी शिकायत किसी को भी नहीं रहेगी क्योंकि पंडितजी ने हमें सारे देश की एकता के राष्ट्रीय विचार का प्रचार और प्रसार किया है। उत्तर, दक्षिण, पूर्व, पश्चिम की कोई भावना नाहर ये नेताओं के सामने नहीं रही है। सारा देश एक है और देश के सब भागों की तरकी की जबाबदेही भारत सरकार पर है, पंडितजी पर है और श्रीमती इदरा गांधी पर है।

रेल विभाग ही केन्द्रीय सरकार के अधीन एक ऐसा विभाग है जिसका समर्पक आ। जनता में है। देश का कोई भी ऐसा नागरिक नहीं है जिसका रेल के साथ किसी न किसी तरीके में समर्पक न रहा हो। रेल की सफलता पर देश के शासन की सफलता निर्भर करती है। अगर रेल में कोई भी कुटि होती है तो उसका प्रभाव आ। जनता पर, यहां तक कि गांव के रहने वाले लोगों पर भी पड़ता है। रेलें देश की लाइक लाइन भी हैं क्योंकि वह केवल आर्थिक दृष्टि से ही नहीं बल्कि सामाजिक और सांस्कृतिक दृष्टि से भी देश की एकता को कायम रखती है। जब पंडितजी जैसा योग्य व्यक्ति रेल भ्रंती के स्थान को सुशोभित कर रहा है, तो इस बात की पूरी आशा की जा सकती है कि इन सब बातों को पूरा किया जायेगा।

रेलें ९ जोनों में बंटी हुई हैं और उन जोनों के डिवीजन बना कर रेलों का काम चलाया जाता है। सब रेलवे में पहले से डिवीजन बन चुके थे। केवल एन० ई० और एन० एफ० रेलवे में डिवीजन का काम १९६९ में प्रारम्भ हुआ। लेकिन इन दोनों रेलवे में जो डिवीजन बनाये गये, उनमें किसी नियम का पालन नहीं हुआ। अनुभव से पता चलता है कि जो ममस्तीपुर डिवीजन बना है, वह बहुत बड़ा डिवीजन है। उसमें इननी क्षमता नहीं है कि वह गाड़ियों को ठीक ममम पर चला सके, अपने कर्मचारियों में अनुशासन स्थापित कर सके या रेलवे यूनियन को पर्याप्त सुविधाएं दे सके। वहा न गाड़िया ठीक समय पर चलनी है और न सामान बक्त पर पहुंचता है।

कमानी के जमाने में एन० ई० रेलवे के ५ जिला स्तर के कार्यालय थे। उन में ४ को, आइन्स्टनगर, गोडा के स्थान पर लखनऊ, बनारस और समस्तीपुर को डिवीजन बना दिया गया। लेकिन सोनपुर को, जो जिला स्तर का पांचवा स्थान था, डिवीजन नहीं बनाया गया। एन० एफ० रेलवे में भी जिला स्तर के ५ स्थान थे। जब डिवीजन सिस्टम लागू हुआ, तो उनको डिवीजन बना दिया गया। बाद में रगिया को भी डिवीजन बना कर पांच डिवीजन बना दिये गये। मोनपुर एंटिहामिक दृष्टि से एक महत्वपूर्ण स्थान है। वह उत्तर और दक्षिण विहार को जोड़ता है। उत्तर विहार में कोई इंडस्ट्री नहीं है। अग्रेजी के काल से रेलवे का सब से बड़ा दफ्तर वहा रहना आया है। वहां दफ्तर के लिये काफी जमीन मकान और सब सुविधाएँ हैं। जैमा कि श्री निवारी वे कहा है भूनपूर्व रेल मंत्री ने सोनपुर के नजदीक पालेजाघाट में एक मीटिंग में ५ बजे सबेरे यह ऐलान किया था कि जिस तरह से रंगिया डिवीजन का हैड क्वार्टर बन रहा है उसी तरह से सोनपुर भी बन जायेगा। मेरा रुपाल है कि भ्रंती महोदय इस काम को पूरा करेंगे।

[थर्ड रामशेखर प्रनाद में]

जब पहले ये मध्य डिवीजन बने थे, उस बक्त सोनपुर और बनारस में ही टाई थी। उस समय बनारस की विजय हुई और सोनपुर में डिवीजन नहीं बन सका। बनारस में विश्वनाथ है और मोनपुर में हन्गिरनाथ है। दोनों पवित्र स्थान हैं। उन्मिलिये आशा है कि पहिले जी सोनपुर में डिवीजन स्तर का कार्यालय खोलेंगे।

हावडा-डीनकम जो दिल्ली में हावडा जाती है इलाहाबाद और मिर्जापुर होकर जाती है। मिर्जापुर में उमका कोई रुकाव नहीं है। दो दिन वह बनारस होकर जाती है और बाकी दिन वह मिर्जापुर होकर जाती है।

मैं माननीय मंत्री जी से निवेदन करूँगा कि पूरे हफ्ते में प्रत्येक दिन उनको बनारस होकर ही जाना चाहिये क्योंकि बनारस एक महत्वपूर्ण स्थान है और वहाँ से होकर जाने से इसका उपयोग ज्ञादा में ज्ञादा लोग कर सकेंगे। दूसरी गाडियों को भी बनारस होकर जाना चाहिये।

रिजर्वेशन चार्ट जो सेकेंड क्लास के रखे जाते हैं वह ठीक से नहीं लिखे होते। इसमें जो याक्की जाना चाहते हैं उनको काफी दिक्कत होती है। जो इसके बाबू होते हैं रिजर्वेशन के वह भी गाड़ी खुलने के मम्य वहाँ पर आने नहीं है और लोगों को कठिनाई होती है। इसनिए इस पर ध्यान दिया जाना चाहिए कि रिजर्वेशन के चार्ट शुद्ध-शुद्ध और साफ़-साफ़ लिखे होने चाहिए और जो रिजर्वेशन के बाबू नई दिल्ली और दिल्ली रेशनों पर होते हैं वे वहाँ पर उपस्थित होकर यात्रियों को गाइड किया कर।

मैं माननीय मंत्री का ध्यान इस और दिलाना चाहता हूँ कि अनेम्प्लायड ग्रेज्युएट्स

को काम देने की बहुत सी योजनाएं बनी हैं। रेल विभाग में भी भूतपूर्व रेल मंत्री से इसके लिए योजना बनाई थी कि क्लीलर की किताबों की दूकानें, खाने पीने की और चाय वर्गेरह की दूकानें अनेम्प्लायड ग्रेज्युएट्स को दी जाये। लेकिन मैं देख रहा हूँ कि माननीय मंत्री ललित बाबू के निधन के बाद इन सब कामों में ढील ही हो गही है और जो व्यवस्था बनी थी कि 6 वर्षों के बाद यानी 6 वर्ष तक काम करने के बाद जो लोग यह ठेके वर्गेरह का काम करने हैं उन को फिर मेर्जन्युअल के लिए द्रव्यस्वास्त देनी पड़ेगी और उम में भव लोगों को मोका दिया जायेगा उम आईंडर को भी बदलन का प्रयाग हो रहा है। मिनिस्टर के मरने से कोई स्वल्प और कायदे नहीं बदले जाते। विभागों के बदलने से और मिनिस्टर के हटने से जो उनके आईंडर हैं वह आईंडर नहीं बदलते और खाम कर के जो आईंडर जन हित में हो उन का तो कभी नहीं बदलना चाहिए। मैं मंत्री महोदय में निवेदन करूँगा कि अनेम्प्लायड लोगों को काम देने की जो योजना ललित बाबू ने बनाई थी उनको पूरा करे।

एक चीज में ह वहना चाहता है कि रेलवे की बहुत सी जमीन लोग दखल कर के बैठे हुए हैं। वहन में लोग छपरा स्टेशन के पास रेलवे की जमीन दखल करके बैठे हुए हैं। इस बाग की चर्चा ललित बाबू के सामने हुई थी। इसके विरोध में कई पत्र उनको निखे गये थे। उहोंने इसकी एन्कवायरी कराई और एन्कवायरी के बाद यह कैसला हुआ कि नाजायज तरीके से जो जमीन दखल किए हुए हैं उनको हटाया जाए। 31 दिसंबर 1974 तक उनका हटाने के लिए नोटिस दी गई थी। लेकिन माननीय मंत्री जी के मरने के बाद उन का हटाने का काम बन्द कर दिया गया है और स्थानीय अफसर जो छपरा में रहते हैं उन लोगों की साजिश चल रही है कि उन्हीं लोगों को फिर से लाइसेस रिस्यू कर दिया जाय।

वहां पर नाजायज तरीके से एक आदमी पांच पाच दस दस प्लाट लेकर के बैठा हुआ है। बहुत पुराने टाइम से जबर्दस्ती उन्होने दखल किया हुआ है। चार आदमी मिल कर के गारे प्लाट्स को अपने में बाट कर के उसका उपयोग करते हैं। मबटेनेट्स बहाल करके उससे ज्यादा रुपया कमाने हैं और रेलवे की जमीन का इस्तेमाल करते हैं।

जब आपने राजा महाराजाओं को खम किया जमीदारी खत्म की तो आप अपनी जमीन विसी खाम व्यक्ति को देवर के ज्यादा धन कमाने की व्यवस्था कराए यह उचित नहीं जगता है और खाम कर प्रजातन्त्र और समाजवादी डग के सरकार के लिए तो यह किसी तरह उचित नहीं है। इसनिए मैं निवेदन करता हूँ कि छपरा में जो रेलवे की जमीन दखल विये हुए हैं नाजायज तरीके से उन्होंने हजारों के बांग में लग्निन बाबू ने जो आजा दी थी उसका पालन किया जाए। उसमें में जो जमीन निकल वह बीकर मंकशन के लोगों को हरिजन को माइनारिटी कम्प्यूनिटी के लोगों को या लायल रेलवे कर्मचारियों को अथवा अनाम्प्लायड येज्युएट्स को दी जाय और माननीय मंत्री जी खुद उसके लिए उन लोगों का परसेटेज फिक्स इर डेविल फिल अनुपात में किस-किस को वह जमीन दी जाय। मेरा ख्याल है कि जो सार्जिश उपरा के अफसर कर रहे हैं उस में यह काम ने में दिक्कत होगी यदि आप इस पर पूरा ध्यान नहीं देंगे।

अन्त में अपना भाषण समाप्त करने से पहले मैं राज्य मंत्री श्री शक्ती कुरेशी ज ट्रब को धन्यवाद देना चाहता हूँ जिन के सहयोग से ललित बाबू अपने काम में सफल हो सके। मेरा विश्वास है कि कुरेशी साहब के सहयोग और सपोर्ट से हमारे माननीय मंत्री पंडित जी भी अपने काम में सफल होंगे और यह काम इनके हाथ से पूर्ण हो पाएगा।

SHRI PAOKAI HAOKIP (Outer Manipur). At the outset I congratulate the Minister and the Ministry as a whole for the budget.

I should express my thankfulness to the new Minister for a number of new proposals. The proposals are there before us, that is to say, it is contained in his speech and in the different papers circulated to us.

The hon. Minister has come forward and said that there will be no more increase in the passenger fares and freight rates. This is one of the happy things. The steps regarding increasing the number of facilities have got to be vigorously implemented.

Sir, one happy thing is this. In the matter of recruitment of Scheduled Castes and Scheduled Tribes, he says, he is determined to implement this policy, by encouraging members belonging to Scheduled Castes and Scheduled Tribes and other backward classes to get employment and that these facilities will be provided for students in the university campus for reservation purposes.

About the other facilities a number of my predecessors who have spoken have already dealt with them and I do not think I have much to add. But nevertheless I would like to say that in regard to facilities over the years we have been told that the facilities will be increased and amenities will be increased. But what have we witnessed today? It is true that the Railways are not different today from what we have been seeing. But today, I find, from the new budget proposals, it has been stated that more facilities will be provided and this matter will be taken care of, and will be looked into.

The most distressing thing is this. In the railway compartments we find that there is no proper light, there is no proper lavatory, there are no proper book-stalls or other catering facilities and services. These facilities

[Shri Paekai Haokip]

and services are lacking and these things should be properly looked into and improved. Who is responsible for these things? Everyone of us is responsible. Whenever anything happens one is prone to blame the Minister and Railway Board. But we should try to improve these things. But has the position improved to the extent we desire? The reality has been this. These facilities, have been absent all along. Now that the new Minister has taken over, I hope he will look after these amenities and facilities very effectively.

19.00 hrs.

So far as construction of new railway lines are concerned, a number of speakers have already spoken about the same in the present context of our country. We all talk about national integration. But, that can only be achieved when there is sufficient network of airways, railways and river transport. Among these systems, air traffic is the expensive one. Common people cannot avail of this facility. River transport is not an easy one. Road transport is important. But, railways are most important which can carry more passengers. When Government thinks of national integration, one way of achieving this is to lay more and more railway lines. What has been done over the many years? When you think of constructing a new railway line you take into consideration the economic viability of the region. When we talk of national integration, this consideration has to go. We are compelled to invest more and more funds in constructing new railway lines. Sir, I come from the north-eastern region—Manipur. For centuries, Manipur-Tripura have no railway lines. The only line that is there is from Assam. Here our demand is this that the Government must examine introduction of one train from New Delhi to Gauhati via Farakka. Our demand has also been

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for extension of the line from the New Bongaigaon upto Gauhati so that this line may be effectively utilised by the masses. I hope that this will be taken into consideration by the new Minister.

I am now concluding with the following. In the Fifth Plan period, the ministry will pay its attention for the development of the eastern region in order to bring that with the levels of the other parts of the country.

I hope the ministry will give its earnest consideration for the development of these areas by providing link to this part of the country.

श्री प्रताप सिंह नगर, (गढ़वाल) : सभापति जी, मैं रेलवे बजट के लिये, जो आदरणीय पठित जो ने पेश किया है, उनको हार्दिक बधाई देता हूँ। यद्यपि भाड़े नहीं बढ़ाये गये हैं, वैसे कुछ वस्तुओं पर भाड़े बढ़ाये गये हैं, लेकिन वे मामूली हैं, उनसे कोई महगाई बढ़ने वाली नहीं है। यह बहुत सराहनीय है।

अब मैं कुछ थोड़ा सा अपने पहाड़ी क्षेत्र के बारे में कहना चाहता हूँ, क्योंकि हमारी जो तकनीफ है उसको मैं यहां पर कह दू तो यह कोई अत्युक्ति नहीं होगी। मेरी बदकिस्मती है कि मेरा निवाचन क्षेत्र ऐसा है जहां एक जिले में तो केवल आधा किलो-मीटर रेल की लाइन है। दूसरे जिले में कहीं कोई रेल लाइन नहीं है, वहां तो मोटर मार्ग भी बड़ा मुश्किल है। अभी जो नया परिसीमन हुआ है उसके मुताबिक देहरादून शहर मेरे निवाचन क्षेत्र में तो आ गया है, वहां रेल-हैड है, लेकिन वहां से मेरे निवाचन-क्षेत्र में जाने के लिये कोई रेल लाइन नहीं है, मोटर तो ज़रूर जाती है, लेकिन आगे जाने के लिये रेलवे लाइन नहीं जाती है। कभी कभी मैं सोचता हूँ और मुझे ताज्जुब होता है—हमें 27 साल आजादी हासिल किये

हुये हो गये—हमारे यहा नजीबाबाद और कोटडार के बीच चार बार रेले चलती थीं, जाती थी और आती थी, लेकिन चार-पांच-महीनों से हमको सन 1906 की स्थिति में ले जाया गया है। सन 1906 में जो हालत थी आज वही हालत वहा पर बना दी गई है। मैंने त्रिपाठी जी को इस बारे में लिख कर दे रखा है—वहा ब के बल दो गाडिया चलती हैं, कृपा कर चार टाइम चलाना शुरू करायें ताकि लोगों को परेणानी न हो। आप जानते हैं कि हमारा क्षेत्र फौजी क्षेत्र है—किसी को पठानकोट जाना है तो किसी को नेका जाना है, किसी को कही और जाना है, लेकिन उनको समय पर गाडिया नहीं मिलती है। अगर चारों गाडिया चलती रही तो उनको जाने के लिये गाड़ी का मेल मिल जाता है बरना बे लोग आपने गन्तव्य स्थान पर टाइम पर नहीं पहुंच सकते हैं।

सभापति महोदय, आपको ताज्जुब होगा—पिछले दिनों में पौड़ी से ऊपर एक गाव में गया, उम मारे गाव में 50 : वामं थे जिनमें से 55 आदमी फौज में थे। एक दूसरा गाव 105 मवासो का था, उनमें से 84 आदमी फौज में थे। हम लोग फौजी इलाकों के रहने वाले हैं, यदि हम लोगों के लिये इस तरह की कठिनाई पैदा की जायेगी तो इससे किस तरह से काम चल सकेगा।

1915 में जब अप्रेजो का राज्य था, उस समय हरिद्वार से कर्जप्रायाग के लिये रेले लाइन बिछाने के लिये तथ हो गया था, खूटिया आदि भी गढ़ गई थी, त्रिकि वह लडाई का झमाना था। लेकिन इस सीमा पर लडाई नहीं भड़की, इसलिये अप्रेजो को जरूरत नहीं पड़ी और बाद में उन्होंने रेलवे लाइन नहीं बिछायी। अब हमारी अपनी सरकार बन गई है, लेकिन यह सरकार भी हमारी बात को नहीं सुनती है।

आपको याद होगा हमारे यहा एक डिब्बा कोटडार से बनारस के लिये लगता है—लेकिन अब वह डिब्बा भी कभी तीसरे रोज आता है, कभी चौथे रोज आता है—मैं चाहता हूँ कि वह डिब्बा रोजाना आना चाहिये। किसी को लखनऊ जाना होता है, किसी को बनारस जाना होता है, मुमाफिर यह साच कर आता है कि वह उस डिब्बे में बैठ कर मीधा लखनऊ या बनारस पहुंच जायेगा, लेकि जब स्टेशन पर आ बूँ उसे मालूम होता है कि वह डिब्बा आया ही नहीं है तो उसे बड़ी निराशा होती है।

दिल्ली से हमारे यहा जाने के लिये पहले तीन डिब्बे लगा करने थे। अभी हनुमन्तीया माहब बहुत ज्यादा बात कर रहे थे, वह होते तो मैं उनको याद दिलाता—उनके ही कायंकाल में हम बहुत चिल्लाये थे कि एक डिब्बा रह गया, जबकि पहले तीन डिब्बे लगते थे। जब मैंने शोर मचाया चिट्ठी लिखी जिसका जवाब नहीं मिला, आखिर को मेरे यहा के लोग मेरा घेराव करने के लिये तैयार थे। तो मैंने हनुमन्तीया जी को लिखा और उन लोगों से कहा कि आप लोग मेरा घेराव क्यों कर रहे हो? श्री हनुमन्तीया ज क घेराव करो तब जाकर दो महीने के आन्दोलन के बाद वह डिब्बे फिर लगे। अब तीन डिब्बे ही लग रहे हैं, लेकिन उनमें काफी भीड़ होती है। बनारस बाला तो डिब्बा (कोटडार से लगता है मेरी मांग है कि उसमें फर्स्ट क्लास का भी प्रवन्ध हो जाय ताकि हमारे यहा के एम० एल० एन० लोग सुविधा से आ जा सके। नजीबाबाद से भी लोग उसी में बैठकर जाते हैं क्योंकि बनारस के लिये उनको सुविधा पड़ती है। कम से कम चार फर्स्ट क्लास की सीटों का प्रवन्ध हो जाय। इसके अलावा एक थी टीयर स्लीपर हो ताकि लोग स्लीपर का च.जं दे कर आराम से जा सके।

[श्री प्रताप सिंह नेगी]

अब मैं दिल्ली से कोटडारा के लिये एक गाड़ी के बारे में कहना चाहता हूँ मूँझे रेलवे बजट पर जब भी बोलने का मौका मिलता है तो मैं यह जरूर कहता हूँ कि हमारी एक मांग है कि दिल्ली से कोटडारा के लिए एक सीधी गाड़ी चलाया जाए जिसका नाम बद्रीनाथ एकमप्रेस रख दीजिये। अब तो लाखों यात्री बद्रीनाथ जाते हैं। इस गाड़ी के चलने से काफी लोगों को मुश्विधा होगी क्योंकि अब तो बद्रीनाथ तक मट्टक बैरगी है। 1915 में जो रेलवे लाइन बिछाने की तजवीज हुई थी तो उम्मीद उन्होंने यह लिखा था कि अभी कर्णप्रयाग तक अगर रेलवे लाइन चले तो किसी तरह नं धाट में नहीं रहेगी। बल्कि अगर बद्रीनाथ तक चला दें तो भी धाटा नहीं हो सकता है। क्योंकि वहाँ के दर्शनीय स्थानों को देखने के लिये देश से ही नहीं बल्कि दूनिया के अन्य देशों के पर्यटक भी आयेंगे। इसलिये दिल्ली से कोटडारा तक के लिये बद्रीनाथ एकमप्रेस का यथा शीघ्र प्रबन्ध किया जाय। केंद्रानाथ के पास 14,000 फीट की ऊँचाई पर एक ऐसा कुण्ड बना हुआ है जिसमें मीलों तक बहा कमल का गलीचा बिछा हुआ नजर आता है, फूलों की धाटी है, दूधातोली आदि रमणीय स्थान है, जिनको देखने के लिये लाखों लोग जाते हैं। इसलिये अगर यह छाटी सी मुश्विधा दे दी जाय तो अच्छा हो। खाम कर हमारे इनको के फौजी भाइयों का ब्याल कर के आप यह मुश्विधा प्रदान करें। हमारे क्षत्र से फौजी भाई कश्मीर तक जाते हैं, कश्मीर की लड़ाई में उन्होंने अपना विनियोग किया।

हमारे यहाँ माणा धाटी, नीति धाटी और बड़ाहोती बिल्डिंग से मिले हुये हैं। अगर वहाँ के लोगों के लिये मुश्विधा पहुँचायें तो भीमान्त्र क्षेत्र होने की बजह से आप आमानी से उन इकाइयों को रसद पहुँचा सकते हैं।

लड़ाई का सामान भी बड़ी आसानी से पहुँचाया जा सकता है। इसके लिये रेलवे लाइन का होना जरूरी है। पहले हिमालय हमारी रक्खा करता था, उत्तर से किसी प्रकार के हमले का अदेश नहीं होता था। लेकिन विज्ञान का युग आ जाने से हिमालय हमारी रक्खा नहीं कर सकता। अब तो हिमालय के पुल को ही रक्खा करनी है। इसलिये आप हमारे ऊपर बृप्ता करें।

एक भावना हम लोगों के दिल में हो गई है कि हमारा भला, पवेतीय अंचल का भला, हिमालय के लागों का भला, तब तक नहीं हो सकता जब तक कि उनको हिमाचल प्रदेश की नगर या किंगुरा की नगर अननग राज्य का दर्जा नहीं दिया जाता। मैं ममक्षना है कि हमारे रेल मवी दिग्गिया दिल है वह मेरी इस दर्वाजत को प्रधान मवी तक भी पहुँचाने की कृपा करेंगे ताकि हमारा कुछ भला हो गये।

इन शब्दों के नाथ मैं अपने रेल मवी जी का बधायी देना चाहता हूँ।

रेल मवी (श्री कमलपति त्रिपाठी) आप क्यों बढ़वाग करवाना चाहते हैं उत्तर प्रदेश का?

SHRI SHYAM SUNDER MOHAPATRA (Balasore). It is for the first time that I was happy that under the leadership of Pandit Kamalapati Tripathi there was no rise in the price of tickets. It is for the first time that we see a comfortable sigh pervading the corridors of the Lok Sabha. All members were happy that people in the entire country heaved a sigh of relief that there was no rise in the price of tickets.

At the same time, I should bring home a cardinal factor in this aspect to the hon. Minister, that he must see that in the next budget the price of tickets should go back to the

level of 1972. My suggestion may sound very odd. But if you go through the price rise, you will find that between 1973 and 1975, the price has gone up by more than 50 per cent. The chair car ticket from Howrah to Delhi was perhaps Rs. 117; now it is Rs. 198. It is the business tycoons who have left travelling in sleeper cars in air-conditioned coaches and taken to the air-conditioned chair cars. Can we, the middle class people, afford to pay Rs. 198 for this? So I hope our progressive Minister of Railways will consider, while presenting the next Budget, going back to the 1972 level of the price of tickets. It will be a dynamic, revolutionary move.

I must again thank the Railway Minister that he has obliged the people of Orissa by including two or three more members in the Zonal Railway Committee. He had said in his budget speech that when the Zonal Railway Committees were formed, States' representation would be kept in view. If you consider the goods traffic of the entire India moving in all the zonal railways, 65 per cent moves on the South Eastern Railway. If that is so, I want to know what is the percentage of the Orissa people serving on the South Eastern Railway? A quota must be fixed. If the S. E. Railway is carrying 65 per cent of all the railway goods traffic, why not give a bigger quota of representation to Orissa in the South Eastern Railway? I think this is a very honest suggestion.

The food supplied in the trains by the catering department is below standard. Tea served on railway platforms is worse than anything. It is four times poisonous. The tea served to passengers is black in colour. Unfortunately, the Catering Committee has been abolished on the suggestion of some Committee. I suggest that wholetime social workers should be put into this Catering Committee. They must go and supervise the standard of food served on the platforms. If the food is found to be bad, the

licences of the vendors should be cancelled and drastic action should be taken because it is poison which is given to the passengers. Why should the standard of food be bad when we are going in for all round development of railways?

Orissa has been neglected all these years by the Railway Board. There has been a persistent demand by the political parties that the Bansbani-Jagpura line should be constructed. There have been violent agitations and peaceful agitations for it. All the newspapers were full of comments that this is a line which is a lifeline connecting all the mineral areas of Orissa. But I understand that only Rs. 1 lakh has been earmarked for this line. It is a shame that only a lakh of rupees has been sanctioned whereas the total expenditure amounts to more than Rs. 20 crores.

In any case, the Rourkela steel plant area should be connected with the Paradeep port. There should be railway lines through all the tribal areas. Unless you develop the tribal areas, the fate of India will never be changed, the fate of Orissa will never be changed because 33 per cent of the population of Orissa are tribals and Harijans.

The argument adduced by the Railway Board against this is that they are uneconomic lines. Unless you put the railway lines, how can we improve the economic condition of these areas. It is no use saying that these areas are not developed. Unless we have a deep infra-structure, we cannot bring about economic development. Gandhiji had said that Orissa is the poorest of the Provinces. Our esteemed Prime Minister has said a number of times that the people of Orissa are very poor. Is it possible to improve the fate of Orissa by allocating only a lakh of rupees for this Bansbani Jagpura line? So many suggestions are lying with the Ministry of Railways for a line between Bhadrak and

[Shri Shyam Sunder Mohapatra]

Chahmbali and certain other areas. was informed that a committee to survey the uneconomic lines or some-thing like that was there; it is time that that committee sent its report Government should come forward with definite suggestion how those lines could be made economical instead of telling people that they are unecono-mic lines.

I come from Balasore where there is a defence installation. It is the only one of its kind in the entire South-east Asia. There is no quota for Balasore passengers in any important train. As far as Madras Mail is concerned, there is quota from Balasore to Madras but there is no quota from Balasore to Howrah. The defence personnel want to go to Howrah. Sometimes Ministers depend upon re-plies submitted by the officers. But the Minister must also have time to go through our suggestions they must not always accept the draft letters which emanate from the offices of the Railway Board but must also go into the legitimacy and the logic of the suggestion and then only arrive at conclusions.

The Indian Railways are fortunate in having an integral coach factory. I saw a picture of the double decker which we are going to export to Indonesia. Our engineers are in no way inferior to others. While travelling abroad, I have heard senior technocrats and engineers praising Indian engineers. Similarly our coaches are equal to any one anywhere in the world. What is required is main-tenance. In first class compartments I have found that the seats were cut by blades. It is a fearful sight lonely ladies are travelling in railway com-partments but there is no RPF; Trains between Howrah and Cuttack and between Howrah and Balasore sometimes run withot RPF men. There is dan-

ger to their safety and security. There are besides a lot of charges against the RPF people. Corruption is writ large. If corruption could be eradicated from the Railways the railways income would go up by ten times. We are increasing fares and freights but we are not able to improve the standard of the Railways because there is no increase in the income. We are unable to give more money to the workers because the Railways are in deficit. And the Rail-ways are in deficit because millions of people are travelling without tickets. Are they not in collusion with the ticket checkers? I am trade unionist. I have seen in my constituency how those people corrupt the officers and the RPF Ticket check-ers are in col'lusion with the offend-ers. Exemplary punishment should be given to those people so that these are eradicated for ever.

Some trade unions with infantile approach to things have some vest-^ed interests and are thinking of another railway strike [They are taking advantage of the fact that thousands of workers are yet to be reinstated. Hundreds of thousands of workers were misled and they were made to believe that something new will dawn. Hon. Minister must see that their families and children do not suffer and that they are absorbed back in their work. The loyal workers who did their duty during those momentous days risk-ing their lives had not received jus-tice; some not all, railway officers are wooden in their approach. They do not appreciate that those work-ers did their duty with patriotic zeal during those days So, all facilities should be given to them. The pro-noses which were made must be fulfilled Under the leadership of Pandit Kamlapati Tripathi and his able colleague Shri Quresni, I think justice will be done to the workers very soon. They must do everything possib'e in their power to see that justice is done.

डा० संरुद्धा प्रसाद (मिसरिक) · समाप्ति जी, पहले तो मैं पंडित जी को बधाई देना चाहता हूँ कि उन्होंने रेल मत्तालय संभाला है। वैसे तो मैं पंडित जी के बारे में बहुत पहले से जानता हूँ। जहा भी वे रहते हैं कामयाकी आती है और लोगों को सतोष भी रहता है। मुझे आशा है कि रेलवे मत्तालय में भी इसी तरह से सुधार होगा और अनेक खामियां जो रेल मत्तालय में हैं, वे दूर होंगी।

रेलवे मत्तालय में रेलों में जो गडबड इधर उधर होती है, उस के बारे में विशेष रूप से कहना चाहता हूँ। बहुत मी रेलवेज में बगैर टिकट के ट्रैवलिंग होती है। मैं आप के माध्यम से विपाठी जी से यह कहना चाहूँगा कि देश में जितनी भी ब्रान्च लाइन है, उन में बगैर टिकट के ट्रैवलिंग बहुत होती है और यही नहीं जो लाग टिकट लेकर चलते हैं, बगैर टिकट के लोग, चाहे वे फर्ट क्लास के हो और चाहे सेकेन्ड क्लास के हों, उन को बहुत लिस्त करते हैं उन का बहन परेशान बरतने हैं लेकिन देखा यह गया है कि जो मैंन लाइने हैं वहा पर तो चेकिंग जारी से होती है और वहा मैरिजटेट भी जाता है और अपने प्रुप के साथ चेकिंग करता है लेकिन जो ब्रान्च लाइने हैं, वे इम मासले में निगले बटेड रहती हैं। मैं आप के माध्यम से मत्ती जी का ध्यान इस तरफ दिलाऊगा कि अगर इस नरक ज्यादा ध्यान दिया गया और ब्रान्च लाइनों पर अधिक चेकिंग की जाए, तो उम में बहुत फायदा हो सकता है। मैं यहा से जाता हूँ कि देखता हूँ कि शाहजापुर ब्रान्च लाइन जो मीतापुर के लिए है उस पर 50 परसेन्ट से अधिक लोग बिना टिकट चलते हैं और पैसेन्जर्स को परेशान भी करते हैं। इ लिए मेरा कहना है कि जितनी भी ब्रान्च लाइने हैं, उन पर अगर चेकिंग को बढ़ाया जाए, तो इस से रेलवे को काफी फायदा हो सकता है और पैसेन्जर्स को आराम भी रहेगा।

यहा दिल्ली स्टेशन पर भी मुझे यह देखने को मिला है कि जिस बक्स ट्रेन ऐटकार्म पर खड़ी रहती है, तो मुझे ऐसा लगता है कि कुछ लोग ज्यादा रिजवेशन करा लेते हैं और वे स्टेशन पर उन टिकटों को बेचते रहते हैं। जब ट्रेन ऐटकार्म पर खड़ी रहती है तो वे उस पर धूमते हैं और कहते रहते हैं सीट, मीट और डिस्टर्नर से लोगों को मीट बेचने हैं। मैं माननीय मत्ती जी से अनुरोध करूँगा कि वे हम बात को देखें। इस में अधिक फायदा हो सकता है।

अब मैं अपनी कास्टीटुयेन्सी के बारे में कुछ शब्द आप के माध्यम से पंडित जी से कहना चाहता हूँ। हमारे जिले में नीमसार एक बहुत बड़ा नीर्य स्थान हिन्दुस्तान का है और हिन्दुस्तान के कोने के ने से लोग बहा पर आते हैं। छाटी लाइन में भी इस को अगर कनेक्ट कर दिया जाए तो बहुत अच्छा होगा। मेरी कास्टीटुयेन्सी में आप के माध्यम से मैं पंडित जी से कहना चाहूँगा कि महमदाबाद एक स्टेशन है जोकि छाटी लाइन से कनेक्ट है। गाजर का वह इलाका है और वहा पर एक स्थान रामपुर मथुरा है। वहा पर ऐसे लोग हैं जो यह नहीं जानते हैं कि इजन कैसा होता है। वह गाजर का इलाका है और 20 मील का उम का फसला है। वहा पर आप को दिक्कत जरूर पड़ेगी लेकिन अगर रामपुर मथुरा को महमदाबाद से जोड़ दिया जाए, तो इस में लाखों लोगों को फायदा होगा और दूसरे जिले जैन के बाराबकी बगैर हैं भी उस का सम्बन्ध नहीं सकेगा। यह मेरे क्षेत्र की समस्या है। शाहजहापुर से जो ब्रान्च लाइन पर तापुर के लिए जाती है, हम लोग यहा दिल्ली से जाते हैं वे तो पाच छ घण्टे में पहुँच जाते हैं लेकिन शाहजहापुर से मीतापुर का जो 52 मील का फासला है और वहा पर ब्रांड गेज लाइन है लेकिन उस में वहा तक पहुँचने में चार घण्टे लगते हैं। उस की स्पीड 10, 15

[३.० संकटा प्रसाद]

मील रहती है। तो मेरा निवेदन है कि उस की स्पीड को थोड़ा सा बढ़ाया जाए। मेरा अनुरोध चैरिंग के सम्बन्ध में विशेष है और ब्रान्च लाइनों पर इस से बहुत अधिक रेवेन्यू लिया जा सकता है।

बहुत से वर्कर जो स्ट्राइक में थे, अब काम पर आ गए हैं। लेकिन अब भी जैसा मुझे मालूम है बहुत से लोग हैं जो काम पर नहीं लिए गए हैं। हमारे पंडित जी बड़े दयालु स्वाभाव के हैं, दयालुता के सागर हैं। अक्सर यह दया करते हैं। मेरी उनसे विनम्र प्रार्थना है कि अगर किसी वर्कर ने कुछ थोड़ी बहुत गलती की है तो उसकी थोड़ी बहुत लगती माफ कर दी जानी चाहिये और उसको काम पर वासिप ले लिया जाना चाहिये। हां अगर उसने अधिक गलती की है बड़ी गलती की है तो

उसको सजा भी मिलनी चाहिये। छोटी मोटी गलती को आपको दरगुजर कर देना चाहिये। इंसान से गलती हो ही जाती है लेकिन बड़ों का काम क्षमा करना होता है। पंडित जी बड़े दयालु हैं। मेरा उन से निवेदन है कि ऐसे कर्मचारियों को उनको क्षमा कर देना चाहिये और उनको काम पर वापिस ले लिया जाना चाहिये ताकि उनको रोजी मिल सके और उनके बाल बच्चों का पालन पोषण हो सके।

इन शब्दों के साथ मैं आपको धन्यवाद देता हूँ जो आपने मुझे बोलने का अवसर प्रदान किया है।

19.32 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Thursday, March 6, 1975/Phalguna 15, 1896 (Saka).

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